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2020 Plumas County Regional Transportation Plan

December 2019

Plumas County Transportation Commission

2020 Plumas County

Regional Transportation Plan

Report Prepared For:

Plumas County Transportation Commission

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California Transportation Plan 2050

2018 California State Rail Plan

2015 California Interregional Transportation Strategic Plan

California Aviation System Plan

2016 Sustainable Freight Action Plan

2014 California Freight Mobility Plan

2015 California Strategic Highway Safety Plan

2015 State Wildlife Action Plan

2013 California Climate Adaptation Planning Guide

2018 Safeguarding California Plan

2017 Regional Transportation Guidelines for Regional Transportation Planning
Agencies

Plumas County General Plan Circulation Element (2013)

City of Portola General Plan Circulation Element (2012)

Plumas County Mobility Management Feasibility Study (2011)

2018 Plumas County Active Transportation Plan – Pedestrian/Bicycle Plan

2015 Plumas County Coordinated Public Transit-Human Services Transportation
Plan

2015 Plumas County Short Range Transit Plan

Regional Transportation Plans from adjacent RTPAs and MPOs

0. Executive Summary

0.1 Introduction

The Plumas County Transportation Commission (PCTC) is the Regional Transportation Planning Agency (RTPA) for Plumas County. The PCTC's overall mission is to provide transportation planning for the region. The PCTC works to plan, communicate and coordinate with the citizens of Plumas County and decision-makers of Plumas County, Portola and Caltrans to create a balanced regional transportation system. Every RTPA is required by federal law (Title CFR 450.300, Subpart B) and state law (CA Government Code Section 65080) to conduct long-range planning in order to establish the region's vision and goals and to clearly identify the unique transportation needs for the region.

Developing the Regional Transportation Plan (RTP) is one of the main duties of the PCTC and other RTPAs. The RTP is a long-range (20 year) planning document which acts as the blueprint for transportation planning in the region. The RTP is a living document and is required to be updated every 4-5 years for Plumas County to be eligible for many sources of funding. Each RTP builds upon previous efforts and recalibrates the region's needs based on the evolving demographic, political, economic, and environmental context. The RTP addresses all modes of transportation, including roadway, bicycle and pedestrian, transit, freight, aviation and rail. Developing the RTP is a collaborative process between the PCTC and the public, City of Portola, Caltrans, Tribal governments, and various federal, state, regional and local partners.

The most recent RTP Guidelines, adopted by the California Transportation Commission (CTC) on January 18, 2017, established the required elements and development process for the RTP. The following three elements are required by the California Transportation Commission, and comprise the main framework of the Plan:

- ❖ The Policy Element (Chapter 3): The purpose of the policy element is to identify legislative, planning, financial and institutional issues and requirements, as well as provide the regional vision supported by a series of goals which are supported by objectives and policies.
- ❖ The Action Element (Chapter 4): The Action Element describes the programs and actions necessary to support the regional vision; the Action Element lists the identified transportation needs projected in Plumas County over the next 20 years, by mode.
- ❖ The Financial Element (Chapter 5): The Financial Element identifies the current and anticipated revenue sources available to fund the transportation projects and programs identified in the Action Element.

0.2 Overview of Existing Conditions

Changing demographics influence the transportation needs of a region. In Plumas County. The population is not expected to increase significantly between now and the horizon year of this planning document, 2040. The focus of the planning efforts for this RTP will be on maintaining the existing transportation network, and increasing the safety, efficiency and convenience of all modes in the region.



0.3 Overview of Regional Vision

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

Historically, the primary local and regional issues centered around a lack of maintenance funding to maintain the integrity of existing facilities. Recent legislative efforts, especially Senate Bill 1 signed in April 2017 and upheld with the defeat of California Proposition 8 in November 2018, have greatly increased the funding available to PCTC and local agencies for maintenance and development of the regional transportation network. Through a state gasoline tax and increased registration fees, SB 1 is a \$52 billion transportation fund which will be used exclusively for transportation purposes, including maintenance, repair and rehabilitation of roads and bridges, new bicycle and pedestrian facilities, public transportation, and planning grants.

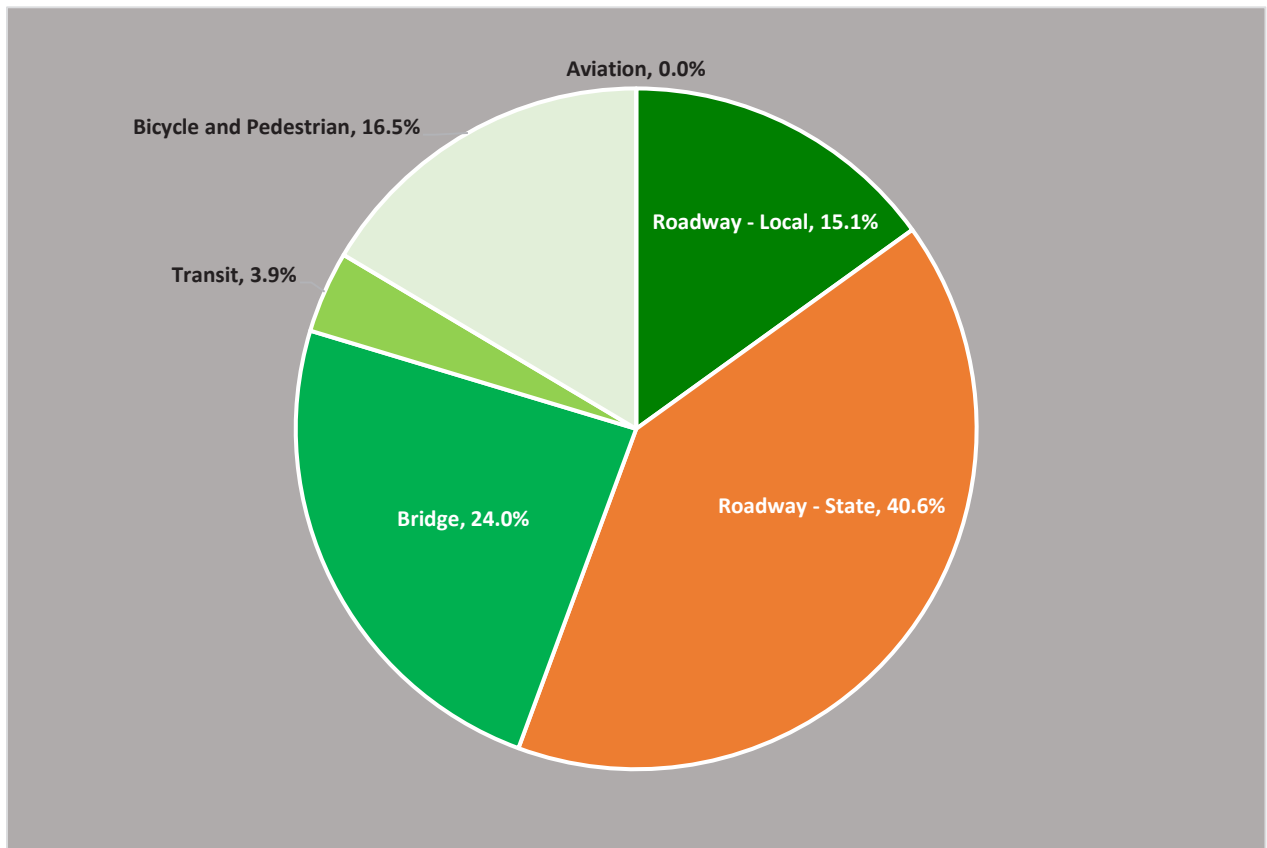
The six following goals have been established and ordered to reflect the regional importance of improving all modes of transportation in Plumas County:

- ❖ Goal 1 – Maintain a Safe, Efficient Roadway System: Expand and maintain a safe, efficient, and convenient countywide roadway system that enhances the lifestyle of the residents and meets the travel needs of people and goods through and within the region.
- ❖ Goal 2 – Encourage a Safe and Convenient Non-Motorized Transportation System: Encourage and promote a safe and convenient non-motorized transportation system that is attractive to bicyclists and pedestrians, part of a balanced overall transportation system, and will contribute to State and National goals to improve air quality and community livability.
- ❖ Goal 3 – Support an Effective and Accessible Transit System: Support and expand effective, convenient, regionally and locally coordinated transit service that connects residential areas with employment centers, serves key activity centers and facilities, and offers a viable option to the drive-alone trip.
- ❖ Goal 4 – Promote Aviation Facilities: Promote general and commercial aviation facilities and services that complement the countywide transportation system.
- ❖ Goal 5 – Encourage Improvements to Rail Service: Encourage improvements and availability of rail service in the region.
- ❖ Goal 6 – Achieve Environmental Quality Standards: Achieve and maintain environmental quality standards set by Federal, State and Local Resource Agencies.

The Policy Element, Chapter 3 of this document, establishes objectives and policies for each goal to ensure that the Plumas County region can maintain the regional transportation system within the financial constraints of State, Federal, and local funding sources.

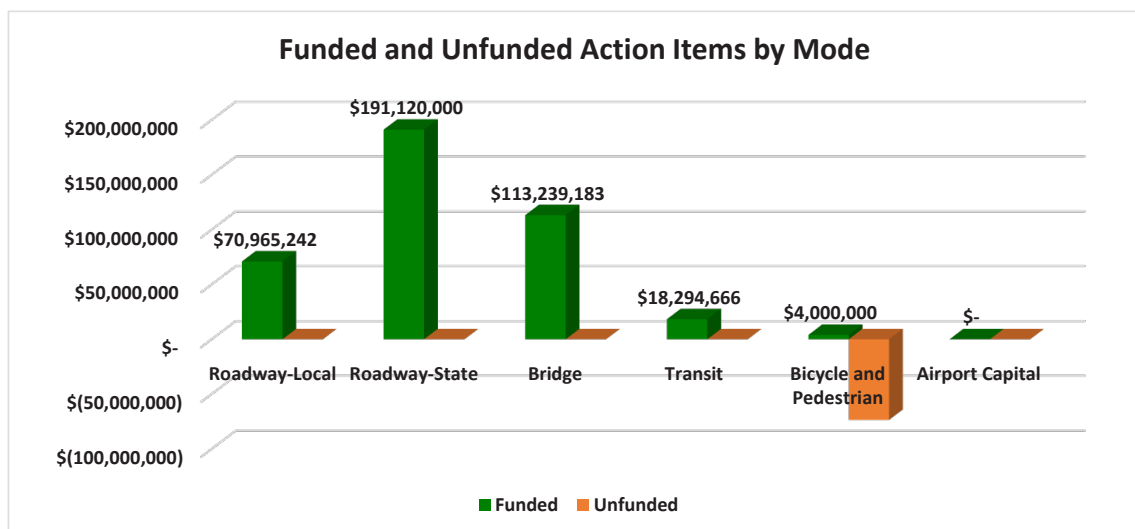
0.4 Overview of Action Element

Over 520 projects have been identified in the Action Element (Chapter 4) of this document including roadway, bridge, transit, bicycle and pedestrian, and aviation projects. The following figure shows the project needs in the region by mode.



0.5 Overview of Financial Element

Over \$301 million have been identified in short-range transportation needs in Plumas County, and an additional \$170 million in long-range transportation needs. The following figure summarizes the funded project needs or funding shortfall for each mode.





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1. Introduction

1.1 About the Plumas County Transportation Commission

The Plumas County Transportation Commission (PCTC) is the state-designated Regional Transportation Planning Agency (RTPA) for Plumas County. The PCTC plans, communicates with and coordinates with the citizens and decision-makers of Plumas County, the City of Portola, and Caltrans to create a balanced regional transportation system. The PCTC is responsible for the administration of regional, state, and federal funding for projects related to roadways, bridges, public transportation services, railways, airports, bicycle facilities, and pedestrian amenities. In developing transportation solutions, the PCTC initiates design concepts, engineering feasibility studies, environmental studies, and proposes funding sources to construct transportation improvements.

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

1.2 About the Regional Transportation Plan

One of the major planning responsibilities of the PCTC is the development of the Regional Transportation Plan. The Regional Transportation Plan (RTP) specifies the policies, projects and programs necessary for a 20 year period to maintain, manage and improve the region's transportation system. The 2020 RTP update will cover the planning period from 2020-2040. With few exceptions, regional transportation projects must be included in the Regional Transportation Plan in order to be eligible for state and federal funding.

The three key elements of the RTP include:

- ❖ The Policy Element (Chapter 3) describes the regional vision and goals and establishes series of objectives and policies to support the goals;
- ❖ The Action Element (Chapter 4) identifies the projects that support the goals, policies and objectives from the Policy Element;
- ❖ The Financial Element (Chapter 5) identifies the current and anticipated revenue sources and funding strategies available to fund the planned transportation projects identified in the Action Element.

The RTP provides a foundation for transportation decisions by local, regional and State officials. This foundation is based on a vision of an efficient and environmentally sound multi-modal system. The RTP also serves as the foundation for the development of the following programs:

- ❖ Federal Transportation Improvement Program (FTIP).
- ❖ Regional Transportation Improvement Program (RTIP).
- ❖ Interregional Transportation Improvement Program for Plumas County (ITIP).



1.3 RTP Planning Requirements

The PCTC, as the designated RTPA, is required by State law to prepare the RTP and transmit it to the California Department of Transportation (Caltrans) every four-five years. The RTP is required to be developed as per State legislation, Government Code §65080 et seq. of Chapter 2.5. The last full Plumas County RTP update was adopted in 2011. Due to little change in the regional transportation project needs in Plumas County and uncertain and inadequate funding between 2011-2018, an administrative modified update was proposed to the RTP in 2018. CALTRANS denied the proposed administrative modified update and requested a full update because of the required update every four-five years. The 2020 Plumas County RTP update will be the first full update since 2011.

Since the 2011 update, the California Transportation Commission (CTC) has adopted new 2017 Regional Transportation Plan Guidelines for Regional Transportation Planning Agencies. For the first time, separate guidelines were developed for RTPAs and Metropolitan Planning Organizations (MPOs).

In addition to the separate guidelines for RTPAs and MPOs, the 2017 RTP Guidelines require that long range transportation planning documents include an outreach process which is inclusive of Native American Tribal Governments and that considers issues of environmental justice. The 2017 RTP Guidelines also have updated the required method of modeling from Level of Service (LOS) to Vehicle Miles Traveled (VMT). Monitoring VMT instead of LOS is supportive of the state and federal goals of reducing greenhouse gas emissions.

1.3.1 Climate Change and Environmental Quality

As established in the 2017 RTP Guidelines, RTPs must address climate change and air quality to be compliant with California Senate Bill 32 (SB 32). SB 32 expands Assembly Bill 32 (AB 32), The California Global Warming Solutions Act of 2006. AB 32 requires a state reduction in greenhouse gas (GHG) emissions to no more than the 1990 emissions levels by 2020; SB 32 requires a further reduction of GHG emissions to achieve a 40 percent reduction below 1990 levels by 2030.

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

1.4 RTP Planning Process

1.4.1 Inter-Agency Coordination

The RTP is the result of a broad planning process. This process involves many government agencies, as well as private interests and the public. Contact people for agencies and private businesses related to the

local economy, freight, aviation, transit, and other groups with an interest in the RTP were tracked in a stakeholder list throughout the duration of the RTP development and were invited to outreach meetings to become involved in the RTP development.

Letters were sent by postage and by e-mail in the beginning of the RTP development process to neighboring Counties' transportation planning agencies. Agency contacts were also alerted of the option to become involved in the RTP and provide input or recommended projects through a variety of other methods. Agency contacts were invited to provide input directly through a one-on-one interview with the project team or through a variety of other methods, such as the digital questionnaire and a comment feedback form available on the project website. The identified stakeholders were invited to community workshops and flyers and other invitations and project updates were circulated to the stakeholder group through e-mail blasts. Through the community outreach process, the following groups were specifically invited to be involved throughout the plan development, which includes private freight and railroad interests in addition to the public agencies responsible for resource and transportation management in the region:

- ❖ Caltrans
- ❖ City of Portola
- ❖ Washoe Tribe of Nevada and California
- ❖ Susanville Indian Rancheria
- ❖ Greenville Rancheria
- ❖ Chester-Lake Almanor Chamber of Commerce
- ❖ Quincy Chamber of Commerce
- ❖ Indian Valley Chamber of Commerce
- ❖ Eastern Plumas Chamber of Commerce
- ❖ Sierra Buttes Trail Stewardship
- ❖ Feather River College
- ❖ California Highway Patrol
- ❖ Plumas County Sheriff's Office
- ❖ Almanor Recreation and Park District
- ❖ Central Plumas Recreation and Park District
- ❖ Eastern Plumas Recreation and Park District
- ❖ Plumas-Eureka State Park Association
- ❖ Plumas National Forest
- ❖ Lassen National Forest
- ❖ Cal-OES
- ❖ Union Pacific Railroad
- ❖ Burlington Northern Santa Fe Railway
- ❖ Bodfish Bicycle

For the full stakeholder list, see Attachment A.

1.4.2 Coordination with Other Plans and Studies

During development of the 2020 RTP update, existing plans, documents and studies addressing transportation in Plumas County were reviewed to ensure the RTP's consistency with other planning documents relevant in Plumas County. These documents include but are not limited to the following:

- ❖ Plumas County General Plan Circulation Element (2013)
- ❖ City of Portola General Plan Circulation Element (2012)
- ❖ Plumas County Mobility Management Feasibility Study (2011)
- ❖ 2018 Plumas County Active Transportation Plan – Pedestrian/Bicycle Plan
- ❖ 2015 Plumas County Coordinated Public Transit-Human Services Transportation Plan
- ❖ 2015 Plumas County Short Range Transit Plan
- ❖ Regional Transportation Plans from adjacent RTPAs and MPOs.
- ❖ California Transportation Plan (2016)



1.4.3 Public Participation

Throughout the RTP development process, PCTC adhered to the Plumas County Public Participation Plan, most recently reviewed and adopted by the PCTC in February 2017 as part of PCTC’s Title VI Plan to ensure that no person is excluded from participating in or from the benefits of the regional transit system.

The community was notified about the RTP and invited to community workshops through a project website, a social media campaign including Facebook and Twitter, newspaper ads, and flyers posted around the community in locations accessible to all members of the community, including County libraries and county social services. Community meetings were held after normal business hours to accommodate community members who may have an interest in the RTP but who are not able to take work off or secure babysitting. In addition, community members were notified of the option to provide feedback online or through teleconference with the project team if unable to attend community meetings.

Community workshops were held in Quincy, Chester, and Portola. Table 1.1 summarizes outreach events held during the development of this RTP: The introductory workshops introduced the Regional Transportation Plan to the community and provided interactive exercises and information. Community members who attended were given the opportunity to develop priority projects, identify transportation issues, and voice their concerns. The meetings included a presentation on the benefits of regional transportation planning, existing conditions and barriers to mobility, and solutions for improving transportation throughout the County. After the presentation, planners were available to interact with community members and provide more in-depth discussion on transportation issues in the region. Maps and surveys were made available for community members to comment on and identify specific areas throughout Plumas County they believe should be given priority.

Table 1.1 Summary of Meetings	
Meeting	Date
Caltrans State Highway Needs Meeting	February 20, 2019
Greenville Rancheria Stakeholder Meeting	April 23, 2019
Washoe Tribe Stakeholder Meeting	April 24, 2019
Community Meeting #1 - Quincy	May 7, 2019
Community Meeting #2 - Chester	May 8, 2019
Community Meeting #3 - Portola	May 13, 2019
Pop-Up Community Event - Lost and Found Bike Race - Portola	May 31 - June 2, 2019
Pop-Up Community Event - Gold Digger Days - Greenville	July 20, 2019
Pop-Up Community Event - Plumas Sierra County Fair - Quincy	August 14, 2019

In addition to the outreach meetings, a series of pop-up events were held at existing community events to reach community members unable to make traditional outreach meetings. Pop-up informational booths were available at the Lost and Found Bike Race in Portola, Gold Digger Days in Greenville, and the Plumas-Sierra County Fair.

The document was posted to an ADA-compliant project website at the Public Draft stage and notification was provided through a newspaper ad, stakeholder e-mail blasts, and by promoting the plan on the project’s social media.

To view the Plumas County Public Participation Plan and outreach materials and summaries of the comments received during the outreach process, see Attachment B.

1.4.4 Coordination with the California State Wildlife Action Plan

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

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

To view the excerpts from the SWAP related to stressors and sensitive species in Plumas County, see Attachment C.

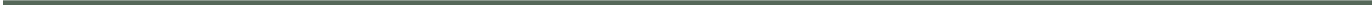
1.4.5 Coordination with Native American Tribal Governments

Plumas County is home to one active federally recognized Native American tribal entity, the Greenville Rancheria. In addition to the Greenville Rancheria, tribal governments in adjacent regions were considered during the development of this RTP, including the Susanville Rancheria based in Susanville, Lassen County, and the Washoe Tribe of California and Nevada based near Carson City in Nevada (see Table 1.2). Tribal leaders were contacted directly and invited to one-on-one interviews to discuss the RTP and to solicit projects and other input from Tribal governments. Tribal meeting dates are shown in Table 1.1.

In addition to the direct stakeholder interviews, the tribal governments were included in all stakeholder meeting announcements and invitations, PCTC agenda distributions, and invitations to community meetings. Tribal member feedback received during community outreach events focused on the need for bicycle and pedestrian infrastructure in Greenville and around Indian Valley. Projects reflecting this need have been incorporated in the Action Element project lists in Chapter 4.

Table 1.2
Tribal Contact List

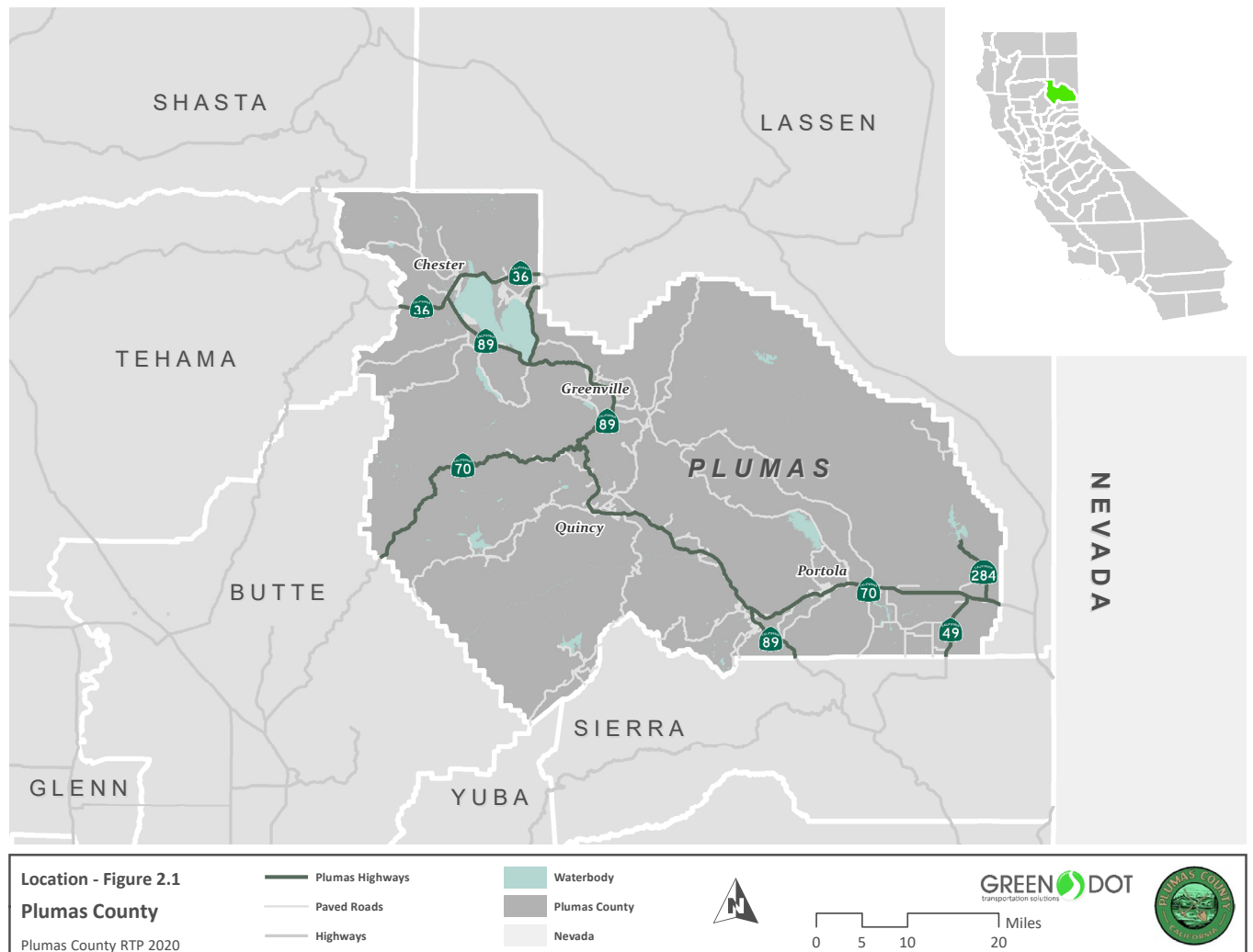
Tribal	Contact Name	Mailing Address
Greenville Rancheria	Kyle Self, Tribal Chairman	1405 Montgomery Road, Red Bluff, CA 96080
Susanville Rancheria	Russell Burriel, Public Works Director	865 Joaquin St, Susanville, CA 96130
Washoe Tribe	Serrell Smokey, Chairman	919 US HWY 395 N, Gardnerville, NV 89410



2 Existing Conditions

2.1 Setting

Plumas County is situated in northeastern California at the northern boundary of the Sierra Nevada mountain range and southern boundary of the Cascade Range. Elevations range from 1,800 feet at Storrie to 8,372 feet at the peak of Mount Ingalls. As shown in Figure 2.1, it is bound by Shasta County to the north, Lassen County to the north and east, Sierra and Yuba Counties to the south, and Butte and Tehama Counties to the west. Plumas County is located approximately 250 miles northeast of San Francisco, 80 miles northwest of Reno, and 150 miles southeast of Redding. Two major highways traverse the County: SR 70 running east-west and SR 89 running north-south. In addition, SR 36 and SR 49 extend across parts of the County while SR 147 and SR 284 serve as roads to specific destinations. The only incorporated city in the County is Portola. Other population centers in the County are Quincy (serving as the County seat), Greenville, Graeagle, and Chester.





Plumas County is comprised of approximately 2,618 square miles of land. Approximately 24 percent of the land is in private ownership (400,000 acres), while the remaining 76 percent is national forest land (1,245,000 acres). The southern range of the Cascades, the northern range of the Sierra Nevada, the Feather River Canyon and Lake Almanor comprise the predominant geographical features of the County.

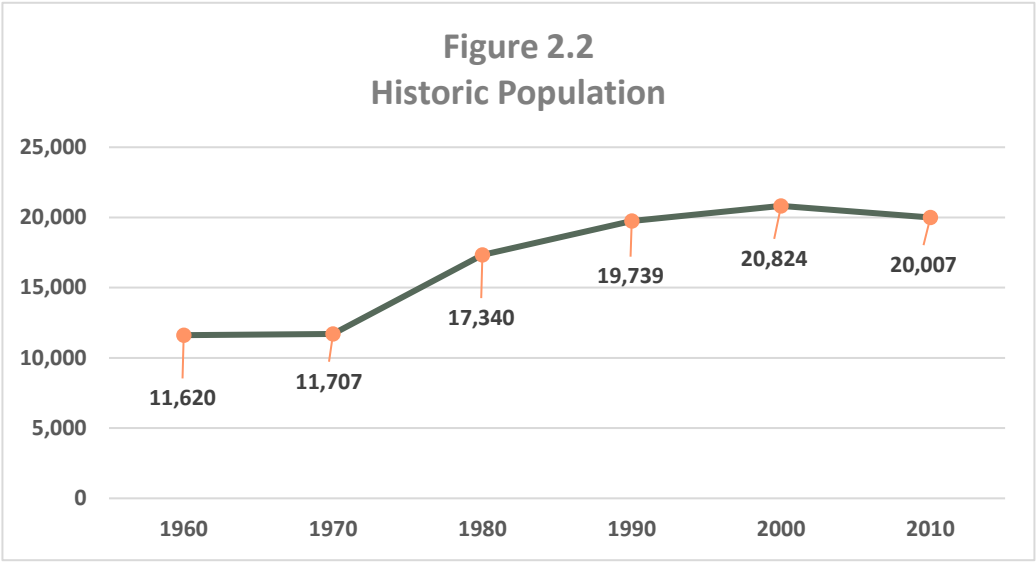
2.2 Population Trends

2.2.1 Historic Population

Plumas County experienced large population growth between 1970 and 1980, in which time the population of the county increased by approximately 50%. Growth in Plumas County has been modest since this period. In 2010, the Plumas County population was reported at 20,007, of which 2,104 (10.5%) were located within the City of Portola.

Table 2.1 Historic Plumas County Population		
Year	Population	Avg. Change per Year
1960	11,620	-
1970	11,707	0.1%
1980	17,340	4.8%
1990	19,739	1.4%
2000	20,824	0.5%
2010	20,007	-0.4%
Source: US Census, 1960-2010		

The Plumas County population increased from 11,620 in 1960 to 20,007 in 2010 (see Figure 2.2). Between 1960 and 2010, the average annual growth rate in Plumas County was 1.4%, with the greatest rate of growth occurring between 1970 and 1980 at 4.8%.



2.2.2 Existing Population

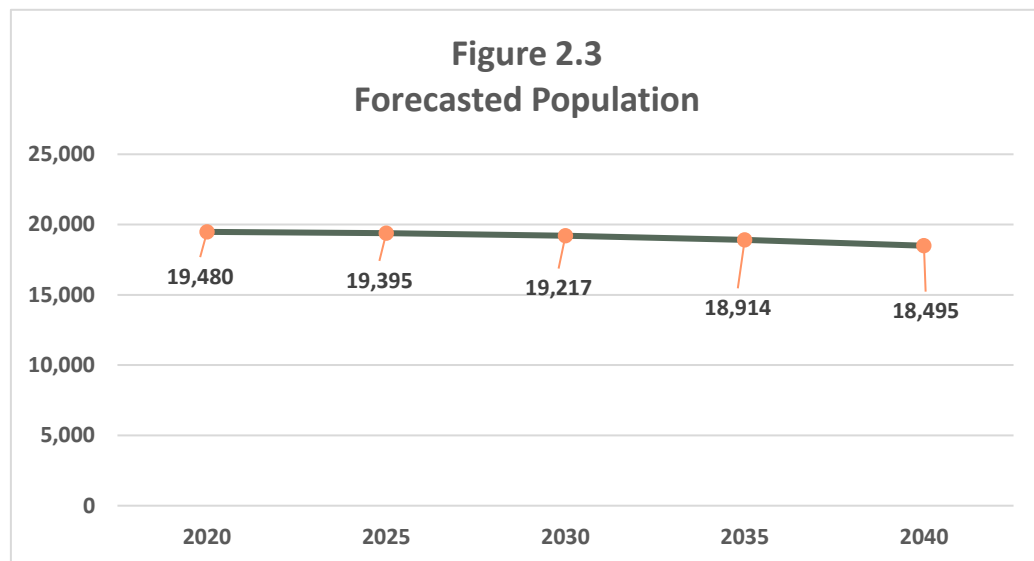
The California Department of Finance (DOF) reported the Plumas County population at 19,971 in 2012 and estimates a population of 19,480 in 2020 (see Table 2.2). In 2012, the City of Portola had an estimated population of 2,123, which decreased to an estimated 2,115 in 2019. Between 2012 and 2020, Plumas County experienced an average annual population decrease of 0.31%. Population also decreased for the City of Portola between 2012 and 2019, but at a slower rate. Most of the population loss between 2012 and 2019 occurred in the unincorporated County.

Agency	2012 Population	2014 Population	2016 Population	2018 Population	2019 Population	2020 Population	Avg. Change per Year
City of Portola	2,123	2,135	2,179	2,161	2,115	-	-0.06%
Unincorporated County	17,848	17,758	17,668	17,612	17,286	-	-0.45%
Total Plumas County	19,971	19,893	19,847	19,773	19,401	19,480	-0.31%

Source: California DOF E1: Population Estimates

2.2.3 Future Population

The California DOF predicts the Plumas County population will not increase over the next 20 years (see Figure 2.3). The DOF estimates the 2040 Plumas County population at 18,495.





2.3 Demographics

2.3.1 Age of Population

Table 2.3 shows the age trends in Plumas County over the lifetime of the RTP, according to the California DOF. The most noticeable trend over the upcoming decades is the decrease in the relative size of the 36-64 age group, the 9.7% decrease in the 65-79 age group, and the 8.8% increase in the 80+ age group. The aging population in Plumas County will result in an increased need for transit and dial-a-ride services.

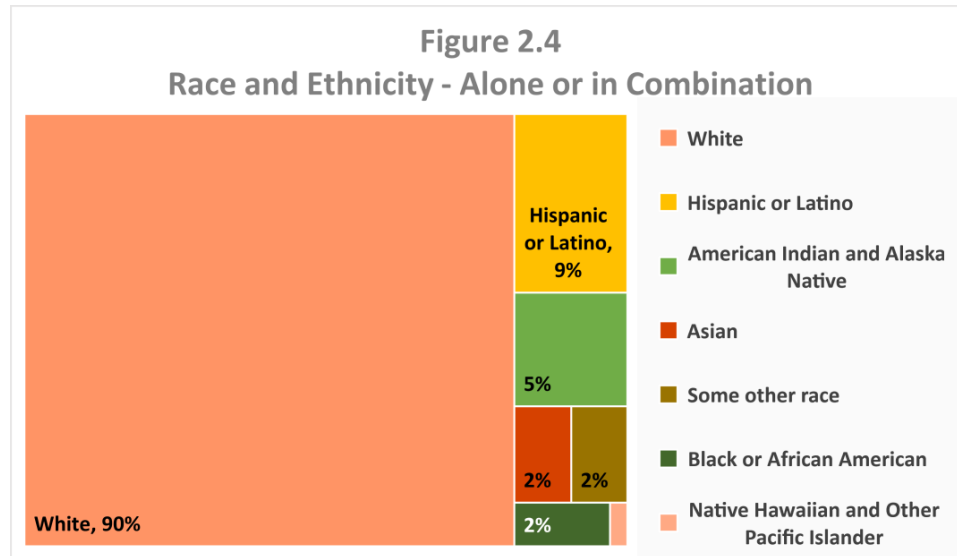
Table 2.3 Existing and Future Age of Plumas County Population								
		Total	Ages 0-4	Ages 5-17	Ages 18-35	Ages 36-64	Ages 65-79	Ages 80+
2020	Number	19,480	862	2,331	3,764	6,353	4,733	1,437
	Percent	100.0%	4.4%	12.0%	19.3%	32.6%	24.3%	7.4%
2025	Number	19,395	896	2,274	4,028	5,467	4,801	1,929
	Percent	100.0%	4.6%	11.7%	20.8%	28.2%	24.8%	9.9%
2030	Number	19,217	909	2,335	3,778	5,403	4,287	2,505
	Percent	100.0%	4.7%	12.2%	19.7%	28.1%	22.3%	13.0%
2035	Number	18,914	895	2,437	3,648	5,581	3,465	2,888
	Percent	100.0%	4.7%	12.9%	19.3%	29.5%	18.3%	15.3%
2040	Number	18,495	851	2,465	3,620	5,856	2,706	2,997
	Percent	100.0%	4.6%	13.3%	19.6%	31.7%	14.6%	16.2%

Source: California DOF P2: County Population Projections

2.3.2 Demographics

As seen in Table 2.4 and Figure 2.4, the Plumas County population is predominantly white (90%) with a small Hispanic or Latino population (8.5%). There is also a significant American Indian/Alaskan Native population in Plumas County, which includes members of the Greenville Rancheria.

Table 2.4 Race & Ethnicity - Alone or in Combination with Other Race(s)		
	Population	Percent
Total Population	18,724	
White	16,781	90%
Hispanic or Latino	1,599	8.5%
American Indian and Alaska Native	1,020	5.4%
Asian	435	2.3%
Some other race	428	2.3%
Black or African American	331	1.8%
Native Hawaiian and Other Pacific Islander	60	0.3%
Source: 2017 American Community Survey 5-Year Estimates		



2.4 Socioeconomic Conditions

2.4.1 Income

Table 2.5 shows the Plumas County household income distribution relative to the California and United States average distributions. The proportion of Plumas County households in the lower income brackets, especially households between \$10,000 and \$24,999, is significantly higher than the state and national averages.

Table 2.5 Household Income			
	Plumas County	California	United States
Less than \$10,000	5.2%	5.4%	6.7%
\$10,000 to \$14,999	8.3%	4.7%	4.9%
\$15,000 to \$24,999	12.9%	8.6%	9.8%
\$25,000 to \$34,999	9.8%	8.3%	9.5%
\$35,000 to \$49,999	13.6%	11.4%	13.0%
\$50,000 to \$74,999	18.3%	16.3%	17.7%
\$75,000 to \$99,999	13.5%	12.2%	12.3%
\$100,000 to \$149,999	10.8%	15.7%	14.1%
\$150,000 to \$199,999	4.3%	7.8%	5.8%
\$200,000 or more	3.4%	9.7%	6.3%
Median	\$50,266	\$67,169	\$57,652
Source: 2017 American Community Survey 5-Year Estimates			

2.4.2 Poverty

According to the American Community Survey, 13.3% of Plumas County residents live below the poverty line. This is somewhat lower than the state and national rates. Although a high proportion of households in



Plumas County have an annual income under \$25,000, as seen in the preceding section, smaller household sizes contribute to fewer households qualifying as below the poverty line.

Table 2.6 Poverty		
Place	Below Poverty	Percent Below Poverty
Plumas County	2,439	13.3%
California	5,773,408	15.1%
United States	45,650,345	14.6%
Source: 2017 ACS 5-Year Estimates		

2.4.3 Major Employers

In 2017, the total number of employed people in Plumas County was estimated at 7,260 out of a civilian labor force of around 8,012 people. Plumas County-based employers with the largest number of employees include the medical sector and government.

Table 2.7 Major Employers		
Employer Name	Location	Industry
Almanor Ranger District	Chester	Ranger Services
Beckworth Ranger Plumas Natl	Blairsden	Amusement & Recreation NEC
C Roy Carmichael School	Portola	Schools
County of Plumas	Quincy	Government Offices-County
Environmental Alternatives	Quincy	Foster Care
Feather River Bulletin	Quincy	News Dealers
Feather River Family Dentistry	Quincy	Dentists
Longboards Bar & Grill	Blairsden	Restaurants
Plumas Bancorp	Quincy	Holding Companies (bank)
Plumas Bank	Chester	Banks
Plumas Co Sheriff's Office	Quincy	Sheriff
Plumas County Public Health	Quincy	Clinics
Plumas County Public Works	Quincy	Government Offices-County
Plumas Hospital District	Quincy	Hospitals
Plumas Pines Golf Resort	Blairsden	Golf Courses
Portola Medical Clinic	Portola	Clinics
Quincy Junior Senior High Schl	Quincy	Schools
Seneca Healthcare District	Chester	Health Care Management
Sierra Pacific Industries	Quincy	Lumber-Manufacturers
Two Rivers Soccer Camp	Cromberg	Camps
US Forest Svc Ranger Station	Quincy	Government Offices-US
US Forest Svc Ranger Station	Blairsden	Ranger Services
USDA Forest Svc-Plumas	Quincy	Government Offices-US
Walton's Grizzly Lodge	Portola	Camps

Source: California EDD Labor Market Information, March 2019

2.4.4 Unemployment

Plumas County's unemployment rate of 4.7% is significantly lower than surrounding counties and is similar to the California state average of 4.8%. However, of the population 16 years and older in Plumas County (16,042), only 49.9% are actively participating in the labor force.

Table 2.8 Unemployment				
Place	Population 16 Years and Older	Labor Force Participation Rate	Employment/Population Rate	Unemployment Rate
Plumas County	16,042	49.9%	45.3%	4.7%
Butte County	184,969	55.6%	50.5%	9.1%
Lassen County	26,937	36.4%	33.6%	7.5%
Shasta County	144,794	53.5%	49.9%	6.8%
Sierra County	2,490	48.7%	46.1%	5.3%
Tehama County	49,743	53.4%	47.9%	10.1%
Yuba County	55,880	58.3%	49.8%	9.9%
California	30,910,058	63.5%	58.2%	4.8%
United States	255,797,692	63.4%	58.9%	6.6%

Source: 2017 American Community Survey 5-Year Estimates

2.4.5 Educational Attainment

As shown in Table 2.9, Plumas County has a lower rate of higher education than the California and United States averages. Only 22.6% of Plumas County residents have a Bachelor's degree or higher, in comparison to 32.6% of California residents and 30.9% of U.S. residents.

Table 2.9 Educational Attainment 25 Years and Older						
Place	Less Than High School	High School Graduate	Some College, No Degree	Associate's Degree	Bachelor's Degree	Graduate or Professional Degree
Plumas County	6.4%	25.5%	33.4%	12.1%	12.5%	10.1%
California	17.5%	20.6%	21.5%	7.8%	20.4%	12.2%
United States	12.6%	27.3%	20.8%	8.3%	19.1%	11.8%

Source: 2017 American Community Survey 5-Year Estimates



2.4.6 Disadvantaged Communities

Identifying project locations as disadvantaged communities is important when applying for competitive funding such as through the California Transportation Commission’s Active Transportation Program. According to the Active Transportation Program Cycle 4 guidelines, a disadvantaged community can be defined through the following categories:

- ❖ Median Household Income – A community will qualify as disadvantaged if the median household income (MHI) is less than 80% of the statewide median based on the most current Census Tract level data from the American Community Survey (ACS). Four out of Plumas County’s seven census tracts qualify as disadvantaged communities by this measure, as shown in Table 2.10 and Figure 2.5.
- ❖ CalEnviroScreen – An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 2.0. No census tracts in Plumas County qualify as disadvantaged communities using the CalEnviroScreen 3.0 metrics.
- ❖ Free or Reduced Price School Meals – A community will qualify as disadvantaged if at least 75% of public school students in the area are eligible to receive free or reduced-price meals (FRPM) under the National School Lunch Program. Applicants using this measure must demonstrate how the project benefits the school students in the project area and the project must be located within two miles of the school(s) represented by this criteria. Two out of Plumas County’s 14 schools have at least 75% FRPM eligibility, and 55% of all students in Plumas County qualify for FRPM. The two qualifying schools are highlighted in red text in Table 2.11.
- ❖ Other - Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria) are considered disadvantaged communities, as are areas that lack accurate Census or CalEnviroScreen data such as in a small neighborhood or unincorporated area.

Table 2.10 Disadvantaged Communities* - Median Household Income	
Place	Median Household Income (MHI)
Plumas County	\$50,266
Census Tract 1	\$47,843
Census Tract 2.01	\$64,146
Census Tract 2.02	\$54,185
Census Tract 3	\$46,746
Census Tract 4	\$39,054
Census Tract 5.01	\$42,368
Census Tract 5.02	\$65,000
California	\$67,169
*DAC defined as 80% California's MHI, or \$53,735	
Source: 2017 ACS 5-Year Estimates	

Table 2.11 Disadvantaged Communities* - Free or Reduced Price Lunch Eligibility				
District Name	School Name	Enrollment (K-12)	Free/Reduced Eligible (Count)	Free/Reduced Eligible (%)
Plumas County Office of Education	Plumas County Community	3	0	0.0%
	Plumas County Opportunity	8	5	62.5%
	Portola Opportunity	11	11	100.0%
	Almanor High (Continuation)	1	1	100.0%
Plumas Unified	Beckwourth (Jim) High (Continuation)	13	5	38.5%
	Plumas Charter	311	180	57.9%
	Chester Junior/Senior High	173	89	51.4%
	Greenville Junior/Senior High	81	50	61.7%
	Portola Junior/Senior High	262	135	51.5%
	Quincy Junior/Senior High	301	102	33.9%
	Chester Elementary	216	135	62.5%
	Indian Valley Elementary	119	87	73.1%
	Quincy Elementary	326	170	52.1%
	C. Roy Carmichael Elementary	344	224	65.1%
Total		2169	1194	55.0%

*Disadvantaged Community defined as 75% or more of public school students are eligible for free or reduced lunch

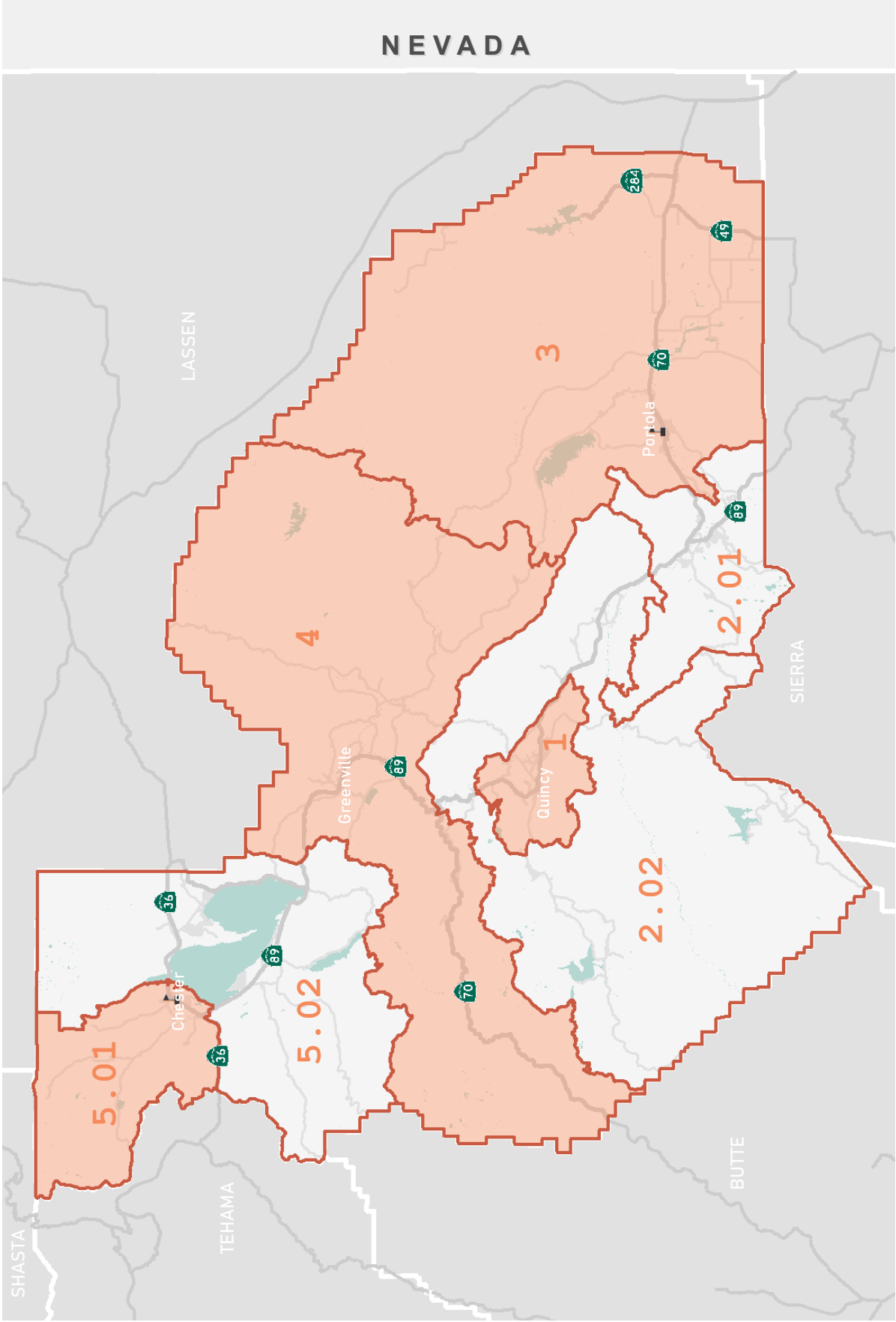
Source: California Department of Education Student Poverty FRPM Data

2.5 Housing

As seen in Table 2.12, there were an estimated 15,740 housing units in Plumas County in 2017, of which 8,287 were occupied (or 52.6%). Plumas County homes are much more likely to be vacant than California and United States households. Only an estimated 7.9% of Californian households are vacant and 12.2% of United States households are vacant. Among occupied units, 6,016 units are owner-occupied (38.2% of all units and 72.6% of occupied units) and 2,271 units are renter-occupied (14.4% of all units and 27.4% of occupied units).

Table 2.12 Housing Characteristics							
Place	Total Housing Units	Owner-Occupied		Renter-Occupied		Vacant Units	
		Count	%	Count	%	Count	%
City of Portola	1,325	462	34.9%	437	33.0%	426	32.2%
Unincorporated County	14,415	5,554	38.5%	1,834	12.7%	7,027	48.7%
Plumas County	15,740	6,016	38.2%	2,271	14.4%	7,453	47.4%

Source: 2017 American Community Survey 5-Year Estimates



Census Tracts
 Low Income

Disadvantaged Schools

Disadvantaged Communities - Figure 2.5

Plumas County

Plumas County RTP 2020

The median value of housing units in Plumas County is \$228,900, which is just over half of the California median home value of \$443,400 (Table 2.13). Both the median home value and the median household income are far lower for the City of Portola than for Plumas County.

Table 2.13 Home Value vs. Median Household Income			
Place	Median Home Value	Median Household Income	Median Household Income as % Home Value
Plumas County	\$228,900	\$50,266	22%
City of Portola	\$153,000	\$28,150	18%
California	\$443,400	\$67,169	15%
United States	\$193,500	\$57,652	30%
Source: 2017 American Community Survey 5-Year Estimates			

2.6 Transportation

2.6.1 Vehicle Ownership

Plumas County has vehicle ownership rates similar to but slightly higher than the average California and national vehicle ownership rates (Table 2.14). Plumas County has a smaller proportion of households with no vehicles and has a higher proportion of households with 2 or 3+ vehicles. The City of Portola has a much higher proportion of households with only 1 vehicle available than Plumas County, California and the United States. It is likely that many residents of Portola do not have adequate access to a vehicle and must depend on active transportation or public transit.

Table 2.14 Vehicle Ownership by Household				
Vehicles Available	Plumas County	City of Portola	California	United States
0	1.4%	2.9%	3.3%	4.4%
1	19.6%	27.4%	19.2%	20.9%
2	41.9%	44.0%	38.8%	41.2%
3+	37.1%	25.7%	38.8%	33.5%
Source: 2017 American Community Survey 5-Year Estimates				

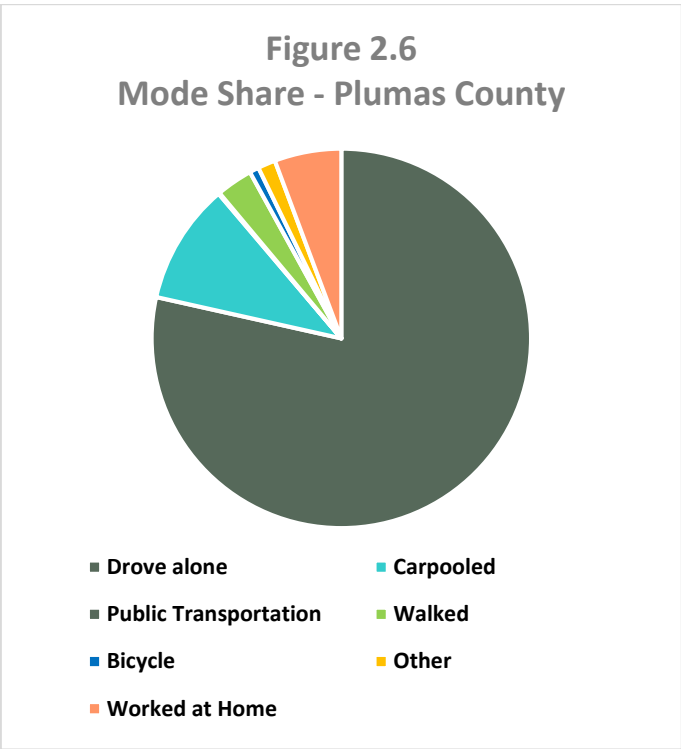


2.6.2 Mode Share

In Plumas County, like all rural areas, the automobile is the primary mode of transportation used. Over-reliance on automobile use, especially single-occupancy vehicles, contributes to congestion, poor air quality, and climate change. Alternate modes of travel, including transit, bicycling, walking, and ridesharing in combination with smart land use strategies are encouraged to decrease emissions and congestion. As seen in Table 2.15 and Figure 2.6, most Plumas County residents travel to work alone (78.5%) or in a carpool (10.3%).

Table 2.15 Mode Share				
	Plumas County	City of Portola	California	United States
Drove alone	78.5%	75.9%	73.6%	76.4%
Carpooled	10.3%	7.8%	10.4%	9.2%
Public transportation (excluding taxicab)	0.1%	0.0%	5.2%	5.1%
Walked	3.1%	4.1%	2.7%	2.7%
Bicycle	0.8%	0.0%	1.1%	0.6%
Taxicab, motorcycle, or other means	1.5%	2.6%	1.5%	1.2%
Worked at home	5.7%	9.6%	5.6%	4.7%

Source: 2017 American Community Survey 5-Year Estimates



2.6.3 Commute Patterns

County-to-county travel data between Plumas County and key surrounding counties is shown in Table 2.16. Of the 5,940 employed Plumas County residents, 3,238 work in Plumas County (54.5%) and 45.6% work in other counties, most notably Sacramento County with 340 workers (5.7%), and Washoe County in Nevada with 287 workers (4.8%). Although the majority of Plumas County workers work in Plumas County, a large amount are scattered among the surrounding counties.

Table 2.16 Commuting Patterns								
Origin		Destination						
		Plumas	Sacramento	Washoe	Butte	Lassen	Placer	Other
	Plumas	3,238	340	287	212	201	172	1,490
	Sacramento	-	360,262	-	-	-	37,982	167,685
	Washoe	-	-	156,628	-	600	1,992	26,632
	Butte	-	2,928	-	50,611	-	1,143	18,237
	Lassen	205	262	-	204	4,202	-	2,023
	Placer	-	44,879	-	-	-	52,457	40,320

Source: 2015 Longitudinal Employer-Household Dynamics

2.6.4 Air Quality

Air quality in Plumas County is generally good, due to low population density, a limited number of industrial and agricultural installations and low levels of traffic congestion. Ozone used to be monitored in Plumas County, but concentrations were very low so ozone monitoring was discontinued in 2007. The following table lists Plumas County's designation for the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards NAAQS as of March, 2019.

The primary sources of pollutants contributing to the non-attainment designations for PM10 and PM2.5 (particulate matter smaller than 10 and 2.5 microns in diameter, respectively) are wood stoves and fireplaces, wind-blown dust from dirt roads, agriculture and open burning. In the absence of wildfire smoke, particulate matter concentrations are generally highest in December and January, and chemical analyses of air samples show that wood smoke is the main constituent.

In 2006, Governor Schwarzenegger signed into law Assembly Bill 32 (AM 32), the California Global Warming Solutions Act, which established a comprehensive regulatory and market-based program to reduce Statewide emissions of greenhouse gases (GHG) CARB as the main agency responsible for achieving the goals of AB32, although many agencies are involved in the process. The law requires that by the year 2020, the State's GHG emissions be reduced to 1990 levels. It also establishes a 5-year Scoping Plan update process, which has resulted in an additional target of 40% below 1990 levels by 2030. In 2016, AB 32 was amended by Senate Bill 32 (SB 32), which requires a further reduction of GHG emissions to at least 40% 1990 levels for 2030. The long-term target is to reduce GHG emissions to 80% of 1990 levels by 2050.



Table 2.17 State and Federal Designations for Ambient Air Quality Standards		
Pollutant	State Standard	Federal Standard
PM10	Non-Attainment	Unclassified
PM2.5 (24-Hr.)	Non-Attainment	Unclassified/Attainment
	Portola Area: Non-Attainment	Portola Area: Non-Attainment
PM2.5 (Annual)	Rest of Plumas County: Unclassified	Rest of Plumas County: Unclassified/Attainment
Source: Northern Sierra Air Quality Management District, 2019		

2.7 Streets and Roads

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

2.7.1 Current System

The Plumas County road network is comprised of 1009.91 miles of lane miles, the majority of which are managed by Plumas County, the U.S. Forest Service, and the state of California (see Table 2.18). Plumas County maintains 679.55 lane miles, the City of Portola maintains 23.44 lane miles, the U.S. Forest Service maintains over 900 miles of roadway with 195.56 classified as public roads, and 180.20 miles of State Highways are managed by Caltrans.

Table 2.18 Roadway Mileage and Jurisdiction		
Jurisdiction	Lane Miles	% Total Miles
City of Portola	23.44	2.3%
State Highways	180.20	17.8%
State Park Service	0.25	0.0%
Bureau of Indian Affairs	0.08	0.0%
U.S. Forest Service	195.38	19.3%
Plumas County	679.55	67.3%
Total	1,078.90	100.0%

Source: 2017 California Public Road Data

2.7.2 Roadway Classifications

Roadways are classified based on functionality. Functional classification is based on roadway design, speed, capacity, and relationship to future development and land use. Roadways are classified as local roads, minor collectors, major collectors, and minor arterials. Nearly half of the maintained roadway mileage in Plumas County is local roads (see Table 2.19 and Figure 2.7). Roadway classifications are defined as follows:

Minor Arterials:

Minor arterials are important routes for regional circulation and serve the majority of intra-County regional travel. In Plumas County the minor arterial road system consists of State Highways 36, 49, 70, 89, 147 and 284 and West Street within the City of Portola.

Major Collectors:

Major collectors provide greater access to more localized destinations for regional traffic. These roads are designed to provide access for regional traffic between highways and minor collectors and local roads.

Minor Collectors:

Minor Collectors provide additional access to local attractions for regional traffic. These roadways serve to supplement regional facilities. Minor collectors provide connections from local roads to both highways and major collectors.

Local Roads:

Local Roads provide access to individual parcels not located on arterials and collectors.

Table 2.19 Roadway Classifications					
	Maintained Mileage	Minor Arterial	Major Collector	Minor Collector	Local Road
Plumas County*	1078.9	171.9	139.68	236.94	530.38

Source: California Public Road Data 2017

*Includes all jurisdictions/roads within Plumas County

Six highways provide regional and interregional travel within and through Plumas County: State Routes 36,49,70,89,147, and 284. The following provides descriptions of each of these major roadways:

State Route 36

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

State Route 49

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

State Route 70

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



State Route 89

State Route 89 (SR 89) is a north-south highway originating at U.S. Route 395 in Mono County and traveling north to its terminus at I-5 near Mt. Shasta in Siskiyou County. SR 89 connects the Sierra Nevada foothill communities to far-northern California and I-5, providing the gateway to travel northbound to the state of Oregon. SR 89 has a total length of 243 miles and passes through Mono, Alpine, El Dorado, Placer, Nevada, Sierra, Plumas, Butte, Shasta and Siskiyou Counties. In Plumas County, SR 89 consists of 42.2 miles and traverses the County in the north-south direction.

State Route 147

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

State Route 284

State Route 284 (SR 84) is a short highway located in Plumas County. The total length of SR 284 is 8.3 miles and it originates at SR 70 in southeastern Plumas County and acts as a connector to Frenchman Lake.

2.7.3 Pavement Conditions

The Pavement Condition Index, or PCI, is a numerical rating system used to evaluate the general condition of pavement on a roadway. Roads are rated on a scale of 100 to 0, with 100 being “best” and 0 being “worst.” Table 2.20 denotes PCI and the associated level of necessary maintenance to achieve good to excellent road conditions. As pavement conditions decrease, the cost of maintenance escalates exponentially.

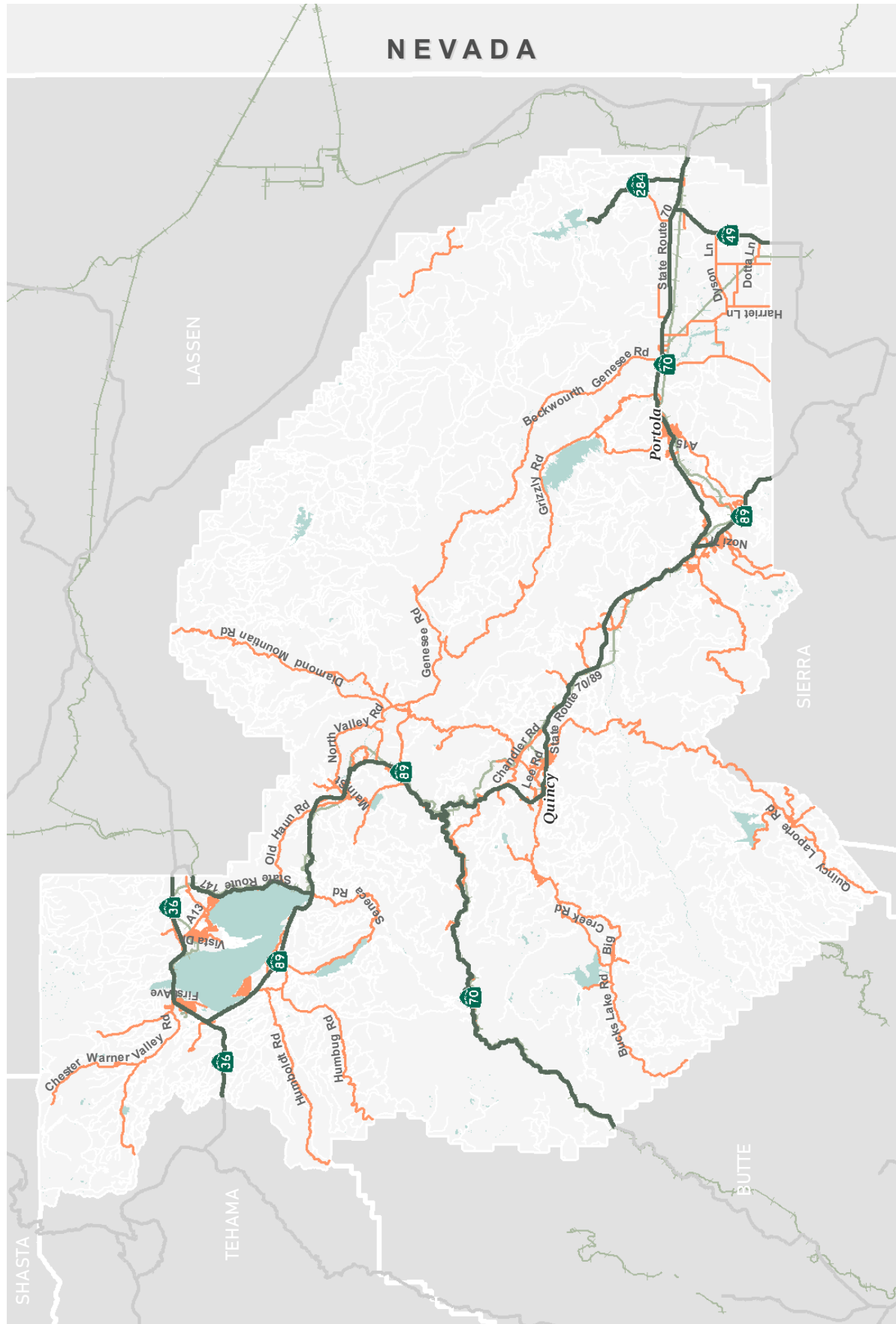
Table 2.20 Pavement Condition Index (PCI)		
Pavement Condition Index Range	Condition	Type of Work Necessary to Achieve Good - Excellent Road Conditions
86 - 100	Good - Excellent	Preventative Maintenance
71 - 85	At Risk	Thin Hot Mix Asphalt (HMA) Overlay
50 - 70	Poor	Thick Hot Mix Asphalt (HMA) Overlay
0 - 49	Failed	Reconstruction

Source: 2018 California Local Streets and Roads Needs Assessment

The California Statewide Local Streets and Roads Needs Assessment has reported the Plumas County’s average PCI to be 70 in 2019, putting the region in an “at risk” category (see Table 2.21). A PCI value of 71 was estimated for Plumas County in 2018, and the 2017 PCI value was estimated at 68. PCTC reports the PCI for the City of Portola at around 40.

Table 2.21 Pavement Condition Index (PCI) by Local Agency							
Agency	2014 PCI	2015 PCI	2016 PCI	2017 PCI	2018 PCI	2019 PCI	Change
City of Portola*	~40	~40	~40	~40	~40	~40	0.00%
Plumas County	71	70	68	68	71	70	-1.41%
Legend	Good	At Risk	Poor	Failed			

Source: California Public Road Data 2014, 2016, 2018; Plumas County
*City of Portola Source: PCTC



GREEN DOT
transportation solutions



- Highways
- Railroads
- Paved Roads

Primary Roads - Figure 2.7

Plumas County

Plumas County RTP 2020



2.7.4 Historic and Existing Traffic Volumes

Average annual daily traffic (AADT) for the six state highways located in Plumas County is shown in Table 2.22. AADT is the total traffic volume for the year divided by 365 days. AADT is necessary for presenting a overall picture of traffic flow, evaluating traffic trends, computing accident rates, planning and design of highways, and other purposes. The highest AADT volumes in the County occur on SR 70 in Quincy and Portola.

As seen in Table 2.22, traffic volumes have increased minimally on most segments of highway in the County between 2012 and 2017. Traffic on SR 70 experienced the greatest changes between 2012 and 2017. Traffic decreased by 5.3% in Quincy, the largest decrease reported on Plumas County highways. Traffic increased on most segments on SR 70, however, ranging up to a 10.9% increase near the southern junction of SR 70 and SR 89. Traffic on SR 89 generally increased, with the largest reported increase in the County occurring between Gold Lake Road in Graeagle and the SR 70 junction in Blairsden at 42.8%.

Traffic on SR 36 generally increased in small amounts (0.4% to 4.1%), however some segments experienced a minor decrease in traffic during this time period (-0.99% to -2.9%). Traffic increases were minor on SR 147 and SR 284, ranging between 0.2% and 2.2%. Only SR 49 experienced traffic decreases during this time period, ranging from -0.9% to -3.9%.

2.7.5 Future Traffic Volumes

A projection rate of no more than 1% per year was used to forecast traffic conditions in Plumas County. Although population in Plumas County is not expected to increase, the population in surrounding counties and freight increases are expected to cause an increase in through-traffic. Forecasted AADT for the state highways in Plumas County are shown in Table 2.23.

Table 2.22
Historic and Existing Average Annual Daily Traffic

Segment	2012	2014	2016	2017	Avg. Annual Change
State Route 36					
Tehama/Plumas County Line	1,800	1,650	2,000	2,100	3.3%
Jct. Rte. 89	3,350	2,850	3,250	3,200	-0.9%
Farrar Dr.	3,400	2,900	3,800	4,100	4.1%
Feather River Bridge	5,100	4,800	5,100	5,200	0.4%
Chester, Melissa Ave.	4,750	3,800	4,000	4,050	-2.9%
Big Springs Rd to Jct. Rte. 70	1,900	1,850	2,000	2,050	1.6%
State Route 49					
Sierra/Plumas County Line	880	640	660	710	-3.9%
Dyson Ln. to Jct. Rte. 70	1,100	920	1,000	1,050	-0.9%
State Route 70					
Butte/Plumas County Line	1,200	1,450	1,350	1,200	0.0%
Jct. Rte. 89 N	2,800	2,600	2,600	2,600	-1.4%
County Hospital Rd.	5,900	4,350	4,350	4,350	-5.3%
Lawrence St., Begin Right Align	2,350	2,500	3,050	3,250	7.7%
Quincy, Main St. at Court St./Bucks Lake Rd.	3,350	3,750	3,800	3,800	2.7%
Quincy, on Main St. at Railway Ave.	4,350	5,000	4,500	3,950	-1.8%
Begin Left Align Via Lawrence St.	3,750	2,800	3,050	3,150	-3.2%
Quincy, on Lawrence St. at Railway Ave.	3,750	4,800	4,350	3,800	0.3%
Quincy, Junction Rd.	8,700	10,000	10,500	10,600	4.4%
Quincy State Highway Maintenance Station	7,900	7,700	8,100	8,100	0.5%
La Porte Rd.	3,200	2,750	3,050	3,150	-0.3%
Jct. Rte. 89 S	3,300	3,050	4,550	5,100	10.9%
Portola, West City Limits	5,000	5,200	5,700	5,800	3.2%
Gulling St.	6,000	6,000	7,100	7,200	4.0%
Portola, Meadow Wy.	3,700	3,650	4,050	4,150	2.4%
Beckwourth, Calpine Rd.	3,000	3,000	3,300	3,450	3.0%
Jct. Rte. 49 S	3,900	3,600	3,900	4,000	0.5%
Jct. Rte. 284 N to Plumas/Lassen County Line	3,950	3,700	4,200	4,400	2.3%
State Route 89					
Sierra/Plumas County Line	680	720	810	910	6.8%
Gold Lake Rd.	1,450	3,600	4,050	4,550	42.8%
Blairsden, Jct. Rte. 70	2,050	1,950	2,100	2,250	2.0%
Arlington Rd.	2,100	2,050	2,250	2,450	3.3%
Stampfi Ln.	2,300	2,300	2,550	2,800	4.3%
Greenville, Grand St.	2,900	2,750	2,800	2,850	-0.3%
Greenville, Beckwourth Rd.	1,500	1,750	1,950	2,150	8.7%
Jct. Rte. 147 N	1,150	1,100	970	860	-5.0%
Almanor to Plumas/Tehama County Line	1,700	1,550	1,750	1,950	2.9%
State Route 147					
Canyon Dam, Jct. Rte. 89	820	860	900	910	2.2%
Big Springs Rd. to Plumas/Lassen County Line	1400	1350	1450	1450	0.7%
State Route 284					
Jct. Rte. 70 to Frenchman Reservoir	620	580	620	630	0.3%

Source: Caltrans Traffic Census, 2012, 2014, 2016, 2017



Table 2.23 Future Average Annual Daily Traffic					
Segment	2020	2025	2030	2035	2040
State Route 36					
Tehama/Plumas County Line	2,164	2,274	2,390	2,512	2,640
Jct. Rte. 89	3,297	3,465	3,642	3,828	4,023
Farrar Dr.	4,224	4,440	4,666	4,904	5,154
Feather River Bridge	5,358	5,631	5,918	6,220	6,537
Chester, Melissa Ave.	4,173	4,386	4,609	4,844	5,092
Big Springs Rd to Jct. Rte. 70	2,112	2,220	2,333	2,452	2,577
State Route 49					
Sierra/Plumas County Line	732	769	808	849	893
Dyson Ln. to Jct. Rte. 70	1,082	1,137	1,195	1,256	1,320
State Route 70					
Butte/Plumas County Line	1,236	1,299	1,366	1,435	1,509
Jct. Rte. 89 N	2,679	2,815	2,959	3,110	3,269
County Hospital Rd.	4,482	4,710	4,951	5,203	5,469
Lawrence St., Begin Right Align	3,348	3,519	3,699	3,887	4,086
Quincy, Main St. at Court St./Bucks Lake Rd.	3,915	4,115	4,325	4,545	4,777
Quincy, on Main St. at Railway Ave.	4,070	4,277	4,495	4,725	4,966
Begin Left Align Via Lawrence St.	3,245	3,411	3,585	3,768	3,960
Quincy, on Lawrence St. at Railway Ave.	3,915	4,115	4,325	4,545	4,777
Quincy, Junction Rd.	10,921	11,478	12,064	12,679	13,326
Quincy State Highway Maintenance Station	8,345	8,771	9,219	9,689	10,183
La Porte Rd.	3,245	3,411	3,585	3,768	3,960
Jct. Rte. 89 S	5,255	5,523	5,804	6,100	6,412
Portola, West City Limits	5,976	6,281	6,601	6,938	7,292
Gulling St.	7,418	7,797	8,194	8,612	9,052
Portola, Meadow Wy.	4,276	4,494	4,723	4,964	5,217
Beckwourth, Calpine Rd.	3,555	3,736	3,926	4,127	4,337
Jct. Rte. 49 S	4,121	4,331	4,552	4,785	5,029
Jct. Rte. 284 N to Plumas/Lassen County Line	4,533	4,765	5,008	5,263	5,532
State Route 89					
Sierra/Plumas County Line	938	985	1,036	1,088	1,144
Gold Lake Rd.	4,688	4,927	5,178	5,442	5,720
Blairsden, Jct. Rte. 70	2,318	2,436	2,561	2,691	2,829
Arlington Rd.	2,524	2,653	2,788	2,931	3,080
Stampfi Ln.	2,885	3,032	3,187	3,349	3,520
Greenville, Grand St.	2,936	3,086	3,244	3,409	3,583
Greenville, Beckwourth Rd.	2,215	2,328	2,447	2,572	2,703
Jct. Rte. 147 N	886	931	979	1,029	1,081
Almanor to Plumas/Tehama County Line	2,009	2,112	2,219	2,332	2,451
State Route 147					
Canyon Dam, Jct. Rte. 89	938	985	1,036	1,088	1,144
Big Springs Rd. to Plumas/Lassen County Line	1,494	1,570	1,650	1,734	1,823
State Route 284					
Jct. Rte. 70 to Frenchman Reservoir	649	682	717	754	792
Source: Caltrans Traffic Census, 2012, 2014, 2016, 2017					

2.7.6 Truck Traffic

The majority of freight traffic in Plumas County occurs on SR 70, SR 89, and SR 36. As seen in Table 2.24, truck traffic accounted for between 2.6% - 9.8% of total vehicle traffic on Plumas County highways in 2017. The proportion of truck traffic has increased on SR 36 and SR 89 between 2012 and 2017 and decreased on SR 49, SR 70, and SR 284 during the same time period. Truck traffic on SR 147 has been constant.

Table 2.24 Truck Traffic								
Route	2012		2014		2016		2017	
	Truck AADT	Truck % Total	Truck AADT	Truck % Total	Truck AADT	Truck % Total	Truck AADT	Truck % Total
State Route 36	1,256	5.5%	1,213	5.7%	1,416	7.2%	1,647	6.9%
State Route 49	201	7.2%	190	7.1%	118	4.8%	172	5.6%
State Route 70	4,549	4.8%	4,754	5.1%	3,943	4.6%	3,864	4.5%
State Route 89	2,013	7.9%	1,941	8.1%	2,708	11.9%	2,114	9.8%
State Route 147	246	7.0%	248	7.0%	366	10.1%	240	7.0%
State Route 284	29	2.9%	27	2.8%	25	2.8%	24	2.6%

Source: Caltrans Truck Traffic Census, 2012, 2014, 2016, 2017

2.7.7 Historic and Existing Vehicle Miles Traveled

Reducing vehicle miles traveled has become one of the top priorities for Local and State agencies involved in transportation, in alignment with State and Federal legislation setting goals for greenhouse gas reductions. The daily vehicle mileage for Plumas County has increased slightly between 2012 and 2017 (see Table 2.25). Although there appears to be a large decrease in the VMT on State Park Service roadways and a large increase on U.S. Forest Service roadways, the total lane mileage maintained by these agencies has not been consistent for the time period shown. A slight increase in VMT on City of Portola roadways and on State highways occurred between 2012 and 2017.

Table 2.25 Historic and Existing Vehicle Miles Traveled (VMT)						
Place	Lane Miles	2012 Daily VMT	2014 Daily VMT	2016 Daily VMT	2017 Daily VMT	Change, 2010 - 2017
City of Portola	23.44	17.13	17.61	20.85	20.75	4.23%
Plumas County	679.55	371.68	401.65	382.31	363.06	-0.46%
Bureau of Indian Affairs	0.08	0.01	0.01	0.01	0.01	0.00%
State Highways	180.2	412.6	400.54	435.07	434.76	1.07%
State Park Service	0.25	1.42	1.42	0.02	0.02	-19.72%
U.S. Forest Service	195.38	17.26	16.34	52.98	52.76	41.14%
Total	1078.9	820.98	837.67	891.25	871.36	1.23%

Source: California Public Road Data 2012, 2014, 2016, 2017



2.7.8 Future Vehicle Miles Traveled

It is expected that VMT will increase minimally on Plumas County roadways over the lifetime of the plan due to little or no population growth projected over the coming decades. As seen in Table 2.26, VMT in Plumas County will increase at an estimated rate no greater than 1.0% annually between 2020 and 2040.

Table 2.26 Future Vehicle Miles Traveled (VMT)						
Place	Lane Miles	2020 Daily VMT	2025 Daily VMT	2030 Daily VMT	2035 Daily VMT	2040 Daily VMT
City of Portola	23.44	21.17	22.25	23.38	24.57	25.83
Plumas County	679.55	370.36	389.25	409.11	429.97	451.91
Bureau of Indian Affairs	0.08	0.01	0.01	0.01	0.01	0.01
State Highways	180.2	443.50	466.12	489.90	514.89	541.15
State Park Service	0.25	0.02	0.02	0.02	0.02	0.02
U.S. Forest Service	195.38	53.82	56.57	59.45	62.48	65.67
Total	1078.9	888.87	934.22	981.87	1031.96	1084.60

2.7.9 Bridges

There are 90 bridges within the County and incorporated cities. A Rating (SR) value is assigned to each bridge; bridges with values under 80 and above 50 are considered eligible for rehabilitation and bridges with a rating under 50 are considered structurally deficient or functionally obsolete and require replacement. The average sufficiency rating reported by Plumas County for 2019 is 71.4. Of the 90 bridges in Plumas County, 44 are eligible for rehabilitation and 12 are eligible for replacement (Table 2.27). The estimated cost for bridge needs is \$13 million.

Table 2.27 Bridge Sufficiency Rating (SR)					
	2012	2014	2016	2018	2019
Number of Bridges	89	89	90	90	90
Average SR	70	70	73	73	71.4
Structures with SR < 80	41	41	34	34	44
Structures with SR < 50	16	16	15	15	12
Total Bridge Need (Millions)	\$34	\$34	\$45	\$50	\$13

Source: California Public Road Data 2012, 2014, 2016, 2018; Plumas County 2019

2.7.10 Collisions

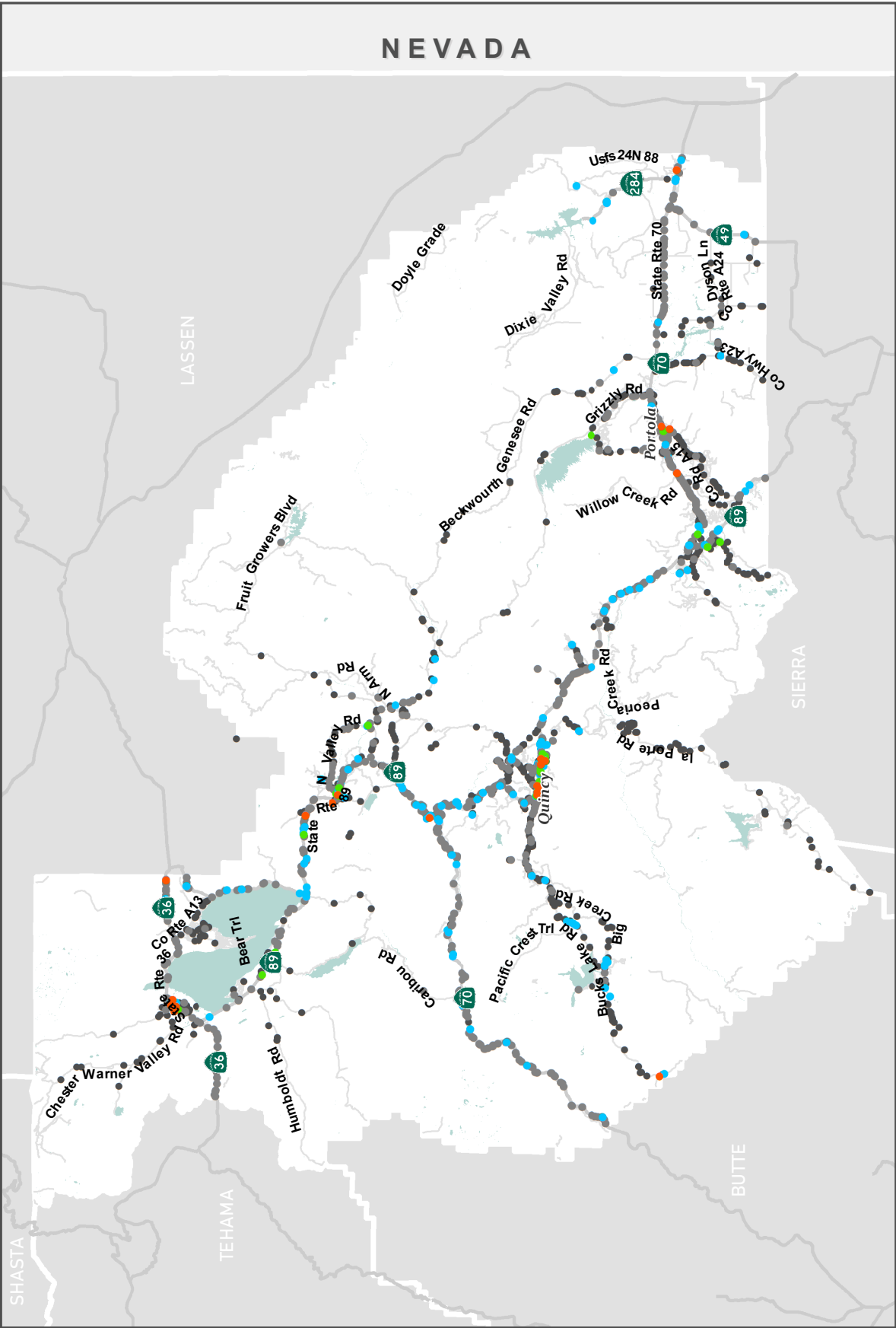
In order to monitor the safety needs of the region, a five-year summary of collisions in the County was compiled (see Table 2.28 and Figures 2.9 and 2.10). Over 94% of total collisions and fatal collisions occurred in the unincorporated regions of the county. In the past five years, collisions peaked in 2015 (as seen in Table 2.28) with 124 total collisions. Although there were fewer collisions in 2016 at 120, 2016 had the most fatal collisions at 9.

In 2017, the total number of collisions dropped to 101, and fatal collisions dropped to 6. Figure 2.8 displays a visual representation of the spatial distribution of collisions in Plumas County, and Figure 2.9 shows City of Portola collisions.

The accident data monitored is compiled on the public road systems by the California Highway Patrol through its Statewide Integrated Traffic Records System (SWITRS). Accident data is generally only relevant over a shorter term (3-7 years) as the number of annual incidents can be affected by a variety of dynamic factors: weather, maintenance, construction, new development, improvements in vehicle design, changes in law and changes in the economy.

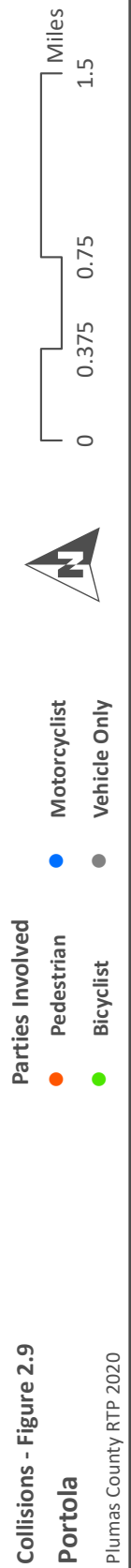
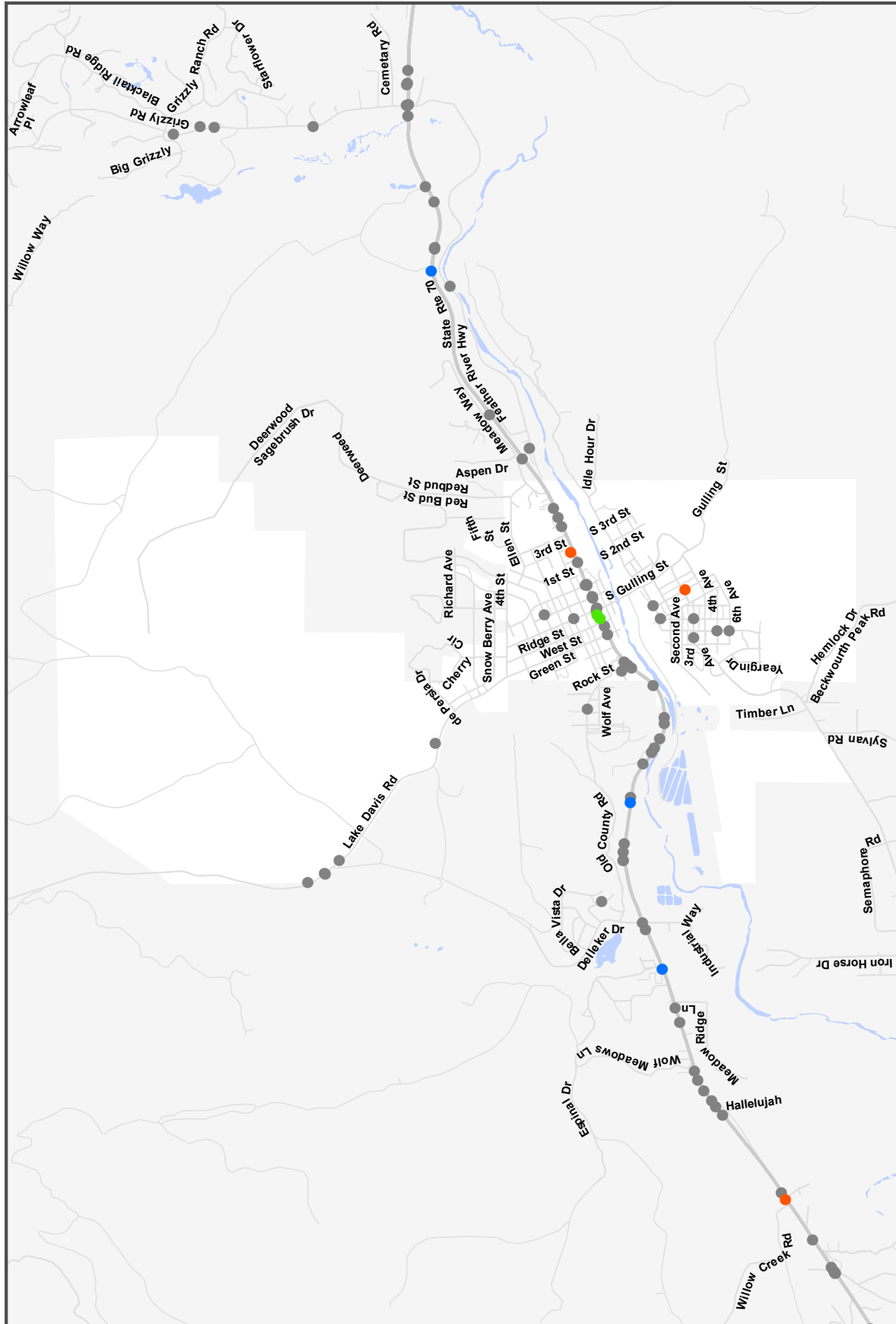
Table 2.28 Collision History					
Place	Total Collisions	Highway Collisions	Fatal Collisions	Pedestrian Collisions	Bicycle Collisions
2013					
City of Portola	2	1	0	0	0
Unincorporated County	106	70	2	1	4
Total Plumas County	108	71	2	1	4
2014					
City of Portola	0	0	0	0	0
Unincorporated County	110	61	5	1	1
Total Plumas County	110	61	5	1	1
2015					
City of Portola	2	1	0	0	0
Unincorporated County	122	79	4	7	4
Total Plumas County	124	80	4	7	4
2016					
City of Portola	4	2	0	0	1
Unincorporated County	116	81	9	0	2
Total Plumas County	120	83	9	0	3
2017					
City of Portola	3	1	0	0	0
Unincorporated County	98	67	6	2	4
Total Plumas County	101	68	6	2	4

Source: California Statewide Integrated Traffic Records System (SWITRS)



- Parties Involved**
- Pedestrian
 - Bicyclist
 - Motorcyclist
 - Unknown

Collisions - Figure 2.8
Plumas County
Plumas County RTP 2020





2.8 Public Transit

2.8.1 Plumas Transit Systems

Plumas Transit Systems is a private, not for profit organization under contract with Plumas County to operate the public transit system. Plumas Transit offers public fixed route services as well as dial a ride services in the County as well as limited routes to Reno and Chico.

Plumas Transit Systems operates fixed route services for Plumas County. This service is heavily used by clients of the social service agencies and Feather River College (FRC) students. The following routes currently serve Plumas County (see Figure 2.10 for Plumas Transit Systems routes):

North County

- ❖ Quincy/Chester – 3 daily round trips.
- ❖ Quincy/Greenville – 5 daily round trips.

East County

- ❖ Quincy to Portola – 4 daily round trips.
- ❖ Portola to Quincy – 3 daily round trips.

Quincy Local

- ❖ Quincy daytime – 8 daily round trips.
- ❖ Quincy Evening – 6 daily round trips when Feather River College is in session.

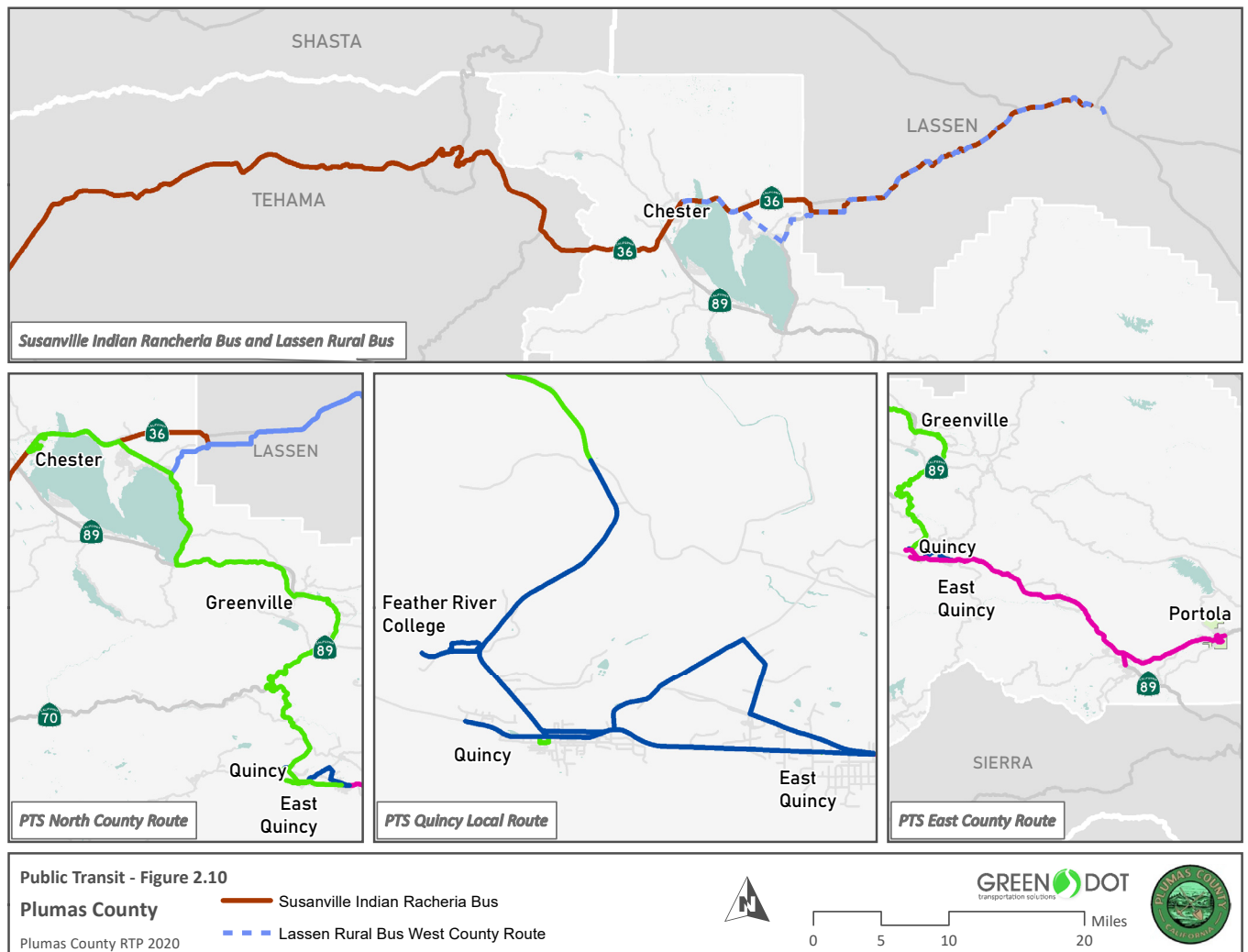
Most county residents live along the current routes, and major destinations within the County are located on the routes with twenty-four hour notice. Riders with disabilities can request route deviations to access stops within 3/4 mile of a route. All three daily routes serve Feather River College and students account for a substantial portion of system ridership. The current route designs and timing accommodate FRC student transportation needs. The Chester to Quincy route makes a stop at Hamilton Branch, about 8.5 miles southeast of Chester, where connections to the Lassen Rural Bus are available, providing a connection to Susanville.

Fares

Plumas Transit System fares range from \$1.00 - \$4.00 for one-way trips depending on the service. Local services for the communities of Quincy, Chester and Portola charge \$1.00 fare; Lake Almanor local service and Graeagle or Cromberg to/from Quincy or Portola charges \$2.00 fare; Greenville or Crescent Mills to/from Quincy charges \$3.00 fare; and Chester or Portola to Quincy charges \$4.00 fare. Senior riders (60+) and riders with a disability are eligible for reduced (half-price) fare, and children 7 years or younger ride free. Monthly passes are available for some Plumas Transit services, and range in price from \$25.00 to \$100.00 per month. A monthly pass for Quincy local service is \$25.00 per month; Lake Almanor local service is \$45.00 for a monthly pass; Graeagle or Cromberg to/from Quincy or Portola is \$60.00 for a monthly pass; Greenville or Crescent Mills to/from Quincy is \$75.00 for a monthly pass; and each route of Chester or Portola to Quincy is \$100.00 for a monthly pass.

Operations Contracts

Plumas Transit System has two operation contracts, with the Far Northern Regional Center and Feather River College. The Far Northern Regional Center (FNRC) is a resource agency for people with a disability and their families. The FNRC serves a nine-county region and provides transportation services for 34 clients within Plumas County free of charge. Feather River College provides transportation to students free of charge.



2.8.2 Paratransit

Plumas Transit Systems provides ADA Complimentary Paratransit Service with the same vehicles that provide the fixed route service. ADA Complimentary Paratransit Service provides base curb-to-curb service with door-to-door assistance as needed. Plumas Transit Systems deviates for those who are ADA paratransit eligible within the service area.

2.8.3 Susanville Indian Rancheria Public Transportation

Susanville Indian Rancheria Public Transportation (SIRPT) operates a bus from Susanville to Red Bluff and Redding via Hwy 36 and I-5 with a stop in Chester. The bus operates on Monday, Wednesday, and Friday Excluding Legal Holidays.



2.8.4 Other Transportation Providers

Other transportation providers include Plumas County Senior Services, Plumas Rural Services, Plumas Crisis Intervention and Resource Center, Veteran Services, and CalWorks. Lassen County Rural Bus Service departs from the Holiday Market in Chester and connections can be made from Plumas Transit Systems.

Lassen County Rural Bus

A connection from Plumas Transit Systems to Lassen County Rural Bus is available in Chester at the Holiday Market station. The Quincy to Greenville/Chester route of the Plumas Transit System arrives at the Chester Holiday Market stop at 8:45 am, 1:53 pm and 6:41 pm daily. Lassen Rural Bus's West County Route departs Chester towards Susanville at 6:30 am, 1:31 pm. And 6:36 pm daily. From Susanville, connections to other destinations within Lassen County can be accessed.

Plumas County Senior Services

Plumas County Senior Services includes a transportation service which provides rides for senior citizens in Plumas County bound for doctor appointments, hairdresser appointments, nutrition centers, shopping outings, and more. Plumas County Senior Transportation provides in- and out-of-town trips for the communities of Chester, Quincy, Portola, Greenville, and Blairsden with a reservation places 24-hours in advance. Accommodations can be made for medical or other trips to Reno, Truckee, Chico, Sacramento, San Francisco, and Greyhound and Amtrak stations. In the 2016/17 fiscal year, Plumas County Senior Transportation provided 10,768 rides.

Plumas Rural Services

Plumas Rural Services operates ALIVE (Adults for Learning and growing, Integration in the community, Vocations of choice, Enthusiasm for life) which provides training and support for adults with developmental disabilities and special needs. Plumas Rural Services provides client transportation to and from programs in Quincy, regional events, and for errands. Plumas Rural Services also provides family support services that includes transportation.

Plumas County Veteran Services

The Plumas County Veteran Services provides advocacy for and assistance to veterans, widows or widowers of veterans, children of deceased veterans or veterans with a disability, and the parents who have lost a child in military service. The VA Van is available for transport services and travels from Quincy to the VA Medical Center in Reno, Nevada twice a week at 7:00 am on Tuesdays and Thursdays.

Plumas County Social Services – CalWorks

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

Plumas County Alcohol and Drug Program

The Plumas County Alcohol and Drug program provides specialized transportation services for probationers. Approximately 12-20 trips per month are provided.

Plumas County Mental Health

Case managers with Plumas County Mental Health provide a variety of transportation services to clients. Case managers may transport clients to and from appointments within Mental Health, health and social services appointments both within and outside Plumas County, group activities, and emergency medical trips and hospitalizations. In addition, Mental Health will be purchasing four vehicles and hiring drivers to address unmet transportation needs countywide.

The Greenville Rancheria Tribal Health Organization

The Greenville Rancheria Tribal Health Organization provides a variety of transportation services for tribal members and the general public. Tribal Health provides transportation to medical trips in Greenville, Red Bluff, Chico, Reno, Redding, and Davis.

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

The California Tribal TANF Partnership

The California Tribal TANF Partnership is a tribal welfare program that extends temporary assistance and services to Native Americans in need. The Greenville location uses program vehicles (passenger cars and vans) to take clients to training, counseling, court-ordered programs etc. that help clients find and retain employment. It serves the entire County, with most trips provided to Quincy. The local office also provides transportation to Nice, where the main program is located and where regular training takes place. The program provides some bus tickets (~10/year) for those clients that can fit work around the bus schedule, but current PTS schedule limitations prevent greater use of public transportation.

The Roundhouse Council

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

Other Providers

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

2.8.5 Multiregional Transit Providers

Greyhound

There is currently no Greyhound service in Plumas County. The closest Greyhound route travels between Sacramento and Reno, Nevada and has stations in Truckee and Reno, Nevada. The Greyhound station in Reno can be accessed via the Lassen Rural Bus route from Chester which connects to Sage Stage and Susanville Rancheria Public Transportation in Susanville, and which also travels directly to Reno on Tuesdays and Thursdays. The Greyhound station in Redding can also be accessed through the Susanville Rancheria Public Transportation connection from Chester.



Amtrak

There is currently no Amtrak service available in Plumas County. Nearby Amtrak stations include those in Colfax and Truckee, California and Reno and Sparks, Nevada. The Amtrak station in Reno can be accessed via the same route as the Greyhound station.

2.8.6 Transit Planning Efforts

In 2015 the Plumas County Transportation Commission passed and adopted a resolution approving the Plumas County Transportation Commission ADA Paratransit Plan. Plumas County Transportation Commission is currently in the process of developing the latest Short Range Transit Plan. This plan will guide future changes to Plumas Transit in the next 5 years.

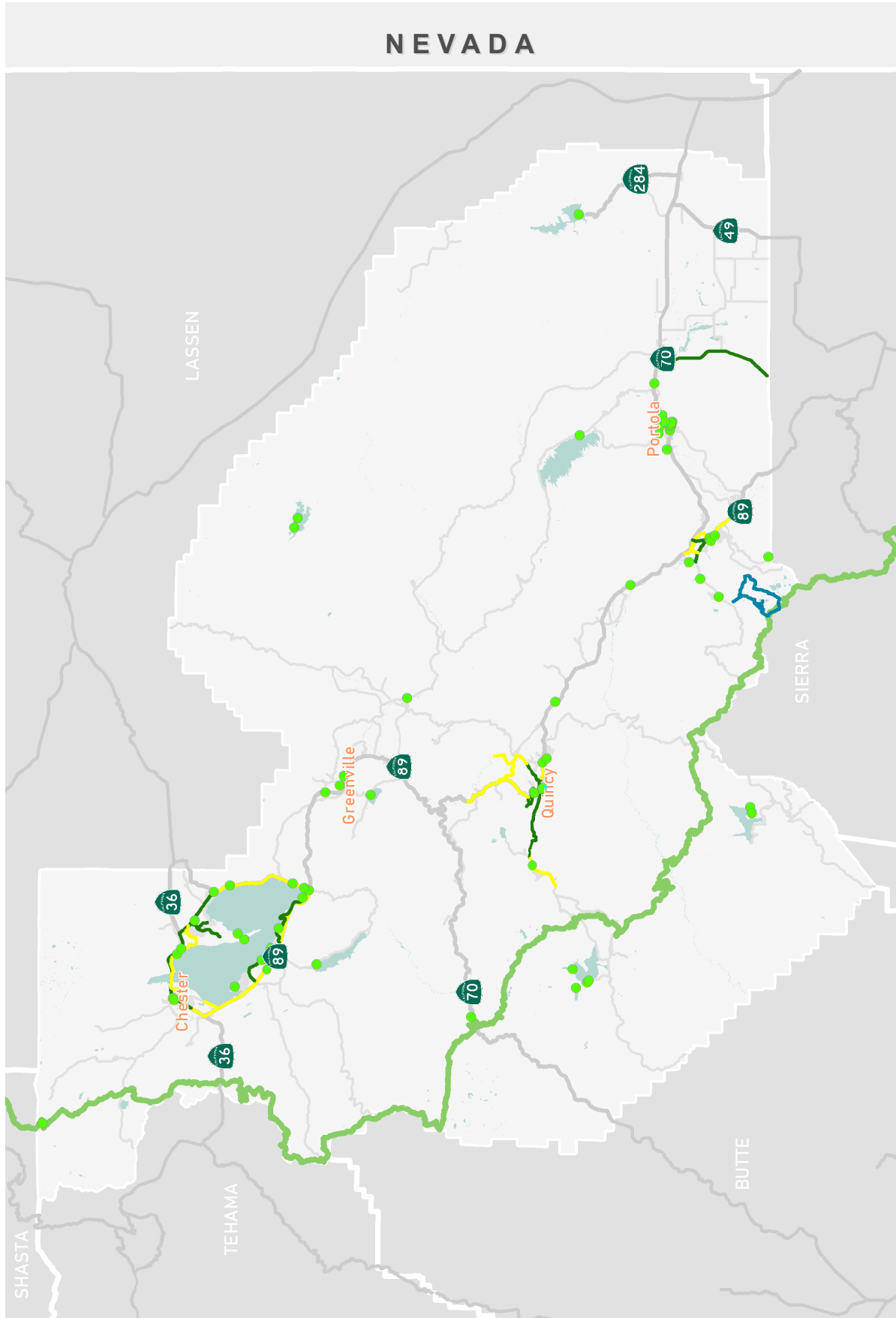
2.9 Active Transportation

In January 2018, the PCTC adopted the Plumas County Active Transportation Program Pedestrian/Bicycle Plan. The Plumas Active Transportation Plan is consistent with the State Bike and Walk Plan – Toward an Active California. The purpose of the plan is to provide a comprehensive long-range view for the development of an extensive regional bikeway network that connects cities and unincorporated areas countywide. Strategies laid out in the Plan will help the County be eligible for Active Transportation Plan, and other funds, including Complete Streets and Smart Mobility strategies. Complete Streets projects incorporate facilities to accommodate bicycle and pedestrian traffic safely, transit accommodations, and traffic calming or speed-reducing measures such as landscaping, narrowing vehicle travel lanes, bulb-outs, and speed feedback signs to create a safe and convenient travel way for all modes of travel. Smart Mobility refers to set of strategies that will increase convenient and safe multimodal travel, including efficient and thoughtful land use decisions.

The primary goal of the plan is to be an integral part of safe, effective, efficient, balanced and coordinated transportation systems at a reasonable cost that serves the needs of bicyclists and pedestrians within the County and City of Portola. The 2018 Plumas County Active Transportation Program Pedestrian/Bicycle Plan includes a list of over 250 recommended projects representing a total bicycle and pedestrian need of \$102.5 million in Plumas County. Projects recommended in the Pedestrian/Bicycle Plan consist of bikeway improvements, pedestrian improvements and future studies ranging from crossing, sidewalk, bikeways, safe routes to school, and signage projects.

Bicycle facilities in the County include a Class I style bicycle route on the west side of Lake Almanor that connects recreational activity centers and a Class I style route that connects Quincy to the Feather River College. A Class I path also exists along the Feather River in Portola. Some sporadic Class II bicycle lanes exist in the communities of Chester, Quincy, and Portola. A total of 15 miles of Class I path and 3.7 miles of Class II bicycle lanes exists in Plumas County. For a map of trails and bicycle facilities in Plumas County, see Figure 2.11.

Pedestrian facilities in the County are sporadic and lacking in many areas, including sidewalks, crosswalks, ADA-compliant curb ramps, traffic calming measures, and signage. In the community of Chester, a few segments of sidewalk exist on SR 36 near Chester Elementary School along with four marked crosswalks. A rehabilitation project along SR 89 in Greenville was completed in 2017 and constructed sidewalks, pedestrian crossings, and a bicycle lane along the roadway. In addition to the new facilities on SR 89, some sidewalks are present on Main Street, Bush Street, and Grand Street in Greenville. In the City of Portola, sidewalks are



GREEN DOT
transportation solutions

0 5 10 20
Miles



- | | |
|--|----------------------|
| | Unknown Status |
| | Pacific Crest Trail |
| | Parks & Picnic Areas |
- | | |
|--|----------|
| | Existing |
| | Proposed |

Trails and Bikeways - Figure 2.11

Plumas County

Plumas County RTP 2020



present along SR 70, sidewalks and frequent crossings are present on Commercial Street, Gulling Street and 3rd Avenue, and wayfinding is present throughout the City. Sidewalks are present throughout downtown Quincy, with curb extensions and accessible ramps along Main Street. Some intermittent sidewalks are also present in residential neighborhoods and around Pioneer Quincy Elementary School in the community of Quincy. In East Quincy, sidewalks are present along both sides of SR 70 with some gaps on the western side of town, and three marked crosswalks exist along SR 70 through East Quincy.

2.10 Aviation

While there are no commercial airports in Plumas County, there are three airports owned and operated by Plumas County, County airports consist of Gansner Field in Quincy, Rogers Field in Chester and Nervino Airport in Beckwourth. Heliport facilities are located at the Plumas District Hospital in Quincy, the Eastern Plumas Hospital in Portola, and the Care Flight facility that operates from the Nervino Airport. The closest commercial airport is Reno/Tahoe International Airport in Reno, located approximately 90 miles from Quincy and 48 miles from Portola.

Quincy Gansner Field

Gansner Field is a publicly-owned airport located 1 mile north of Quincy. The airport is owned by Plumas County and maintained by the Plumas County Facilities Office. Fifteen aircrafts are based at Gansner Field; 14 single-engine planes and one ultralight. Aircraft operations average 25 operations per day. In 2017, 47% of flight traffic at Gansner Field was local general aviation; 46% of air traffic was transient general aviation, 7% was air taxi, and 1% was military.

Chester Rogers Field

Rogers Field is a publicly-owned airport located 2 miles southwest of Chester. The airport is owned by Plumas County and maintained by the Plumas County Facilities Office. Aircraft operations average 43 operations per day. In 2017, 54% of flight traffic at Rogers Field was transient general aviation; 41% of air traffic was local general aviation, and 4% was air taxi.

Beckwourth Nervino Airport

Nervino Airport is a publicly-owned airport located 1 mile east of Beckwourth. The airport is owned by Plumas County and maintained by the Plumas County Facilities Office. Fifteen aircrafts are based at Nervino Airport; 14 single-engine planes and one ultralight. Aircraft operations average 33 operations per day. In 2016, 67% of flight traffic at Nervino Airport was transient general aviation and 33% was local general aviation.

2.11 Goods and Freight Movement

The movement of goods in and out of the region represents a major component of the overall regional travel demand. Commodities flow in and out of the region by different modes.

- ❖ Rail: Two active rail lines (Union Pacific and Burlington Northern / Santa Fe) serve Plumas County. The Union Pacific rail line Plumas County to Sacramento to the west and Salt Lake City to the East. The Burlington Northern / Santa Fe travels north to Lassen County.
- ❖ Trucking: The majority of regional goods movement is performed by truck in and through Plumas County.

- ❖ Critical corridors in Plumas County include SR 70, SR 89, and SR 36. SR 70 connects Plumas County to Sacramento and Reno; SR 36 connects Plumas County to Sacramento and U.S. 101 and the California coast; SR 89 connects Plumas County north to communities in far northern California including Redding and provides access to Oregon. State Routes 70/36 have been identified as ‘High Emphasis Routes’ critical to interregional travel by the U.S. Department of Transportation.

2.12 Railroads

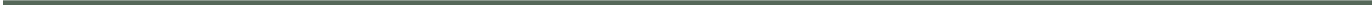
The Union Pacific Railroad and Burlington Northern / Santa Fe (BNSF) Railroad are the two major rail lines operating in Plumas County. Union Pacific runs along State Route 70 and connects Oroville and Roseville to the west with Salt Lake City to the east. BNSF intersects the aforementioned line near Keddies. The BNSF line travels north along Lake Almanor into Lassen County. The rail lines are completely dedicated to freight and the local service is limited to shipping lumber products at the Sierra Pacific Mill in Chester. Nonetheless, the rail line through the Feather River Canyon is a major trans-Sierra route.

An Almanor Railroad previously operated a spur rail connecting the Collins Pine Mill in Chester to the BNSF line at Clear Creek in Lassen County. This line was no longer cost effective to maintain and the rails have been removed between Chester and Clear Creek.

2.13 Interconnectivity Issues

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

Transit interconnectivity issues exist in Plumas County, both between interregional transit systems and between Plumas County transit and other modes. Due to the inadequate bicycle and pedestrian facilities in most Plumas County communities, first/last mile travel issues exist for existing transit users and may create a barrier for potential transit users. In addition, transit connections to interregional destinations outside of the County are not adequate for convenient travel for the average user. A transit connection exists between the Plumas Transit System and Lassen Rural Bus in Chester, where Plumas County residents can be transported to Susanville and Red Bluff. However, no direct connection to Sacramento or Reno exists although airports located in these cities and generally utilized by Plumas County residents for aviation travel.



3 Policy Element

The Policy Element presents guidance to decision-makers of the implications, impacts, opportunities and foreclosed options that will result from implementation of the RTP. The Policy Element is a resource for providing input and promoting consistency of action among state, regional and local agencies. Consistent with California Government Code (§65080 (b)) and the 2017 RTP Guidelines, this Policy Element is intended to:

- ❖ Describe the transportation issues in the region;
- ❖ Identify and quantify regional needs expressed within both short-term (0-10 years) and long-term (11-20 years) planning horizons;
- ❖ Maintain internal consistency with the Action Element and Financial Element and fund estimates;
- ❖ Provide notice to all agencies in regard to Plumas County Resolution No. 08-7514, a resolution adopting and implementing Coordinating Agency Status, adopted on October 21, 2008, necessitating coordination with the County in all facets of transportation.

The Policy Element describes transportation issues in Plumas County, California, and the United States and provides goals, objectives, and policies to assist in setting transportation priorities.

3.1 Transportation Issues

3.1.1 Regional and Local Issues

Even with new funding guaranteed by Senate Bill 1, the Road Repair and Accountability Act of 2017, the primary local and regional issues revolve around a shortage of maintenance funding to maintain the integrity of existing facilities. Additional issues at the local and regional level include the need for transportation modes other than the automobile, that provide access and connectivity between communities, health services, shopping, recreational destinations and employment centers.

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

3.1.2 Statewide Issues

California is dedicated to reducing greenhouse gas emissions through sustainable land use and transportation planning.

Senate Bill 391

Senate Bill 391 (SB 391, 2009) required the California Department of Transportation to prepare the California Transportation Plan (CTP), the State's long-range transportation plan, by December 2015, to reduce GHG emissions and VMT. The Plan states this system must reduce GHG emissions to 1990 levels from current levels by 2020, and 80 percent below the 1990 levels by 2050 as described by AB 32 and Executive Order S-03-05. The CTP 2040 demonstrated how major metropolitan areas, rural areas, and state agencies can coordinate planning efforts to achieve critical statewide goals. It is important to align and implement the



goals, policies, and strategies laid out in the CTP 2040, and to continue coordination and collaboration with Caltrans during the development of the CTP 2050 update that will be adopted in December of 2020.

Senate Bill 1 and the Impact on the Transportation Funding

In 2016, several bills that would drastically change the financial outlook for transportation funding for the next decade were being debated within the State Legislature. The results of those legislative effort culminated in the Governor's signing of Senate Bill 1 (SB1) on April 28, 2017. In November of 2018, California Proposition 8 (Prop 8) was defeated, which proposed a repeal of SB 1.

SB 1 is a \$52 billion transportation plan funded by increased taxes on gasoline and diesel fuel, and vehicle license fees, including a new fee for vehicles that do not utilize fossil fuels, but do use the public roads. That new funding source will be used exclusively for transportation purposes, including maintenance, repair and rehabilitation of roads and bridges, new bicycle and pedestrian facilities, public transportation, and planning grants.

SB 1 created the following new and augmented programs that fall under California Transportation Commission (CTC) purview:

- ❖ Active Transportation Program (ATP) - \$100 million (80%) added annually for bicycle and pedestrian projects.
- ❖ Local Streets and Roads - \$1.5 billion added annually for road maintenance and rehabilitation.
- ❖ State Highway Operation and Protection Program (SHOPP) - \$1.9 billion added annually for projects on State Highways.
- ❖ State Transportation Improvement Program (STIP) – Funding source stabilized; the \$3 to \$4 million historically received by the PCTC will be restored for eligible projects.

Senate Bill 743

Former Governor Brown signed Senate Bill (SB) 743 (Steinberg, 2013), which creates a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 requires OPR to amend the CEQA Guidelines to provide an alternative to Level of Service (LOS) for evaluating transportation impacts. In 2018 the CEQA Guidelines were amended to include those alternative criteria, and auto delay is no longer be considered a significant impact under CEQA. Transportation impacts related to air quality, noise and safety must still be analyzed under CEQA where appropriate. SB 743 also amended congestion management law to allow cities and counties to opt out of LOS standards within certain infill areas. The updated 2017 RTP Guidelines have established vehicle miles traveled (VMT) as the metric to replace LOS. PCTC has reported existing VMT and projected future VMT on critical regional roadways in the region in this document and will continue to be committed to supporting State and National GHG reduction goals as financially feasible.

3.1.3 Federal Issues

Plumas County's main transportation maintenance and operations funding source for decades has been through receipts from revenues generated on Federal lands within Plumas County. Federally-maintained land, including National Forests, comprise 76% of the total land area of Plumas County.

Secure Rural Schools and Community Self-Determination Act (SRS)

Federal legislation under the Secure Rural Schools and Community Self-Determination Act (SRS) and its extension has provided reduced annual payments through 2012. The SRS Act was reauthorized for two years by section 524 of P.L. 114-10 and signed into law by the President on April 16, 2015. Payments were

received by Plumas County in 2015 and 2016. In 2017, since SRS was not reauthorized, the payment to the County defaulted to the 1908 Act that distributes 25% of the receipts from federal lands within the County to the County Road and The County School District. As a result, the payment to the Road Fund dropped from \$1,421,903 in 2016 to \$244,101 in 2017. Congress did not reauthorize SRS again until the 2018 spending bill P.L. 115-141 was passed that included a two-year reauthorization of the Secure Rural Schools program. SRS payments to states will resume, including retroactive payments to states for Federal Fiscal Year 17. The County Road Fund will receive approximately \$1.3 million by May of 2018 and an amount in February of 2019 no less than 95% of the 2018 payment.

- ❖ Increased deferred maintenance.
- ❖ Turning paved roads back to gravel or road closures.
- ❖ Increased mileage not maintained during the winter.
- ❖ Decreases in tourism.
- ❖ Increases in emergency response time.

FAST Act

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act focuses on safety, keeps intact the established structure of highway-related programs, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

3.1.4 Climate Change and Greenhouse Gas Emissions

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

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

The transportation planning literature recognizes three interrelated components that contribute to transportation emissions reductions. Those components include changes in vehicle technology (cleaner burning engines), alternative fuel sources, and vehicle use. RTPA's and local governments have the ability to affect vehicle use by promoting transportation alternatives to the automobile, and by managing the



demand for transportation. These efforts typically involve goals and policies and/or projects and programs focused on getting people out of their cars and into alternative modes of travel (mode shifting). The RTP goals and policies identified at the beginning of this section are designed to lessen dependence on the automobile, promote mode shifting to alternative forms of transportation, and maintain environmental compliance.

The effectiveness of efforts by the RTPA to provide transportation alternatives and to implement Transportation Demand Management and Transportation System Management policies and strategies can be measured in terms of reductions in vehicle miles traveled (VMT) or expected growth in VMT. VMT reductions correlate directly with reductions in GHG emissions. Caltrans reports VMT by County on an annual basis. This tends to be a poor data source primarily because it is based on a small sampling of vehicle counts at specific locations and then extrapolated to reflect the entire County. The development of a network travel demand model would greatly enhance the County’s ability to forecast VMT based on growth and development that does occur within the County’s incorporated City of Portola and other communities.

Plumas County has experienced slow growth in population and employment over the past two decades and is forecast to continue this trend into the future. The County will continue to monitor population and employment and VMT growth consistent with the RTP, RTP performance measures, and County and City General Plans. This planning documents recognizes that TDM and alternative mobility options, including walking, biking and transit require coordination with land use decisions and improved infrastructure. To this degree, the goals and policies in the RTP are still consistent with the County’s General Plan to provide a balanced multi- modal transportation system that includes non-auto choices for access and mobility.

3.2 Regional Vision

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

Historically, the primary local and regional issues revolved around a lack of maintenance funding to maintain the integrity of existing facilities. Recent legislative efforts, especially Senate Bill 1 signed in April 2017 and upheld with the defeat of California Proposition 8 in November 2018, have greatly increased the funding available to PCTC and other regional planning agencies for maintenance and development of the regional transportation network. Through a state gasoline tax and increased registration fees, SB 1 is a \$52 billion transportation fund which will be used exclusively for transportation purposes, including maintenance, repair and rehabilitation of roads and bridges, new bicycle and pedestrian facilities, public transportation, and planning grants.

3.3 Regional Goals, Objectives, and Strategies

The goals, objectives and policies for the 2020 RTP remain unchanged from the 2018 Administrative Modification and the 2010 RTP but have been reordered to represent shift towards increased prioritization of multimodal travel, including transit, bicycling and walking.

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

3.3.1 Highways, Streets and Roads

Goal #1: Maintain a Safe, Efficient Roadway System

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

Objective 1.1: Appropriate Road Maintenance

Provide proper levels of road maintenance to minimize unnecessary vehicle wear and more costly road reconstruction.

Policy 1.1.1: Priority List for Maintenance, Rehabilitation and Reconstruction.

Establish a priority list based on the premise of maintenance; rehabilitation and reconstruction of the exiting highway system have the highest consideration for available funds.

Objective 1.2: Maintain an Appropriate Roadway Level of Service.

Maintain an appropriate LOS on transportation facilities for all modes of transportation within the County.

Policy 1.2.1: Strive to Maximize Level of Service.

Implement projects that improve LOS within financial and environmental constraints with consideration to all modes of transportation.

Policy 1.2.2: Better Road and Weather Conditions Information.

Provide better road and weather condition information to the traveling public.

Policy 1.2.3: Safer and Efficient Truck Transportation.

Facilitate safe and efficient truck transportation and ease the impact of truck traffic on residential areas.

Policy 1.2.4: Increase Capacity of Arterials.

Provide effective measures to maintain capacity for arterial roads.

Objective 1.3: Easily Accessed Rest Areas and Parking Lots.

Require the planning and implementation of convenient and easily accessed rest areas.

Policy 1.3.1: Rest Areas and Park-and-Ride Facilities.

Encourage year round rest areas and park-and-ride facilities along major roadways at appropriate locations.

3.3.2 Active Transportation

Goal #2: Encourage a Safe and Convenient Non-Motorized Transportation System

Encourage and promote a safe and convenient non-motorized transportation system that is attractive to bicyclists and pedestrians, part of a balanced overall transportation system, and will contribute to State and National goals to improve air quality and community livability.

Objective 2.1: Encourage Development of Non-Motorized Facilities.

Encourage the development of non-motorized facilities that will be convenient to use, easy to access, continuous,



safe and integrated into a multimodal transportation network. The facilities should serve as many segments of the population, both resident and tourist, as possible.

Policy 2.1.1: Include Non-Motorized Travel Modes in Planning.

Include non-motorized transportation as a part of a complete street and transportation system.

Policy 2.1.2: Bikeway System in the Region.

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

Policy 2.1.3: Multi-Modal Use of Road and Highway System.

Support and promote plans that propose multimodal use of the highway system.

Policy 2.1.4: Promote Non-Motorized Transportation.

Promoting the County as a safe and enjoyable destination for bicycling and pedestrian use. This may include bicycle and pedestrian related ITS applications.

3.3.3 Transit

Goal 3: Support an Effective and Accessible Transit System

Support and expand effective, convenient, regionally and locally coordinated transit service that connects residential areas with employment centers, serves key activity centers and facilities, and offers a viable option to the drive-alone trip.

Objective 3.1: Financially Support Public Transportation.

Financially support public transportation to the maximum extent that is determined by the annual “unmet transit needs” process and the amount of funds available.

Policy 3.1.1: Identify Transit Facilities.

Identify transit facilities, such as bus shelters, staging areas, transit hubs, etc. and potential funding sources for improvements.

Policy 3.1.2: Transportation Grants.

Encourage and support the use of public transportation grants from state and federal programs to the maximum extent possible.

Objective 3.2: Accessible Transportation Services and Facilities.

Provide accessible transportation service and facilities responsive to the needs of the young, elderly, handicapped and disadvantaged.

Policy 3.2.1: Public Transit Accessibility.

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

Objective 3.3: Improved Transit Level of Service

Develop a transit system that will provide an acceptable level of service, in terms of accessibility, convenience, dependability, economy and safety; will consider alternative fuels, and is sensitive to environmental impacts (i.e. air quality).

Policy 3.3.1: Develop Short & Long-Range Transit Plans.

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

Policy 3.3.2: Encourage Interregional and Intercity Bus Lines.

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

Objective 3.4: Encourage Public Transit.

Encourage public transit to raise awareness, encourage ridership and create an understanding of how to use transit systems.

Policy 3.4.1: Promote Public Transportation.

Actively promote public transportation through mass media, personal contact and other marketing techniques; improve marketing and information programs to assist current ridership and to attract potential riders. This may include ITS applications such as a transit information system.

Objective 3.5: Encourage the Implementation and Use of Renewable and Alternative Fuels for Transit.

Policy 3.5.1: Purchase Renewable and Alternative Fuel Transit Vehicles.

When funding sources are available purchase fleet vehicles that use renewable and clean alternatives.

Policy 3.5.2: Promote the Use of Renewable and Alternative Fueled Transportation.

Develop partnerships with other departments and entities to expand the availability and use of alternative and renewable fuels.

3.3.4 Aviation

Goal 4: Promote Aviation Facilities

Promote general and commercial aviation facilities and services that complement the countywide transportation system.

Objective 4.1: Maintain and Enhance Existing Airports and Airstrips.

Maintain preserve and enhance the existing airports and airstrips within the County in the safest and highest operational conditions.

Policy 4.1.1: Airport Funding and Project Implementation.

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

Policy 4.1.2: Land Use Compatibility.

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

Policy 4.1.3: Effective and Efficient Use of Airports.

Encourage and foster effective and efficient use of existing airport facilities



including new partnerships with third party agencies and regional services, including commercial aviation, and shuttle services.

3.3.5 Rail

Goal 5: Encourage Improvements to Rail Service

Encourage improvements and availability of rail service in the region.

Objective 5.1: Encourage Maintenance, Improvement and Use of Railroad Facilities.

Encourage the maintenance, improvement and use of railroad facilities in the County.

Policy 5.1.1: Preservation of Railroad Right-of-Way.

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

Policy 5.1.2: Railroad Corridor Studies.

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

Policy 5.1.3: Re-establish Passenger Service.

Support efforts to reestablish passenger service in the County and interregionally.

3.3.6 Environmental Quality

Goal 6: Achieve Environmental Quality Standards

Achieve and maintain environmental quality standards set by Federal, State and Local Resource Agencies.

Objective 6.1: Maintain and improve air quality and reduce Greenhouse Gas (GHG) emissions.

Through a reduction in VMT and coordinated land use and transportation planning meet the goals set by the EPA and CARB.

Policy 6.1.1: Emphasize transportation investment.

Emphasize investments in areas where desired land uses as indicated in a City or County general plan may result in VMT reduction or other lower impact use.

Policy 6.1.2: Increase Connectivity.

Consider transportation projects that increase connectivity or provide other means to reduce VMT.

Policy 6.1.3: Ridesharing.

Promote the development and use of non-motorized transportation ridesharing, transit, public transportation and other alternatives to single occupancy vehicles.

Policy 6.1.4: GHG Reduction Goals.

Meet the GHG reduction goals set by CARB and AB32 through coordinated land use and transportation planning and a reduction in VMT.

Objective 6.2: Avoid, minimize or mitigate impacts to the environment.

To the extent practicable, avoid, minimize and/or mitigate impacts to the environment arising from transportation related projects and programs.

Policy 6.2.1: Environmental Quality.

Adhere to the significance criteria adopted in local agency's general plans, CEQA and other federal, state and local agency laws, permitting requirements and agreements pertaining to the protection of environment.

4 Action Element

The Action Element presents a plan to address the needs and issues for each transportation mode, in accordance with the goals, objectives, and policies set forth in the Policy Element. In the Action Element, projects and programs are categorized as short or long range improvements, consistent with the identified needs and policies. These plans are based on the existing conditions, forecasts for future conditions and transportation needs discussed in the first three chapters of this RTP.

4.1 Project Purpose and Need

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

The purpose of the RTP is to provide a vision for the region, supported by transportation goals, for ten-year (2030) and twenty-year (2040) planning horizons. The ten-year planning blocks allow for consistency with the State Transportation Improvement Program (STIP), which operates on 5-year cycles. The RTP documents policy direction, actions, and funding strategies designed to maintain and improve the regional transportation system.

For Plumas County, each project listed in the action element contributes to system preservation, capacity enhancement, safety, and/or multimodal enhancements. These broader categories capture the intended outcome for projects during the life of the RTP and serve to enhance and protect the “livability” of residents in the County. Projects and funding listed in the Action Element are consistent with the Interregional Transportation Improvement Program (ITIP) and the Regional Transportation Improvement Program (RTIP).

4.1.1 System Preservation

This category of improvement indicates a project that serves to maintain the integrity of the existing system so that access and mobility are not hindered for all modes of travel. Improvements may include bridge repairs, sidewalk rehabilitation, upgrading of existing rail lines, airport runway repairs, and upgrades to signs and traffic control devices and striping.

4.1.2 Capacity Enhancement

A capacity enhancement indicates a project that serves to enhance flows and help alleviate congestion. This result may be achieved by adding an additional lane to a roadway, adding a passing lane, and/or adding a turn-out for slow moving vehicles. Additional capacity enhancing projects can also apply to airports where runways are added or extended or multi-modal projects where bike routes are upgraded to bike lanes.



4.1.3 Safety Projects

Safety improvements are intended to reduce the chance of conflicts between and within each mode of travel and prevent injury. Safety improvements may include roadway and intersection realignments to improve sight-distance, pavement or runway resurfacing to provide for a smooth travel surface, and obstacle removal so that traffic flows are not hindered. Improvements to pedestrian and bicycle facilities to promote safe travel to desired destinations.

4.1.4 Multi-modal Enhancement

These types of improvements focus on non-auto modes of travel such as bicycling, walking and transit. Projects that are designated as multi-modal are designed to enhance travel by one or more of these modes, provide for better connectivity between modes, to improve non-auto access to destinations and activity centers and to reduce the dependence on the automobile. Typical projects include separated paths, shared travel routes, sidewalks, bicycle parking, transit amenities, mobility centers, street furniture, and signage.

4.2 Regional Priorities

The regional and local action programs for this RTP are a compilation of projects already proposed and/or planned for Plumas County, as well as new projects deemed necessary to provide appropriate operation of the various transportation systems consistent with the County’s goals and policies. There are no specific regionally significant projects to be called out in the Action Element of this RTP.

The recommended improvements for the transit system, aviation facilities, bikeway and pedestrian facilities, and the goods movement system will serve to implement a balanced multimodal transportation system, improve air quality by reducing VMT and greenhouse gas emissions, and will help accommodate future travel demand in the County.

4.3 RTP Project Lists

The projects recommended for short-range and long-range funding in the RTP are presented below. Projects lists are provided by mode in Attachment D.

4.3.1 Roadway Projects

The following table shows the short- and long-range roadway project lists for agencies in Plumas County. A total of \$75 million of short-range roadway needs have been identified in Plumas County.

Table 4.1
ROADWAY PROJECTS

Project	Description	Location	Funding Source	Cost	Const. Year Cost	Const. Year
Short Range						
County						
Reconstruction	Graeagle-Johnsville Road	Poplar Valley Rd. to Johnsville	STIP	\$ 4,723,000	\$ 5,200,000	2023
Roadway Maintenance	Maintenance and Operations	Throughout County	Various	\$ 45,579,242	\$ 46,946,619	2020-30
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 650,000	\$ 650,000	2020
Roadway Rehabilitation	Roadway Rehabilitation (PMS-driven)	Various Locations	RMRA	\$ 1,720,000	\$ 1,790,000	2021
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 1,706,000	\$ 1,810,000	2022
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 1,857,000	\$ 2,010,000	2023
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 1,893,000	\$ 2,090,000	2024
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 1,918,000	\$ 2,150,000	2025
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 1,933,000	\$ 2,220,000	2026
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 1,954,000	\$ 2,290,000	2027
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 1,975,000	\$ 2,360,000	2028
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 1,993,000	\$ 2,430,000	2029
Intersection Improvements	SR70 at Feather River Inn Road	Mohawk-Hwy 40A/FR Inn/ SR70 Intersect	STIP	\$ 310,000	\$ 330,000	2022
Total County				\$ 68,211,242	\$ 72,276,619	
City of Portola						
Reconstruction	North Loop (Phase I)		STIP	\$ 2,407,000	\$ 2,581,000	2022
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 12,000	\$ 12,000	2020
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 34,000	\$ 35,000	2021
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 34,000	\$ 36,000	2022
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 37,000	\$ 40,000	2023
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 37,000	\$ 41,000	2024
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 38,000	\$ 43,000	2025
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 38,000	\$ 44,000	2026
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 39,000	\$ 45,000	2027
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 39,000	\$ 47,000	2028
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 39,000	\$ 48,000	2029
City of Portola Total				\$ 2,754,000	\$ 2,972,000	
Short Range Total				\$ 70,965,242	\$ 75,248,619	



Table 4.1
ROADWAY PROJECTS

Project	Description	Location	Funding Source
Long Range			
County			
Thompson Creek Curve Reconstruction	Reconstruct Curve @ Thompson Crk.	Quincy-La Porte Road	HSIP
Camp Layman Road at SR70	Upgrade Guardrail and Install New End Treatments	Camp Layman Road at SR70	HSIP
Mohawk Vista Drive	Upgrade Guardrail and Install New End Treatments	Mohawk Vista Drive at SR70	HSIP
CR 327 at SR 147	Upgrade Guardrail and Install New End Treatments	CR 327 at SR 147	HSIP
Keddie Resort Rd. at SR70	Upgrade Guardrail and Install New End Treatments	Keddie Resort Rd. at SR70	HSIP
Little Grass Valley Reservoir Rd.	Upgrade Guardrail and Install New End Treatments	Little Grass Valley Reservoir Rd.	HSIP
Old Mill Pond Rd. at SR70	Upgrade Guardrail and Install New End Treatments	Old Mill Pond Rd. at SR70	HSIP
Osprey Loop at Lake Almanor West Dr.	Upgrade Guardrail and Install New End Treatments	Osprey Loop at Lake Almanor West Dr.	HSIP
Pioneer Road at SR89	Upgrade Guardrail and Install New End Treatments	Pioneer Road at SR89	HSIP
Rocky Point Rd.	Install Guardrail and End Treatments	0.5 mi. east of Parkside Ln to Grizzly Creek	HSIP
Williams Creek Culvert Safety Improvements	Headwall, guardrails, at existing culverts on Williams Creek	North Valley Rd. @ Williams Creek	HSIP
Quincy Yard	Add Pole Barns (Covered Vehicle Storage), Welding Shop	Quincy Yard	SRS
Chester Yard	Add Pole Barns (Covered Vehicle Storage), Replace Boiler	Chester Yard	SRS
Greenville Yard	Add Pole Barns (Covered Vehicle Storage)	Greenville Yard	SRS
Beckwourth Yard	Add Pole Barns (Covered Vehicle Storage)	Beckwourth Yard	SRS
Graeagle Yard	Add Pole Barns (Covered Vehicle Storage)	Graeagle Yard	SRS
Mill Creek Box Culvert Replacement	Reinforced box culvert - add width for peds/bikes	Bell Ln @ Mill Creek	STIP
Bucks Creek Box Culvert Replacement	Replace culvert for fish passage, add width for peds/bikes	Bucks Lake Rd @ Bucks Creek	STIP
Humboldt Road	Headwalls at (4) 48" Culverts and Low Water Crossing	Humboldt Road	STIP
Smith Creek Channel Improvements	Drainage Channel Improvements at Smith Creek	Graeagle-Johnsville Rd.	STIP
St. Louis Road	Construct Headwalls	St. Louis Road	HSIP
Williams Creek Drainage Improvements	Add culverts and headwalls at Williams Creek	Lower Williams Valley Road	STIP
Peter's Creek Crossing Drainage Improvement	Add culvert and headwall at Peter's Creek	North Arm Road @ Peter's Creek	STIP
Bucks Lake Road Rockfall Prevention	Rock Fall Prevention and Slope Stabilization Measures	Riverdance Rd to Spanish Ranch Rd	HSIP
Bucks Lake Road, p.m. 0.50	Realignment around slide area	0.5 mi east of Butte Co. line	STIP
Bucks Lake Road (Tollgate)	Reconstruct Curve west of Community of Tollgate	1.5 mile west of Big Creek Rd	STIP
Beckwourth-Genesee Rd.	Realignment away from ranch, realignment through Mapes Canyon	Beckwourth to Clover Valley	FHP
Laporte Yard Sand House	Extension, Roof Extension, Insulated Doors/Windows	Laporte Yard	SRS
North Valley Road	Construct Shoulders, Install Guardrail and End Treatments	Various Locations	HSIP
Greenville-Wolf Creek Rd.	Reconstruct Intersection	Intersection of CR 202 and CR 203	HSIP
Taylorsville Yard	Construct Sand House	Taylorsville Yard	SRS
Bucks Lake Road/Big Creek Rd Intersection	Reconstruct Intersection	Bucks Lake Road/Big Creek Rd Intersection	HSIP
Bucks Lake Road	Add Paved Shoulders and guard rail near Spanish Ranch Rd.	Spanish Ranch Rd extending 0.3 miles east	HSIP
Quincy-La Porte Road	Retaining wall south of Nelson Creek	0.2 mi south of the Nelson Creek Bridge	HSIP
North Arm Rd.	Construct Shoulders, Install Guardrail and End Treatments	Various Locations	HSIP
Diamond Mountain Road	Construct Shoulders, Install Guardrail and End Treatments	Various Locations	HSIP
shoulders & drainage improvements through downtown Chester		SR 36 - SR 89 to Melissa Avenue	TBD
Streetscape, Drainage, and Roadside Improvements		Chester Streetscape	TBD



Table 4.1
ROADWAY PROJECTS

Project	Description	Location	Funding Source
Long Range			
County			
Passing Lane	Passing Lane	SR 70 - Lee Summit	TBD
Turnouts @ Various Locations	Turnouts @ Various Locations	SR 70 - Butte County Line to SR 89	TBD
Reconstruct Intersection	Reconstruct Intersection	SR 70 - Junction 89/70	TBD
Widen to 32' & EB Passing Lane	Widen to 32' & EB Passing Lane	SR 70 - Keddie	TBD
Extended Lanes	Extended Lanes	SR 70 - East Quincy	TBD
Widen to 4 Lanes	Widen to 4 Lanes	SR 70 - College Rd. West Quincy	TBD
Widen to 4 Lanes	Widen to 4 Lanes	SR 70 - Cromberg Area	TBD
Add Passing Lanes @ Various Locations	Add Passing Lanes @ Various Locations	SR 70 - Portola	TBD
Passing Lane	Passing Lane	SR 70 - Blairsden/Willow Creek	TBD
Widen Shoulders for Bicycle Travel	Widen Shoulders for Bicycle Travel	Various Routes	TBD
Enhancements in Main Street Communities	Enhancements in Main Street Communities	Various Routes	TBD



Table 4.1
ROADWAY PROJECTS

Project	Description	Location	Funding Source
Long Range			
City of Portola			
Intersection Improvements	Intersection Improvements	Commercial and Gulling	STIP
Alternative River Crossing	New Bridge over M.F.F.R.	TBD	STIP
Construction	Pavement, CC&G, SW, CVG at Joy Way	Beckwith St.	STIP
Reconstruction	Pavement, CC&G, 3 Driveway Connections	Third St.	STIP
Reconstruction	Pavement, CC&G, SW	Sierra Ave	STIP
Rehabilitation & Reconstruction	Overlay, Construct Paved Shoulders, etc.	A-15 (Phase 1)	STIP
Total Reconstruction (Pavement, CC&G, CVG on Main, Retaining Wall)	Total Reconstruction (Pavement, CC&G, CVG on Main, Retaining Wall)	Third Ave.	STIP
Rehabilitation (Overlay, CC&G, SW)	Rehabilitation (Overlay, CC&G, SW)	Fourth Ave.	STIP
Reconstruction (Grind, Pavement, CC&G, SW)	Reconstruction (Grind, Pavement, CC&G, SW)	Pacific St.	STIP
Reconstruction (Grind, Pavement, CC&G, SW)	Reconstruction (Grind, Pavement, CC&G, SW)	Commercial St.	STIP
Rehabilitation (Grind, Pavement)	Rehabilitation (Grind, Pavement)	S. Gulling St.	STIP
Rehabilitation (Overlay, CC&G, SW)	Rehabilitation (Overlay, CC&G, SW)	Utah St.	STIP
Reconstruction (Pavement, CC&G, SW, Drop Inlet at Alley)	Reconstruction (Pavement, CC&G, SW, Drop Inlet at Alley)	Colorado St.	STIP
Reconstruction (Pavement, CC&G)	Reconstruction (Pavement, CC&G)	Ellen Ave.	STIP
Reconstruction (Pavement, CC&G, SW, Utility Relocation)	Reconstruction (Pavement, CC&G, SW, Utility Relocation)	Second St.	STIP
Reconstruction (Pavement, CC&G, SW, Utility Relocation)	Reconstruction (Pavement, CC&G, SW, Utility Relocation)	Western Pacific Way	STIP
Reconstruction (Pavement, CC&G, SW, Utility Relocation)	Reconstruction (Pavement, CC&G, SW, Utility Relocation)	Western Pacific Way	STIP
Reconstruction (Soft Spot, Overlay, SW, CC&G)	Reconstruction (Soft Spot, Overlay, SW, CC&G)	Spruce Ave.	STIP
Rehabilitation (Overlay, CC&G, CVG, Utility Relocation)	Rehabilitation (Overlay, CC&G, CVG, Utility Relocation)	Fourth Ave.	STIP
Rehabilitation (Overlay, CC&G, SW)	Rehabilitation (Overlay, CC&G, SW)	Fourth Ave.	STIP
Reconstruct & Rehabilitate (Overlay, Pavement, CC&G, SW)	Reconstruct & Rehabilitate (Overlay, Pavement, CC&G, SW)	Joy Way	STIP
Rehabilitation (Overlay, CC&G, SW, CVG at Each End)	Rehabilitation (Overlay, CC&G, SW, CVG at Each End)	Fifth Ave.	STIP
Reconstruction (Pavement, CC&G)	Reconstruction (Pavement, CC&G)	Fourth St.	STIP
Reconstruction (Pavement, CC&G, SW)	Reconstruction (Pavement, CC&G, SW)	Pine St.	STIP
Rehabilitation (Overlay, CC&G, SW, CVG at Pine St.)	Rehabilitation (Overlay, CC&G, SW, CVG at Pine St.)	Gulling St.	STIP
Reconstruction (Pavement, CC&G)	Reconstruction (Pavement, CC&G)	Spruce Ave.	STIP
Rehabilitation (Overlay, CC&G, SW)	Rehabilitation (Overlay, CC&G, SW)	Second St.	STIP
Construction (Pavement, CC&G, SW)	Construction (Pavement, CC&G, SW)	Gulling St.	STIP
Reconstruct & Rehabilitate (Overlay, Pavement, SW, CVG)	Reconstruct & Rehabilitate (Overlay, Pavement, SW, CVG)	Western Pacific Way	STIP
Rehabilitation (Overlay, CC&G, SW)	Rehabilitation (Overlay, CC&G, SW)	Loyalton Ave.	STIP
Construction (Pavement, CC&G, Relocate Utilities, Drainage Structure)	Construction (Pavement, CC&G, Relocate Utilities, Drainage Structure)	Fourth Ave.	STIP
Rehabilitation (Overlay)	Rehabilitation (Overlay)	Third Ave.	STIP
South Gulling Street extension to connect to the new business park	South Gulling Street extension to connect to the new business park	Rio Grande Ave.	STIP
Include bicycle-safe drainage grates & are free of hazards	Include bicycle-safe drainage grates & are free of hazards	Mohawk St.	STIP
A-15/Colorado St/First Ave realignment	A-15/Colorado St/First Ave realignment	Fifth Street	STIP
South Fifth Street extension to connect Taylor St to the Gulling St exten	South Fifth Street extension to connect Taylor St to the Gulling St ext	A-15	STIP
A-15/Third Ave realignment to route traffic from A-15 to Gulling St	A-15/Third Ave realignment to route traffic from A-15 to Gulling St	Area B Collector	STIP
Construct new street connecting Gulling St extension and A-15	Construct new street connecting Gulling St extension and A-15	First Ave/Gulling St.	STIP
First Ave./Gulling St/Hospital Dr Intersection reconstruction	First Ave./Gulling St/Hospital Dr Intersection reconstruction	Taylor Ave.	STIP
Construct West St/Delleker Collector	Construct West St/Delleker Collector	West St.	STIP
Delleker Dr extension north to connect the new West St/Delleker	Delleker Dr extension north to connect the new West St/Delleker Collector	Delleker Dr	STIP
West Meadow Loop extension from Delleker Dr to connect to Hwy 70	West Meadow Loop extension from Delleker Dr to connect to Hwy 70	West Meadow Loop	TBD

4.3.2 Bridge Projects

The following table shows the short- and long-range bridge project lists for agencies in Plumas County. A total of \$28 million of short-range and \$85 million long-range bridge needs have been identified in Plumas County.

Table 4.2 BRIDGE PROJECTS						
Caltrans Bridge No.	Bridge No.	Road Name	Structure Name	Project Description	Cost Estimate	
Short Range						
9C0001	9-107	DYSON LANE	MIDDLE FORK FEATHER RIVER	Paint, Approach Rail, and Scour Prevention	\$	1,213,000
9C0034	1-415	KEDDIE RESORT ROAD	SPANISH CREEK	Replace with two-lane structure - min. clear width = 26'	\$	2,979,112
9C0042	1-303	BELDEN ROAD	NORTH FORK FEATHER RIVER	Paint Historic Truss, Minor Concrete, Rail, and Scour Prevention	\$	1,246,701
9C0012	1-112	NORTH VALLEY RD.	LIGHTS CREEK - DEADFALL BRIDGE	Paint Truss, Repair Elements, Reset Rollers and Scour Prevention	\$	580,000
9C0061	4-306	PRATTVILLE-BUTT RESERVOIR RD.	BUTT RESERVOIR SPILLWAY	Replace with two-lane structure that can carry legal loads	\$	2,000,000
9C0101	1-404A	OAKLAND CAMP ROAD	SPANISH CREEK	Replace with two-lane structure - min. clear width = 26'	\$	4,196,000
9C0039	2-413	SPANISH RANCH RD.	SPANISH CREEK	Replace with two-lane structure - min. clear width = 26'	\$	1,916,000
9C0148	1-435	SNAKE LAKE ROAD	SPANISH CREEK	Replace with two-lane structure - min. clear width = 26'	\$	3,009,063
9C0134	1-521	BLAIRSDEN-GRAEAGLE ROAD	MIDDLE FORK FEATHER RIVER	Bypass with new two-lane structure - min. clear width = 26'	\$	3,640,000
9C0095	1-515	CAMP LAYMAN ROAD	MIDDLE FORK FEATHER RIVER	Replace with two-lane structure - min. clear width = 26'	\$	3,000,000
9C0149	1-509B	SLOAT-POPLAR VALLEY ROAD	MIDDLE FORK FEATHER RIVER	Replace with two-lane structure - min. clear width = 26'	\$	4,188,000
9C0057	1-115	CLIO-STATE 40A ROAD	MIDDLE FORK FEATHER RIVER	Paint, Scour Prevention, Replace Joint Seals	\$	316,000
					\$	28,283,876
Long Range A						
9C0078	6-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	Paint Pile Caps and Extensions + Scour Protection	\$	250,000
9C0079	7-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	Paint & Clean all Steel Elements, patch spall Abut. 4	\$	250,000
9C0088	6-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	Paint Pile Caps and Extensions	\$	75,000
9C0076	4-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	Paint Pile Caps and Extensions	\$	75,000
9C0077	5-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	Paint Pile Caps and Extensions	\$	75,000
9C0080	8-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	Blast, Clean & Paint all steel elements + Scour Protection	\$	250,000
9C0075	3-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	Paint Pile Caps and Extensions	\$	75,000
9C0086	3-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	Paint Pile Caps and Extensions + Scour Protection	\$	250,000
9C0121	5-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	Paint Pile Caps and Extensions	\$	75,000
9C0087	4-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	Paint Pile Caps and Extensions	\$	75,000
9C0084	13-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	Paint Pile Caps and Extensions	\$	75,000
9C0111	14-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	Paint Pile Caps and Extensions	\$	75,000
9C0083	12-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	Paint Pile Caps and Extensions	\$	75,000
9C0082	11-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	Paint Pile Caps and Extensions + Repair Wingwall spall	\$	250,000
9C0142	1-126	LAKE DAVIS ROAD	LAKE DAVIS SPILLWAY	Replace Joint Seals	\$	10,000
9C0139	1-124	ROCKY POINT ROAD	BIG GRIZZLY CREEK	Approach Rail, Deck Resurface, Repair spalling.	\$	250,000
9C0041	1-304	RICH BAR ROAD	EAST BRANCH NORTH FORK FEATHER RIVER	Paint, Rail, and Scour Prevention	\$	393,767
9C0032	2-417	TWAIN STORE ROAD	EAST BRANCH NORTH FORK FEATHER RIVER	Methacrylate, replace joint seals, repair spall at Abut. 1	\$	455,588
9C0008	2-211		INDIAN CREEK	Paint, Rail, and Scour Prevention	\$	500,000
9C0054	1-213	DIAMOND MTN. RD.	COOKS CREEK	Clean and patch concrete curbs	\$	10,000



9C0030	3-112	TAYLORSVILLE ROAD	INDIAN CREEK	Seal timber deck, replace AC overlay, rail, and Scour Prevention	\$ 500,000
9C0073	1-204	DIXIE CANYON-ROUND VALLEY	ROUND VALLEY LAKE OUTLET	Repair and grout pads at abuts, replace joint seals, paint girders.	\$ 250,000
9C0006	1-205	INDIAN FALLS-PAXTON ROAD	EAST BRANCH NORTH FORK FEATHER RIVER	Scour Protection	\$ 100,000
9C0033	1-317A	VIRGILIA DEPOT ROAD	EAST BRANCH NORTH FORK FEATHER RIVER	Scour Protection	\$ 100,000
9C0016	2-202	GREENVILLE-WOLF CREEK RD.	WOLF CREEK	Paint Girders and Erosion Control at Abutment 1	\$ 250,000
9C0069	5-213	DIAMOND MTN. RD.	EAST BRANCH LIGHTS CREEK	Clean and paint all of the bridge steel elements.	\$ 200,000
9C0058	2-317	RUSH CREEK ROAD	RUSH CREEK	Patch spalls, epoxy inject cracks	\$ 75,000
9C0053	2-206	STAMPFLI LANE	INDIAN CREEK	Approach Rail, Bridge Rail and Scour Prevention	\$ 500,000
9C0009	4-207	ARLINGTON ROAD	INDIAN CREEK	Paint Girders and Scour Prevention	\$ 500,000
9C0044	2-213	DIAMOND MTN. RD.	LIGHTS CREEK	Paint and Scour Prevention	\$ 150,000
9C0131	1-202A	SETZER CAMP ROAD	WOLF CREEK	Scour Prevention	\$ 150,000
9C0011	2-111	BECKWOURTH-GENESEE RD.	RED CLOVER CREEK	Methacrylate Bridge Deck, Paint Girders and Scour Prevention	\$ 500,000
9C0007	1-207	ARLINGTON ROAD	INDIAN CREEK	Repair Abutment + Scour mitigation	\$ 150,000
9C0074	1-203	GREENVILLE-ROUND VALLEY RD.	NORTH CANYON CREEK	Methacrylate bridge deck,, patch spalls	\$ 30,000
9C0015	1-202	GREENVILLE-WOLF CREEK RD.	WOLF CREEK	Methacrylate bridge deck,, patch spalls	\$ 50,000
9C0029	3-206	STAMPFLI LANE	INDIAN CREEK	Approach Rail, Bridge Rail and Scour Prevention	\$ 500,000
9C0010	1-111	BECKWOURTH-GENESEE RD.	INDIAN CREEK	Paint Girders and Replace Joint Seals	\$ 500,000
9C0136	3-111	BECKWOURTH-GENESEE RD.	RED CLOVER CREEK	Paint and Scour Prevention	\$ 500,000
9C0067	5-312	CHESTER-WARNER VALLEY ROAD	WARNER CREEK	Replace structure	\$ 1,500,000
9C0137	1-316	FIRST AVENUE	NORTH FORK FEATHER RIVER	Scour Prevention	\$ 100,000
9C0050	3-312	CHESTER-WARNER VALLEY ROAD	WARNER CREEK	Scour Prevention, Paint Steel and remove debris	\$ 250,000
9C0052	1-311	SECTION-OLD RED BLUFF RD.	NORTH FORK FEATHER RIVER	Scour Prevention	\$ 100,000
9C0072	1-308	HUMBOLDT ROAD	SOLDIERS MEADOW CREEK	Repair concrete spalls on deck edges	\$ 100,000
9C0062	1-307	HUMBUG ROAD	BUTT CREEK	Scour Prevention	\$ 200,000
9C0037	4-404	CHANDLER ROAD	SPANISH CREEK & GREENHORN CREEK	Paint	\$ 250,000
9C0146	1-428	SCHNEIDER CREEK ROAD	MEADOW VALLEY CREEK	Scour Prevention	\$ 100,000
9C0021	2-411	BUCKS LAKE RD.	ROCK CREEK	Scour Prevention and replace joint seals	\$ 75,000
9C0140	2-414	BUCKS LAKE ROAD	HASKINS CREEK	Scour Prevention	\$ 100,000
9C0038	1-413	SPANISH RANCH RD.	SPANISH CREEK	Paint Girders and Scour Prevention	\$ 150,000
9C0014	2-513	PORT WINE ROAD	SLATE CREEK	Paint and Rehabilitate Historic truss	\$ 1,000,000
9C0151	1-508B	RAILROAD STREET	ESTRAY CREEK	Paint	\$ 100,000
9C0027	1-513	PORT WINE ROAD	SLATE CREEK OVERFLOW	Paint and Misc. Structural Work	\$ 150,000
9C0154	2-512	ST. LOUIS ROAD	SLATE CREEK	Repair bridge railing	\$ 50,000
9C0153	1-509	SLOAT ROAD	LONG VALLEY CREEK	Paint	\$ 150,000
9C0004	1-511	QUINCY- LA PORTE ROAD	MIDDLE FORK FEATHER RIVER	Replace Joint Seals	\$ 10,000
9C0003	1-506B	MOHAWK HIGHWAY ROAD	MIDDLE FORK FEATHER RIVER	Remove AC overlay, Replace Joint Seals, Polyester concrete overlay	\$ 500,000
9C0005	2-511	QUINCY- LA PORTE ROAD	MIDDLE FORK FEATHER RIVER	Methacrylate bridge deck	\$ 50,000

\$ 70,052,107

Long Range B

9C0088	6-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	Paint Pile Caps and Extensions	\$ 750,000
9C0086	3-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	Paint Pile Caps and Extensions + Scour Protection	\$ 1,000,000
9C0121	5-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	Paint Pile Caps and Extensions	\$ 750,000
9C0087	4-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	Paint Pile Caps and Extensions	\$ 2,000,000
9C0032	2-417	TWAIN STORE ROAD	EAST BRANCH NORTH FORK FEATHER RIVER	Methacrylate, replace joint seals, repair spall at Abut. 1	\$ 2,000,000
9C0050	3-312	CHESTER-WARNER VALLEY ROAD	WARNER CREEK	Scour Prevention, Paint Steel and remove debris	\$ 2,500,000
9C0037	4-404	CHANDLER ROAD	SPANISH CREEK & GREENHORN CREEK	Paint	\$ 1,903,200
9C0146	1-428	SCHNEIDER CREEK ROAD	MEADOW VALLEY CREEK	Scour Prevention	\$ 2,000,000
9C0038	1-413	SPANISH RANCH RD.	SPANISH CREEK	Paint Girders and Scour Prevention	\$ 2,000,000

\$ 14,903,200

4.3.3 Transit Projects

The following table shows the short- and long-range operating and capital transit needs in Plumas County. A total of \$9 million of short-range and \$9 million long-range transit needs have been identified in Plumas County.

Table 4.3 TRANSIT PROJECTS					
Project	Description	Location	Funding Source	Cost	Const. Year
Short Range (Yr 1-10)					
County					
*Annual Operating Cost (yr. 1-10)	Annual Operating Costs	Throughout County	FTA, LTF, STA	\$ 7,820,153	
Transit Fueling Facility Upgrade	Centralized Bus Parking and Fueling Facility	Throughout County	FTA, LTF, STA	\$ 640,000	
Fleet Replacement	Replace 4 Vehicle Fleet	Throughout County	FTA, LTF, STA	\$ 534,360	
ADA Bus Stop Improvements	7 Bus Shelter Improvements	Throughout County	FTA, LTF, STA	\$ 105,000	
Total Transit Improvements				\$ 9,099,513	
Long Range (Yr 11-20)					
County					
Transit Stop Improvements	Improvements such as shelters, pull outs, etc.	Throughout County	FTA, LTF, STA	\$ 100,000	2031+
Scheduling/web-based Transit	Technology Improvement	Throughout County	FTA, LTF, STA	\$ 200,000	2031+
Fleet Greening/Replacement/Maintenance	Vehicle retrofit/alternative fuels/and assoc. facilities	Throughout County	FTA, LTF, STA	\$ 1,000,000	2031+
*Annual Operating Cost (yr. 11-20)	Annual Operating Costs	Throughout County	FTA, LTF, STA	\$ 7,820,153	2031+
Plumas Spirit Passenger Train	Commuter and Passenger Train-Portola to Reno	Portola	Unknown	TBD	2031+
Total Transit Improvements				\$ 9,120,153	

4.3.4 Bicycle and Pedestrian Projects

The following table shows the short- and long-range bicycle and pedestrian needs in Plumas County. A total of \$10 million of short-range and \$76 million long-range bicycle and pedestrian needs have been identified in Plumas County.



Table 4.4
BICYCLE AND PEDESTRIAN PROJECTS

Project	Description	Community	Location	Cost
Long Range				
County				
Bike Parking	2 Wheelwell Secure at Chester Post Office	Chester	-	\$ 1,000
Class I Shared Use Path	Class I Shared Use Path	Chester	-	\$ 48,500
Class I Shared Use Path	SRTS	Chester	-	\$ 87,500
Class I Shared Use Path	Olsen Property Trails	Chester	Barn Path	\$ 247,500
Class II Bike Lane	SRTS	Chester	Cross St	\$ 14,600
Class II Bike Lane	Class II Bike Lane, SRTS	Chester	First St	\$ 16,800
Class II Bike Lane	Would require road widening	Chester	Chester Airport Rd	\$ 63,200
Class II Bike Lane	-	Chester	Cedar St	\$ 22,000
Class II Bike Lane	-	Chester	3rd St	\$ 14,500
Class III Bike Route	SRTS	Chester	Lassen St	\$ 6,600
Class III Bike Route	Class III Bike Route	Chester	Marie Rd	\$ 1,600
Class III Bike Route	-	Chester	Lorraine Dr	\$ 4,000
Class III Bike Route	-	Chester	Sherman Rd	\$ 6,000
Class III Bike Route	Class III Bike Route	Chester	Watson Rd	\$ 5,200
Crosswalk with Beacon or Signal	SRTS	Chester	-	\$ 50,000
Crosswalk with Beacon or Signal	Actuated pedestrian crossing; SRTS	Chester	-	\$ 50,000
Crosswalk with Beacon or Signal	Actuated pedestrian crossing; SRTS	Chester	-	\$ 50,000
Crosswalk with Beacon or Signal	Crosswalk with Beacon or Signal	Chester	-	\$ 50,000
School Circulation	Remove parking and create drop-off loop; SRTS	Chester	Aspen St	\$ 3,000
School Circulation	Install gate. To be unlocked for AM and PM school bus access, lock	Chester	-	\$ 4,000
School Circulation	Install gate. To be unlocked for AM and PM school bus access, lock	Chester	-	\$ 4,000
Sidewalk	SRTS	Chester	Aspen St	\$ 220,700
Sidewalk	SRTS	Chester	Aspen St	\$ 128,700
Sidewalk	SRTS	Chester	Aspen St	\$ 42,300
Bike Parking	2 Wheelwell Secure	Graeagle	-	\$ 1,000
Bike Parking	2 Wheelwell Secure	Graeagle	-	\$ 1,000
Bike Parking	2 Wheelwell Secure	Graeagle	-	\$ 1,000
Bike Parking	2 Bike Lockers	Graeagle	-	\$ 3,000
Class I Shared Use Path	Class I Shared Use Path connects Maricopa Trail (Rd) to Hwy 89	Graeagle	Maricopa Trail	\$ 55,500
Class III Bike Route		Graeagle	Maricopa Trail	\$ 4,500
Class III Bike Route		Graeagle	Blairsdan-Graeagle Rd	\$ 6,700
Dirt Path	Would require bridge over Feather River	Graeagle	Gray Eagle Creek/Feather River	\$ 330,800
Gravel Path		Graeagle	-	\$ 137,600
Pedestrian: Crossing Improvement		Graeagle	-	\$ 50,000
Pedestrian: Crossing Improvement		Graeagle	-	\$ 50,000
Pedestrian: Crossing Improvement		Graeagle	-	\$ 600
Signage & Lighting		Graeagle	-	\$ 600
Study: Traffic Calming	Study roundabout to manage vehicle speeds, facilitate turning mov	Graeagle	-	\$ 1,000,000
Study: Trailhead Staging Area		Graeagle	-	\$ 50,000
Traffic Calming	Add sidewalks or widen shoulders, add bike facilities; consider red	Graeagle	Hwy 89	\$ 2,081,500
Class II Bike Lane	SRTS	Greenville	Main St	\$ 89,800
Class II Bike Lane	SRTS	Greenville	Setzer Rd	\$ 43,500
Class II Bike Lane	SRTS	Greenville	Kinder Ave	\$ 24,700
Class III Bike Route	Bikes May Use Full Lane Signage	Greenville	Hideaway Rd	\$ 3,000
Class III Bike Route	Bicycle Boulevard: Consider traffic calming	Greenville	Forgay Ave	\$ 6,300
Parking & Paving	Convert angled parking to back-in angled parking	Greenville	Main St	\$ 5,000
Sidewalk	Provide connection from community center playground to Wolf Cr	Greenville	-	\$ 74,900
Signage & Lighting		Greenville	-	\$ 30,000
Class II Bike Lane		La Porte	Main St	\$ 31,300
Study: Gravel Path	Future Study	La Porte	Little Grass Valley Rd	\$ 2,980,300
Pedestrian: Crossing Improvement		La Porte	-	\$ 700
Pedestrian: Crossing Improvement		La Porte	-	\$ 800



Table 4.4
BICYCLE AND PEDESTRIAN PROJECTS

Project	Description	Community	Location	Cost
Pedestrian: Crossing Improvement		La Porte	-	\$ 1,000
Sidewalk		La Porte	Main St	\$ 266,900
Sidewalk		La Porte	Mooreville Rd	\$ 232,000
Sidewalk		La Porte	Main St	\$ 125,700
Bike Parking	2 Wheelwell Secure	Quincy	-	\$ 1,000
Bike Parking	2 Wheelwell Secure	Quincy	-	\$ 1,000
Bike Parking	4 Wheelwell Secure	Quincy	-	\$ 2,000
Bike Parking	2 Wheelwell Secure	Quincy	-	\$ 1,000
Class I Shared Use Path	Connect existing Gansner Path to school area	Quincy	-	\$ 535,300
Class I Shared Use Path		Quincy	Valley View Dr	\$ 90,600
Class II Bike Lane		Quincy	Chandler Rd	\$ 421,400
Class II Bike Lane	Widen shoulder; SRTS	Quincy	Lee Rd	\$ 143,600
Class II Bike Lane	Bikes May Use Full Lane Signage	Quincy	Bell Ln	\$ 65,600
Class II Bike Lane	SRTS	Quincy	Bucks Lake Rd	\$ 53,800
Class II Bike Lane	Caltrans	Quincy	Lawrence St	\$ 37,000
Class II Bike Lane		Quincy	Meadow Wy	\$ 7,200
Class II Bike Lane		Quincy	Bellamy Ln	\$ 6,700
Class II Bike Lane		Quincy	1st St	\$ 26,500
Class II Bike Lane	SRTS	Quincy	Mill Creek Rd	\$ 32,400
Class III Bike Route	Bicycle boulevard: Consider traffic calming treatments along the co	Quincy	Jackson St	\$ 55,600
Class III Bike Route		Quincy	Carol Ln W	\$ 8,800
Class III Bike Route		Quincy	Carol Ln E	\$ 9,100
Class III Bike Route		Quincy	W Plumas Ave	\$ 10,900
Class III Bike Route		Quincy	E Magnolia Ave, N Beckwith St	\$ 8,000
Class III Bike Route		Quincy	West St	\$ 1,000
Crosswalk		Quincy	-	\$ 1,000
Crosswalk with Beacon or Signal		Quincy	-	\$ 50,000
Crosswalk with Beacon or Signal		Quincy	-	\$ 50,000
Crosswalk with Beacon or Signal		Quincy	-	\$ 50,000
Dirt Path		Quincy	-	\$ 165,900
Dirt Path		Quincy	-	\$ 362,400
High-visibility Crosswalk	All legs	Quincy	-	\$ 13,300
High-visibility Crosswalk		Quincy	-	\$ 2,500
High-visibility Crosswalk	All legs	Quincy	-	\$ 10,500
High-visibility Crosswalk	Upgrade existing markings to high visibility; consider RRFB	Quincy	-	\$ 8,800
High-visibility Crosswalk		Quincy	-	\$ 3,500
Parking & Paving	Convert angled parking to back-in angled parking	Quincy	Jackson St	\$ 5,000
Sidewalk		Quincy	Pine St	\$ 267,900
Sidewalk		Quincy	First St	\$ 358,200
Sidewalk		Quincy	Center St	\$ 531,600
Sidewalk		Quincy	Mill Creek Rd	\$ 250,800
Sidewalk		Quincy	Harrison Ave	\$ 27,600
Sidewalk		Quincy	E High St	\$ 202,700
Sidewalk	SRTS	Quincy	Jackson St	\$ 108,500
Sidewalk	Clarify walking path along school frontage. Reconsider parking to b	Quincy	Quincy Junction Rd	\$ 45,100
Sidewalk		Quincy	Quincy Junction Rd	\$ 164,400
Sidewalk	SRTS	Quincy	Main St	\$ 106,300
Signage & Lighting	Pedestrian Scaled Lighting (Wildlife sensitive)	Quincy	-	\$ 5,000
Signage & Lighting	Pedestrian Scaled Lighting (Wildlife sensitive)	Quincy	-	\$ 5,000
Signage & Lighting	Along the bike path on Hwy 70; Caltrans Jurisdiction	Quincy	Hwy 70	\$ 5,000
Study: Traffic Calming	Sight distance issues	Quincy	-	\$ 11,200
Study: Trailhead Staging Area	Create staging area	Quincy	-	\$ 50,000
Traffic Calming	Reduce speed limit; Add speed humps	Quincy	E Main St	\$ 27,200
Traffic Calming	Reduce turning radius at Lee Rd; narrow vehicle lanes; High-visibility	Quincy	Bell Ln	\$ 129,400



Table 4.4
BICYCLE AND PEDESTRIAN PROJECTS

Project	Description	Community	Location	Cost
Traffic Calming	High-visibility crosswalks; stripe parking spaces; Consider 2-way di	Quincy	Lawrence St	\$ 45,100
Traffic Calming	High-visibility crosswalks; reduce lane widths; consider class II	Quincy	Bucks Lake Rd/Main St	\$ 68,400
Traffic Calming	Provide curb extensions full width of parking aisle at all marked crc	Quincy	Main St	\$ 566,200
Yellow High-visibility Crosswalk	All legs; SRTS	Quincy	-	\$ 19,300
Yellow High-visibility Crosswalk	SRTS	Quincy	-	\$ 2,800
Yellow High-visibility Crosswalk	SRTS	Quincy	-	\$ 2,000
Bridge	Bike & Pedestrian Bridge; Caltrans Jurisdiction	County	Hwy 89	\$ 786,300
Class I Shared Use Path		County	-	\$ 1,076,300
Class I Shared Use Path	Create Class I path at end of Frist Ave. May be Lassen National Fore	County	-	\$ 594,000
Class I Shared Use Path	Caltrans Jurisdiction	County	Parallel to Hwy 89 - East Side	\$ 2,364,700
Class I Shared Use Path	Class I path on inactive Collins Pine RR ROW; Caltrans Jurisdiction	County	Hwy 36/Collins Pine RR	\$ 1,646,500
Class I Shared Use Path	Class I Shared Use Path, exact alignment TBD; SRTS	County	-	\$ 341,100
Class I Shared Use Path	Connect existing Riverwalk to Rocky Point Rd	County	South side of Hwy 70	\$ 78,100
Class I Shared Use Path	Caltrans Jurisdiction	County	E Main St	\$ 373,200
Class I Shared Use Path	Formalize unpaved trail; may require easement or property owner	County	E Main St	\$ 681,400
Class I Shared Use Path	Connect end of existing path by Little League Field to existing path	County	Crescent St	\$ 68,800
Class I Shared Use Path		County	Almanor Rail Trail B	\$ 4,711,700
Class I Shared Use Path	Caltrans Jurisdiction	County	Hwy 147 Eastshore Rail Trail	\$ 5,623,100
Class I Shared Use Path	Fury Rd "Get Around" Path	County	Off-street Path adjacent to Railroad	\$ 3,074,500
Class II Bike Lane		County	First Ave	\$ 38,700
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 36	\$ 487,800
Class II Bike Lane	SRTS; Caltrans Jurisdiction	County	Hwy 89	\$ 2,338,100
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 70	\$ 2,737,700
Class II Bike Lane	Widen shoulder	County	Quincy Junction Rd	\$ 182,300
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy89/70	\$ 1,286,700
Class II Bike Lane	SRTS	County	Lake Davis Rd	\$ 11,200
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 70	\$ 1,399,200
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 89	\$ 569,700
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 70	\$ 79,900
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 70	\$ 186,500
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 70	\$ 641,400
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 70/89	\$ 333,500
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 147	\$ 173,700
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 49	\$ 519,500
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 284	\$ 580,600
Class II Bike Lane	SRTS; Caltrans Jurisdiction	County	Hwy 70	\$ 54,100
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 36	\$ 313,600
Class III Bike Route	Bikes May Use Full Lane Signage	County	Chester Warner Valley Rd	\$ 6,000
Class III Bike Route		County	First Ave	\$ 15,200
Class III Bike Route	Widen shoulder	County	N Valley Rd/Stampfli Ln	\$ 2,753,600
Class III Bike Route	Bikes May Use Full Lane Signage	County	Grizzly Rd	\$ 15,000
Class III Bike Route	Bikes May Use Full Lane Signage	County	Portola-Mclears Rd	\$ 15,600
Class III Bike Route	Bikes May Use Full Lane Signage	County	Bucks Lake Rd	\$ 9,000
Class III Bike Route	Bikes May Use Full Lane Signage	County	Chester Juniper Lake Rd	\$ 9,000
Class III Bike Route	Bikes May Use Full Lane Signage	County	Gold Lake Hwy	\$ 3,000
Class III Bike Route	Widen shoulder	County	Lake Davis Rd	\$ 1,734,800
Class III Bike Route	Widen shoulder	County	Oakland Camp Rd	\$ 232,000
Class III Bike Route	Bikes May Use Full Lane Signage	County	Mount Hough Rd	\$ 1,200
Class III Bike Route	Bikes May Use Full Lane Signage	County	N Valley Rd/Genesee Rd/Walker Min	\$ 6,000
Class III Bike Route	Provide connection of Mohawk Rim Trail in Clilo	County	Upper Main St	\$ 3,200
Class III Bike Route	Bikes May Use Full Lane Signage	County	Little Grass Valley Rd	\$ 10,800
Dirt Path		County	Stover Mountain Trails	\$ 2,277,500
Dirt Path	Pacific Crest Trail to Chester Park Connection	County	Pacific Crest Trail	\$ 284,300
Dirt Path	Unpaved Path; exact alignment TBD	County	Prattville Butt Reservoir Rd	\$ 627,200



Table 4.4
BICYCLE AND PEDESTRIAN PROJECTS

Project	Description	Community	Location	Cost
Gravel Path		County	Rocky Point Rd	\$ 930,000
Gravel Path		County	Quincy Laporte Rd	\$ 797,800
Gravel Path	Pacific Crest Trail to Chester Park Connection	County	Pacific Crest Trail	\$ 1,426,400
Gravel Path		County	Adjacent to Feather River	\$ 919,400
Gravel Path	Clio-Portola Path	County	-	\$ 3,587,200
Sidewalk	Caltrans Jurisdiction	County	Main St	\$ 477,000
Sidewalk	SRTS; Caltrans Jurisdiction	County	Main St	\$ 485,700
Sidewalk	SRTS; Caltrans Jurisdiction	County	Main St	\$ 154,200
Sidewalk	Caltrans Jurisdiction	County	Main St	\$ 766,800
Sidewalk	Provide pedestrian access across Superditch; Caltrans Jurisdiction	County	Hwy 36	\$ 66,500
Study: Trailhead Staging Area	Create staging area for Frazier Ridge and Mills Peak Trail	County	-	\$ 50,000
Study: Trailhead Staging Area	Create staging area for Penman and Grizzly Trails	County	-	\$ 50,000
Study: Trailhead Staging Area	Create staging area for Claireville Trail and West Branch Trail	County	-	\$ 50,000
Study: Trailhead Staging Area	Create staging area for Lake Davis Trails and Crocker Ridge Trail	County	-	\$ 50,000
Study: Trailhead Staging Area		County	-	\$ 50,000
Study: Trailhead Staging Area		County	-	\$ 50,000
Widen roadway for class II bike/pedw:	On Blairsden Graeagle Road, between SR 89 and Bridge		Near Graeagle	
Greenville Pedestrian Improvements	Hot Springs Road to Greenville	Greenville	Greenville	
Graeagle Bike Path	Graeagle to Maidu Interpretive Center (2.01 mi.)	Graeagle	Graeagle	
ADA	Construction	Countywide	Countywide	
Class II Bike Lanes	Bike lanes on A-15		Near Portola	
Widen roadway for class II bike/pedw:	On Blairsden Graeagle Road, between SR 89 and Bridge		Near Graeagle	
			Total County	\$ 65,340,800
City of Portola				
Bridge	Widen bridge to accommodate bike lanes and a sidewalk on the E side; SRTS		S Gulling St	\$ 6,511,600
Class I Shared Use Path	Extend Riverwalk west to Delleker Rd; Caltrans Jurisdiction		Hwy 70	\$ 971,800
Class II Bike Lane	Would require removal of on-street parking; SRTS		Joy Wy	\$ 33,000
Class III Bike Route	SRTS		Commercial St	\$ 2,800
Class III Bike Route	SRTS		California St	\$ 5,100
Class III Bike Route			3rd Ave	\$ 2,000
Dirt Path	On unpaved Old County Rd		Old County Rd	\$ 210,400
Gravel Path			-	\$ 302,500
Crosswalk with Beacon or Signal			-	\$ 50,000
Yellow High-visibility Crosswalk	SRTS		-	\$ 3,300
Yellow High-visibility Crosswalk	SRTS		-	\$ 2,500
Crosswalk	Caltrans Jurisdiction		-	\$ 1,200
Sidewalk	SRTS		Joy Wy	\$ 450,900
Sidewalk	SRTS		Joy Wy	\$ 441,000
Sidewalk	SRTS		California St	\$ 154,900
Sidewalk	SRTS		Second Ave	\$ 18,700
Sidewalk	SRTS		Nevada St	\$ 55,100
Sidewalk	SRTS		Nevada St	\$ 8,900
Sidewalk	SRTS		First Ave	\$ 37,300
Sidewalk	SRTS		First Ave	\$ 28,300
Sidewalk	SRTS		First Ave	\$ 48,700
Sidewalk	SRTS		First Ave	\$ 42,400
Sidewalk	SRTS		S Gulling St	\$ 13,700
Sidewalk	SRTS		Fourth Ave	\$ 128,100
Sidewalk	SRTS		Fourth Ave	\$ 49,000
Sidewalk	SRTS		California St	\$ 12,900
Sidewalk	SRTS		Sixth Ave	\$ 24,900
Sidewalk	SRTS		Nevada St	\$ 46,000
Signage & Lighting	Pedestrian Scaled Lighting		-	\$ 5,000
Study: Traffic Calming	Traffic circle at challenging intersection		-	\$ 200,000



Table 4.4
BICYCLE AND PEDESTRIAN PROJECTS

Project	Description	Community	Location	Cost
Study: Trailhead Staging Area	Create staging area for Feather River Trail	-		\$ 50,000
Study: Trailhead Staging Area	Create staging area for Lake Davis Trails	-		\$ 50,000
Study: Trailhead Staging Area	Create staging area for Mohawk Rim Trail	-		\$ 50,000
Traffic Calming	Narrow vehicle lanes; Beacon at Hwy 70 crossing; consider buffer to bike lanes; SRTS	West St		\$ 88,000
Traffic Calming	Narrow vehicle lanes; High-visibility crosswalks; Consider bike lanes; Caltrans Jurisdici	Hwy 70		\$ 119,800
City of Portola Total				\$ 10,219,800
To Be Determined				
Access through Wolf Creek Overpass	Class I or II Bike/Pedways	SR 89		
SR 147 Class III Bikeway	SR 89 to Lassen Co. Line	SR 147		
SR 36 Class III Bikeway	Tehama County Line to Chester	SR 36		
SR 36 Class III Bikeway	Chester to Lassen Co. Line	SR 36		
SR 70 Class III Bikeway	Quincy to Portola	SR 70		
SR 89 Class III Bikeway	SR 89 Throughout County	SR 89		
Chester Bike/Ped Improvements	Construction	SR 36		
Class I Bike/Ped Bridge	SR 89 @ mill pond Class I Bike/Ped Bridge	In Graeagle		
Class I Bike/Ped Path	Graeagle to Maidu Interpretive Center (2.01 mi.)	In Graeagle		
Class I Bike/Ped Path	Mohawk Bridge to Clio on north side of Feather River (4.24 mi.)	Near Graeagle		
Greenville Downtown Improvements	Sidewalks/Roadway Replacement	Greenville		
Pedestrian Improvements	Hot Springs Road to Greenville	Greenville		
Lake Almanor Bike Trail	Class I or II Bike/Pedways	Almanor		
Class I or II Bike/Pedways	Class I or II Bike/Pedways	Community Connections		
Crosswalk from schools to businesses	Crosswalk Striping	Greenville		
Access through Wolf Creek Overpass	Class I or II Bike/Pedways	SR 89		
Bike Paths in Indian Valley	Class I or II Bike/Pedways	Indian Valley		
Class I or II Bike/Pedways	Around Little Grass Valley Reservoir	Near LaPorte		
Recreational Parking Improvements	Snowmobile parking on LaPorte Rd near LaPorte	Near LaPorte		
Feather River College Bike Connection	Improve facilities on roadway from end of bike path to college	Quincy		
Total Long Range				\$ 75,560,600

4.3.5 Aviation Projects

The following table shows the short- and long-range aviation needs in Plumas County. A total of \$15 million of short-range aviation needs have been identified in Plumas County.

Table 4.5 AVIATION PROJECTS					
Project	Description	Funding Source	Cost	Const. Year	
Short Range					
Gansner Airport at Quincy					
Acquire Snowblower	Equipment Acquisition	FAA/St/Co.	\$ 190,000	2020	
Reconstruct Runway 7-25 & Cross Taxiway	Construction	FAA/St/Co.	\$ 2,600,000	2020	
New Beacon Tower and Light	Engineering Design	FAA/St/Co.	\$ 12,000	2021	
Snow Removal Equipment Building	Engineering Design	FAA/St/Co.	\$ 41,000	2021	
Snow Removal Equipment Building	Construction	FAA/St/Co.	\$ 409,000	2022	
New Beacon Tower and Light	Construction	FAA/St/Co.	\$ 82,000	2022	
Land Acquisition – Perimeter Fence	Environmental Assessment	FAA/St/Co.	\$ 68,000	2023	
Brush Remediation Attachment	Equipment Acquisition	FAA/St/Co.	\$ 48,000	2023	
Update Pavement Manage. Program	Engineering Design	FAA/St/Co.	\$ 82,000	2023	
Reseal Pavement Joints in Taxiways	Engineering Design	FAA/St/Co.	\$ 26,000	2024	
Reseal Pavement Joints in Taxiways	Construction	FAA/St/Co.	\$ 203,000	2025	
Perimeter Fencing	Engineering Design	FAA/St/Co.	\$ 42,000	2025	
Perimeter Fencing	Construction	FAA/St/Co.	\$ 418,000	2026	
ALP Narrative and Drawings	Engineering Design	FAA/St/Co.	\$ 107,000	2027	
Tee Hangars Development	Environmental Assessment	FAA/St/Co.	\$ 55,000	2027	
Runway Extension, RPZ & Hangar	Land Acquisition	FAA/St/Co.	\$ 297,000	2027	
Update PMMP	Engineering Design	FAA/St/Co.	\$ 115,000	2028	
Hangar Development	Engineering Design	FAA/St/Co.	\$ 257,000	2029	
Fuel Facilities	Environmental Assessment	FAA/St/Co.	\$ 44,000	2029	
Nervino Airport near Beckwourth					
New Beacon Tower	Engineering Design	FAA/St/Co.	\$ 9,000	2020	
Snow Removal Equipment Building	Engineering Design	FAA/St/Co.	\$ 39,000	2020	
New Beacon Tower	Construction	FAA/St/Co.	\$ 70,000	2021	
Snow Removal Equipment Building	Construction	FAA/St/Co.	\$ 388,000	2021	
Acquire Snowblower	Equipment Acquisition	FAA/St/Co.	\$ 182,000	2022	
Update PMMP	Engineering Design	FAA/St/Co.	\$ 77,000	2022	
Reseal Joints	Engineering Design	FAA/St/Co.	\$ 46,000	2022	
Replace 4-unit Tee-Hangar	Engineering Design	FAA/St/Co.	\$ 53,000	2022	
Replace 4-unit Tee-Hangar	Construction	FAA/St/Co.	\$ 495,000	2023	
Reseal Joints	Construction	FAA/St/Co.	\$ 376,000	2024	
Tee Hangar Sirte Development	Construction	FAA/St/Co.	\$ 476,000	2024	
ALP Narrative and Drawings	Engineering Design	FAA/St/Co.	\$ 107,000	2025	
Two 5-unit Nested Tee Hangars	Engineering Design	FAA/St/Co.	\$ 99,000	2026	
Two 5-unit Nested Tee Hangars	Construction	FAA/St/Co.	\$ 927,000	2027	
Jet Fuel Tank and Dispenser	Engineering Design	FAA/St/Co.	\$ 16,000	2027	
Rogers Field at Chester					
New Snow Plow Truck	Equipment Acquisition	FAA/St/Co.	\$ 245,000	2020	
Snow Removal Equipment Building	Engineering Design	FAA/St/Co.	\$ 46,000	2021	
Ext.Taxiway A, Reloc. Threshold RW 16	Engineering Design	FAA/St/Co.	\$ 70,000	2021	
Replace Existing AWOS	Engineering Design	FAA/St/Co.	\$ 23,000	2021	
Replace Existing AWOS	Construction	FAA/St/Co.	\$ 211,000	2022	
Snow Removal Equipment Building	Construction	FAA/St/Co.	\$ 455,000	2022	
Ext.Taxiway A, Reloc. Threshold RW 16	Construction	FAA/St/Co.	\$ 575,000	2022	
Reseal Joints	Engineering Design	FAA/St/Co.	\$ 60,000	2023	
East Hangars	Environmental Assessment	FAA/St/Co.	\$ 298,000	2023	



Table 4.5
AVIATION PROJECTS

Project	Description	Funding Source	Cost	Const. Year
Reseal Joints	Construction	FAA/St/Co.	\$ 583,000	2024
Develop East Hangar Area	Engineering Design	FAA/St/Co.	\$ 212,000	2024
Develop East Hangar Area (Phase 1)	Construction	FAA/St/Co.	\$ 2,205,000	2025
ALP Narrative and Drawings	Engineering Design	FAA/St/Co.	\$ 133,000	2025
Update PMMP	Engineering Design	FAA/St/Co.	\$ 84,000	2025
Develop East Hangar Area (Phase 2)	Construction	FAA/St/Co.	\$ 1,332,000	2026
Land	Environmental Assessment	FAA/St/Co.	\$ 107,000	2026
Update PMMP	Engineering Design	FAA/St/Co.	\$ 71,000	2026
Reseal Joints in Pavement	Engineering Design	FAA/St/Co.	\$ 44,000	2027
Total Short Range			\$ 15,210,000	
Long Range				
Rogers Field at Chester				
Project 3-East Hanger Improvements P1	Access Road, Tee Hanger Taxilanes, Apron	FAA	\$ -	2031+
Project 5-Tee Hanger Taxiways	Reconstruct Tee Hanger Taxiways	FAA	\$ -	2031+
Project 8-Taxiway, Runway, Apron	Slurry Seal	FAA	\$ -	2031+
Project 12-Tee Hanger	Site Development	FAA	\$ -	2031+
Project 15-Runway 16-34	Taxiway and Runway Safety Extension	FAA	\$ -	2031+
Project 16-Apron Expansion	Apron Expansion (275,000 sq.ft.)	FAA	\$ -	2031+
Project 18-Tee Hanger	Construct 16 unit Tee Hanger	FAA	\$ -	2031+
Gansner Airport at Quincy				
Project 6-Tee Hanger development	Land Acquisition (25.17 acres)	FAA	\$ -	2031+
Project 10,11-Tee Hangers	Engineering Design	FAA	\$ -	2031+
Project 10-Tee Hangers	Site Preparation	FAA	\$ -	2031+
Project 11-Tee Hangers	New 12 unit T hangar Building	FAA	\$ -	2031+
Nervino Airport near Beckwourth				
Project 3-Rehabilitation	Reseal Joints, Paint Markings	FAA	\$ -	2031+
Project 5-Tee Hangers	Site Development	FAA	\$ -	2031+
Project 8-Tee Hanger, Taxiway, Apron	Replace and Pave	FAA	\$ -	2031+
Project 9-Tee Hanger, Taxiway, Apron	Construct Nested Hangers, Apron, Taxiway	FAA	\$ -	2031+
Total Long Range			\$ -	

4.3.6 SHOPP Projects

The State Highway Operation and Protection Program (SHOPP) is a state program administered through Caltrans. A total of \$205 million project need has been identified for State highways located in Plumas County.

Table 4.6 SHOPP					
PPNO	Route	Activity Category	Activity Location	SHOPP Cycle	Cost
3615	70	Bridge	09-0007 GRIZZLY CREEK PM 0.67, 09-0026 Rush Creek PM 23.67 , 09-0017 Spanish Creek Tunnel OH PM 35.56, 09-0020 Greenhorn Creek PM 47.74.	2022	\$ -
3619	70	Pavement	In Plumas County near Cromberg	2018	\$ 102,604
3639	70	Roadside	Nickname: Butterfly Two Wolf Creek Rock Fence	2018	\$ 3,070
3645	70	Major Damage	in Plumas County near Cromberg		\$ 970
3698	70	Major Damage - Emergency Opening	Major Damage - Emergency Opening		\$ 2,220
3682	70	Major Damage	In Plumas County near Tobin Legal Description: In Plumas County at and near Tobin at various locations from Butte County line to 1.1 miles east of Rodgers Flat Road.		\$ 3,910
3700	89	Pavement	Nickname: Almanor West Rehab PLU 89 PM 29.27 and PM 29.59	2020	\$ 43,762
3704	70	Major Damage - Emergency Opening	In Plumas County near Rich Bar 0.5 mile East of Twain Road	2018	\$ 2,605
3709	89	Pavement	Graeagle Rehab	2022	\$ -
3713	70	Pavement	Beckwourth CAPM	2020	\$ 21,431
3714	89	Pavement	Crescent Mills CAPM Additional Locations: PLU 89 20.60 to 21.00 Legal: In Plumas County in and near Greenville from 0.8 mile south of Dixie Canyon Road to Wolf Creek Bridge and from Mill Street to 0.4 mile north of Hillside Drive.	2020	\$ -
3722	36	Pavement	Chester Causeway Additional Locations: LAS 36 0.0 to 6.10 In Lassen and Plumas Counties from melissa Avenue to 0.6 mile east of Red River Canal.	2020	\$ -
3723	70	Major Damage - Permanent Restoration	Plumas 70 Concrete-Grouted RSP Permanent Restoration Legal Description: In Plumas County at various locations from Butte County line to 3.1 miles west of Route 89.	2020	\$ 19,537
3725	70	Major Damage - Emergency Opening	In Plumas County near Keddle from 4.5 to east of Twain Road to 1.4 miles West of Route 89.	2018	\$ 716
	147	Pavement	Plumas 147 Rehab	2022	\$ -
	89	Pavement	Wolf Creek Rehab	2022	\$ -
	70	Pavement	Quincy Rehab	2024	\$ -
	36	Pavement	Chester Rehab Additional location: PLU 89 PM R42.150/R42.185	2024	\$ -
Total SHOPP					\$ 200,825

4.4 Program-Level Performance Measures

In 2015 the Rural County Task Force (RCTF) completed a study on the use of performance measure indicators for the 26 Regional Transportation Planning Agencies in California. This study evaluated the current statewide performance monitoring metrics applicability to rural and small urban areas. In addition, the study identified and recommended performance measures more appropriate for the unique conditions and resources of rural and small urban places, like Plumas County. These performance measures are used to help select RTP project priorities and to monitor how well the transportation system is functioning, both now and in the future.



The following criteria was used in selecting performance measures for this Regional Transportation Plan, ensuring it is feasible to collect data and monitor performance of the transportation investments.

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

4.4.1 Application of Performance Measures

The program-level performance measures are used to help select RTP project priorities and to monitor how well the transportation system is functioning, both now and in the future. The intent of each performance measure and their location within the RTP are identified below.

Performance Measure 1 - Congestion/Delay/Vehicle Miles Traveled

This performance measure monitors how well State highways are functioning based on peak volume/capacity and vehicle miles traveled (VMT). The data is reported annually and as a trend over time from the year 2000. Monitoring this performance measure requires minimal resources as data regarding the State Highway system is readily available. Not all locations are reported annually in Caltrans Vehicle Reports; thus, there is the chance that individual locations may have out-of-date data. This performance measure is reasonably accurate for the State Highway systems and may be used in a cost/benefit analysis that includes additional calculations such as, travel time delay as functions of time-of-day directional volume/capacity ratio.

The County and incorporated cities do not track VMT. However, Caltrans does incorporate Average Daily Traffic data from the County and include it in the above-mentioned report in a table labeled Highway Performance Management System (HPMS) mileage summary by Functional Classification, Population and Net Land Area. This is done because rural areas contain population centers with less than 5,000 or have areas below a population density of 1,000 persons per square mile. As such, VMT is not used on local roadways in a traditional sense.

Desired outcome and RTP/State Goals:

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

Performance Measure 2 – Preservation/Service Fuel Use/Travel

This performance measure monitors the condition of the roadway in Plumas County through pavement condition. Pavement condition 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.

Performance Measure 3- Mode Share/Split

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

Desired outcome and RTP/State goals:

- ❖ Multimodal.
- ❖ Efficiency.
- ❖ GHG reduction.
- ❖ RTP Goals 2, 3, 4, 5, 6.

Performance Measure 4- Safety

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

This performance measure monitors safety through the total accident cost and should be monitored annually. To access this data, staff may be required to access secondary data sources. The data is reasonably accurate and can be used directly for benefit/cost analysis. The County does track the number of collisions on local roads and compiles the data to identify locations that are in need of safety improvements. California Statewide Integrated Traffic Records System (SWITRS) data from CHP is used to monitor the number of fatal and injury collisions by location to see if added improvements are needed.

Desired outcome and RTP/State goals:

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



Performance Measure 5- Transit

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

Desired outcome and RTP/State goals:

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

Performance Measure 6- Transportation System Investment

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

Desired outcome and RTP/State goals:

- ❖ Safety.
- ❖ System Preservation.
- ❖ Accessibility.
- ❖ Reliability.
- ❖ Productivity.
- ❖ Return on Investment.
- ❖ RTP Goals: 1, 2, 3, 4, 5.

Performance Measure 7 – Land Use

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

Desired outcome and RTP/State Goals:

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

4.5 Transportation Systems Management

Transportation Systems Management (TSM) is a term used to describe low-cost actions that maximize the efficiency of existing transportation facilities and systems. In urbanized areas, strategies using various combinations of techniques can be implemented. However, in relatively rural areas like Plumas County, many measures that would be implemented in metropolitan areas are not practical. Plumas County looks for the most effective, but least capital-intensive, solutions. On a project basis, TSM measures are good engineering and management practices. Many are already in use to increase the efficiency of traffic flow and movement through intersections. Specific TSM actions should include:

- ❖ Parking restrictions.
- ❖ Signing and striping modifications.
- ❖ Paving and re-striping parking areas to facilitate off-street parking.
- ❖ Re-examining speed zones on certain streets.

These types of actions will remain part of the RTP planning process over the next 20 years.

4.6 Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems refers to the deployment of “electronics, communications, or information processing used singularly or in combination to improve the efficiency or safety of a surface transportation system.” The implementation of ITS is a priority for the U.S. Department of Transportation. A key component of the nationwide implementation is the National ITS Architecture, a framework devised to encourage functional harmony, interoperability, and integration among local, regional, State and Federal ITS applications. ITS also focuses on adding value to the existing infrastructure (highways, streets, bridges, trains, vehicles.) ITS projects are not unitary solution and instead complement other transportation strategies. Benefits and cost assessments need to be considered at an early stage in system or project planning, to justify the deployment of technologies. As technology has changed, the emphasis of ITS has shifted from internal operational improvements to external coordination with other agencies, which enable each agency to achieve their mission more effectively. This inter-agency cooperation is the major objective of the Regional ITS Architecture. The ITS technologies proposed have the potential to strengthen efforts which ensure a safe, efficient and functional transportation system for all modes of travel in the County. Key ITS applications that exist or are recommended for various locations in Plumas County include:

- ❖ Transit and Traveler Information (e.g. Telephony and web-based Travel Information, mobility centers) to disseminate public transportation service information to a wider variety of users across a larger network of public transportation service providers.
- ❖ Highway Advisory Information Signage – Allows for coordination between the County, law enforcement agencies and Caltrans to disseminate current highway conditions to the public.
- ❖ Any other new or emerging ITS technologies.



5 Financial Element

The financial element identifies current and expected revenue resources available to implement the short-range (2020-2030) and long-range (2031-2040) projects defined in the action element of the RTP. The funding in the short range project list is financially constrained and is either programmed or is reasonably assumed to be available in the year identified. Long-range projections are subject to change and should be updated with each subsequent RTP cycle. Each funding resource identified in the financial element is aligned with eligible projects for that specific resource. The intent of the financial element is to define realistic funding constraints and opportunities.

5.1 Projected Revenues

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

Table 5.1 Projected Revenues from Federal, State, and Local Sources* for Plumas County						
Revenue Category	Short-Range (1-10 yr)		Revenue Long-Range (11-20 yr)	Total		
GRANT PROGRAMS						
Active Transportation Program (ATP)(1)	\$	2,000,000	\$	2,000,000	\$	4,000,000
Highway Safety Improvement Program (HSIP)(6)	\$	3,000,000	\$	3,000,000	\$	6,000,000
SUB-TOTAL	\$	5,000,000	\$	5,000,000	\$	10,000,000
BRIDGE PROGRAM						
Highway Bridge Program (HBP)(5)	\$	28,283,876	\$	84,955,307	\$	113,239,183
SUB-TOTAL	\$	28,283,876	\$	84,955,307	\$	113,239,183
ROADWAY PROGRAMS-LOCAL						
Highway Users Tax Account (HUTA) City of Portola	\$	1,546,618	\$	1,530,140	\$	3,076,758
Highway Users Tax Account (HUTA)(7) Plumas County	\$	24,227,815	\$	23,859,827	\$	48,087,642
Roadway Maintenance and Rehabilitation Account (RMRA) City of Portola	\$	306,432	\$	298,030	\$	604,462
Roadway Maintenance and Rehabilitation Account (RMRA) Plumas County	\$	15,889,857	\$	15,467,790	\$	31,357,647
Regional Surface Transportation Program (RSTP) Plumas County(11)	\$	3,011,520	\$	2,996,968	\$	6,008,488
Receipts from Federal Lands (Secure Rural Schools, 1908 Act, et. Al.)(12)	\$	10,000,000	\$	10,000,000	\$	20,000,000
State Transportation Improvement Program (STIP)(14)	\$	15,983,000	\$	12,590,000	\$	28,573,000
SUB-TOTAL	\$	70,965,242	\$	66,742,755	\$	137,707,997
ROADWAY PROGRAMS-STATE						
State Highway Operation Protection Program (SHOPP)(13)	\$	200,825,000	\$	-	\$	200,825,000
SUB-TOTAL	\$	200,825,000	\$	-	\$	200,825,000



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

Revenue Category	Short-Range (1-10 yr)	Revenue Long-Range (11-20 yr)	Total
TRANSIT PROGRAMS			
Federal Transit Administration (FTA) (17)	\$ 2,093,340	\$ 2,093,340	\$ 4,186,680
Local Transportation Funds (8)	\$ 5,934,433	\$ 5,934,433	\$ 11,868,867
Low Carbon Transit Operations Program (LCTOP) (10)	\$ 244,553	\$ 244,553	\$ 489,107
State Transit Assistance (STA) State of Good Repair-PCTC (16)	\$ 920,000	\$ 920,000	\$ 1,840,000
Transit Fare Box Revenue(15)	\$ 681,827	\$ 681,827	\$ 1,363,653
Other Transit Revenues (18)	\$ 250,000	\$ 250,000	\$ 500,000
SUB-TOTAL	\$ 10,124,153	\$ 10,124,153	\$ 20,248,307
AVIATION			
Annual Distribution for Aviation (2)	\$ 300,000	\$ 300,000	\$ 600,000
SUB-TOTAL	\$ 300,000	\$ 300,000	\$ 600,000
TOTAL			
Total Transportation Revenue	\$ 315,498,271	\$ 167,122,215	\$ 482,620,486

(1) TAC recommended.

(2) Based on \$10K/airport.

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

(6) TAC recommended.

(7) Based on historic apportionments from State Controller.

(8) Based on historic estimates.

(10) State Controller LCTOP Apportionments

(11) Based on Caltrans estimates. FY 18/19 from 11/8/18 and 19/20 on from the 4 yr estimate 12/12/17.

(12) Based on 50% of total estimated apportionments from USDA. Revised to information from John Mannle May 2019.

(13) Derived from Caltrans supplied project list

(14) Estimate based on 2018 Report of STIP balances for FY 18/19 through 22/23. Then used formula distribution of \$1,259,000 and added unprogrammed \$1,835,000 balance for \$3,094,000 23/24 through 23/24. Then used formula distribution for next 2 years and so on.

(15) Based on 2015 SRTP. All years are "projected" shown in red and then averaged for 19/20 and beyond..

(16) State Controller Website

(17) Based on 2015 SRTP. All years are "projected" shown in red and then averaged for 19/20 and beyond and includes 5311 and 5311(f)

(18) From Pg 91 in 2015 Short Range Transit Plan. Does not include Farebox revenue.

5.2 Cost Summary

Table 5.2 contains a summary of the RTP improvement costs identified for each modal category in the RTP. This table shows financial constraint of the RTP. Estimates in parenthesis represent areas where projected costs are greater than projected revenues. As can be seen from Table 5.2, this funding gap occurs in several categories in the long range planning period.

Table 5.2 Revenue vs Costs by Mode							
Mode	Funding Source	Projected Revenue by Mode		Projected Cost by Mode		Revenue Minus Costs by Mode	
		Short Range	Long Range	Short Range	Long Range*	Short Range	Long Range
Roadway-Local	RIP, HSIP, HUTA, LTF, RSTP, SRSA, STIP	\$ 70,965,242	\$ 66,742,755	\$ 70,965,242	\$ -	\$ (0)	\$ 66,742,755
Roadway-State	SHOPP	\$ 200,825,000	\$ -	\$ 200,825,000	\$ -	\$ -	\$ -
Bridge	HBP	\$ 28,283,876	\$ 84,955,307	\$ 28,283,876	\$ 84,955,307	\$ -	\$ -
Transit	LTF, STA, FTA, LCTOP, Farebox, Other	\$ 10,124,153	\$ 10,124,153	\$ 9,099,513	\$ 9,120,153	\$ 1,024,640	\$ 1,004,000
Bicycle and Ped.	ATP, 2% LTF	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 75,560,600	\$ -	\$ (73,560,600)
Airport Capital	AIP	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ 300,000	\$ 300,000
Total		\$ 312,498,271	\$ 164,122,215	\$ 311,173,631	\$ 169,636,060	\$ 1,324,640	\$ (5,513,845)

*Long range costs reflect projects without cost estimates yet.

5.3 Revenue vs. Cost by Mode

5.3.1 Roadway

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

Table 5.3 Comparison of Roadway Costs to Expected Revenue						
Roadway Comparison	Projected Revenue		Projected Costs		Revenue Minus Cost	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
	\$ 70,965,242	\$ 66,742,755	\$ 70,965,242	\$ -	\$ (0)	\$ 66,742,755

5.3.2 Bridges

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



Table 5.4 Comparison of Bridge Costs to Expected Revenue						
Bridge Comparison	Projected Revenue		Projected Costs		Revenue Minus Cost	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
	\$ 28,283,876	\$ 84,955,307	\$ 28,283,876	\$ 84,955,307	\$ -	\$ -

5.3.3 Transit

Transit projects are funded under the Transit Development Act (TDA) which provides Local Transportation Funds (LTF) and State Transit Assistance (STA) for supporting public transportation. Additional funding for transit capital purchase and pilot projects is available through the Federal Transit Administration Programs. Local funds and transit fares also cover some costs.

Table 5.5 Comparison of Transit Costs to Expected Revenue						
Transit Operating & Capital	Projected Revenue		Projected Costs		Revenue Minus Cost	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
	\$ 10,124,153	\$ 10,124,153	\$ 9,099,513	\$ 9,120,153	\$ 1,024,640	\$ 1,004,000

5.3.4 Bicycle and Pedestrian

Funding for bicycle and pedestrian projects in Plumas County will come primarily from the Active Transportation Program (ATP) which is a highly competitive state grant program.

Table 5.6 Comparison of Bikeway and Pedestrian Costs to Expected Revenue						
Bicycle and Pedestrian Comparison	Projected Revenue		Projected Costs		Revenue Minus Cost	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 75,560,600	\$ -	\$ (73,560,600)

5.3.5 Aviation

The Federal Aviation Administration (FAA) allocates an annual aviation grant of \$10,000 for eligible airports.

Table 5.7 Comparison of Aviation Costs to Expected Revenue						
Airport Capital & Maintenance	Projected Revenue		Projected Costs		Revenue Minus Cost	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ 300,000	\$ 300,000

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Attachments
for the
2020 Plumas County
Regional Transportation Plan

October 2019

Plumas County Transportation Commission

ATTACHMENT A - STAKEHOLDER LIST

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Plumas County Regional Transportation Plan				
Stakeholder List				
Name	Organization	Email	Phone	Title
John Maxwell	Caltrans	john.maxwell@dot.ca.gov	530-225-3953	Caltrans Dist 2 Regional Planning & Transit Coordinator
Tom Cooley	City of Portola	t.cooley@ci.portola.ca.us	530-832-4216	Mayor
Pat Morton	City of Portola	p.morton@ci.portola.ca.us	530-832-4216	City Council Member
Ricky Miles	Greenville Rancheria	rmiles@greenvillerrancheria.com	530-284-7990	
Russell Burriel	Susanville Indian Rancheria	rburriel@sir-nsn.gov	530-257-1128	Public Works Director
Kenneth Cruz	Washoe Tribe	kenneth.cruz@washoetribe.us	775-265-8600	Roads Program Director
Susan Bryner	Chester-Lake Almanor Chamber of Commerce	susan.bryner@gmail.com	530-258-2426	Board of Directors President
Greg Williams	Sierra Butte Trail Stewardship	willie@sierratrails.org	775-813-4354	Executive Director
Kevin Trutna	Feather River College	ktrutna@frc.edu	530-283-0202	Superintendent
Chuck Elliot	Bodfish Bicycles	bodfishbicycles@yahoo.com	530-258-2338	Owner
Laura Stevenson	Pioneer Quincy Elementary School	l Stevenson@pcoe.k12.ca.us	530-283-6520	Principal
Lara Hollister	Quincy Elementary School	lhollister@pcoe.k12.ca.us	530-283-6550	Principal
Erin Mongiello	Quincy Junior/Senior High School	emongiello@pcoe.k12.ca.us	530-283-6510	Principal
Terry Oestreich	Chester Elementary School	toestreich@pcoe.k12.ca.us	530-258-3194	Supervisor Principal
Terry Hernandez	Chester Junior/Senior High School	thernandez@pcoe.k12.ca.us	530-258-2126 ext. 1400	Principal
Melissa Leal	C Roy Carmichael Elementary School	mleal@pcoe.k12.ca.us	530-832-0211	Principal
Sara Sheridan	Portola Junior/Senior High School	ssheridan@pcoe.k12.ca.us	530-832-4284	Principal
Traci Cockerill	Indian Valley Elementary School	tcockerill@pcoe.k12.ca.us	530-284-7195	Principal
Traci Cockerill	Greenville Junior/Senior High School	tcockerill@pcoe.k12.ca.us	530-284-6710	Principal
Seth Preston	CHP	spreston@chp.ca.gov	530-283-1100	Officer
Greg Hagwood	Plumas County Sheriff's Office	ghagwood@pcso.net	530-283-7438	Sheriff
Matthew Kitchens	Quincy Chamber of Commerce	matthewkitchens@gmail.com	530-394-0541	President
Gage Wade	Almanor Recreation and Park District	arpd01@frontier.com	530-258-2562	Board Director
James Shipp	Central Plumas Rereation and Park District	recdept@psln.com	530-283-3278	General Manager
Mimi Garner	Eastern Plumas Recreation District	mgarner.eprd@gmail.com	775-229-3140	Chairman
Randy Wilson	Plumas County Planning Department	randywilson@countyofplumas.com	530-283-7011	Planning Director
Bob Perreault	Plumas County Department of Public Works	bobperreault@countyofplumas.com	530-283-6268	Director
Bob Perreault	Plumas County Coordinating Council	bobperreault@countyofplumas.com	530-283-6268	Chair
Bob Perreault	Plumas County Administration	bobperreault@countyofplumas.com	530-283-6268	Director, Public Works
Patty Clawson	Plumas Rural Services	patty@bigfishcreations.com	530-283-2735	President
Barbara Drake	Plumas National Forest	zbail@fs.fed.us	530-283-2050	Supervisor
Christopher O'Brien	Lassen National Forest	cjobrien@fs.fed.us	530-252-6698	Ecosystem Staff Officer
	Tahoe National Forest		530-265-4531	
Donna Mills	Eastern Plumas Chamber of Commerce	epcc@psln.com	530-836-6811	President
Nick Dawson	Office of Emergency Services	dawson@pcso.net	530-283-7438	Assistant Chief
John Sciborski	Plumas-Eureka State Park Association	scibo@digitalpath.net	530-836-2380	Treasurer
Don P Maddy	BNSF Railway		209-460-6228	Executive Director: CA, NV
Gordon Thompson	Union Pacific Railroad Co, Quincy	gthompson@pacunion.com	530-281-6580	General Director
	PGE, Quincy		800-743-5000	
Joshua Hart	Citizen	joshuahart@baymoon.com	-	-

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ATTACHMENT B - OUTREACH MATERIALS

Plumas County Public Participation Plan

Plumas County Transportation Commission Public Participation Plan

The Plumas County Transportation Commission (PCTC) acknowledges the importance of a public participation process that reaches out to as many population demographics as possible. This plan provides a set of goals and strategies designed to achieve that end.

PUBLIC PARTICIPATION GOALS & STRATEGIES

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

Strategy 1.1

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

Strategy 1.2

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

Strategy 1.3

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

Strategy 1.4

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

Strategy 1.5

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

Strategy 1.6

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

Strategy 1.7

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

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

Strategy 2.1

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

Strategy 2.2

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

Strategy 2.3

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

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

Strategy 3.1

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

Strategy 3.2

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

Strategy 3.3

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

Strategy 3.4

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

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

Strategy 4.1

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

Strategy 4.2

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

Strategy 4.3

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

Strategy 4.4

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

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

Strategy 5.1

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

Strategy 5.2

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

Strategy 5.3

Advertise the availability of an interpreter when appropriate or requested.

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

Strategy 6.1

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

Strategy 6.2

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

Strategy 6.3

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

Strategy 6.4

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

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

Strategy 7.1

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

Strategy 7.2

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

PUBLIC PARTICIPATION TOOLS

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

Public Notices: When posting notices for public meetings, a notice is posted at the County Courthouse, Public Works office and local 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 in the effort 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.



Plumas County
Regional Transportation Plan



Outreach Strategy





Outreach Meetings

Public and Stakeholder Participation

A variety of tools will be used to comprise a comprehensive community outreach program for the RTP. These include community workshops, individual stakeholder communication, a project specific website, an online questionnaire, and feedback forms for comment/ input. The consultant Project Manager will facilitate project team meetings and prepare and distribute agendas as well as meeting minutes.

Community Workshops

Approximately two community workshops will be conducted for this RTP update. The first meeting will introduce the RTP to the community and will provide interactive exercises with the public to develop priority projects to include in the RTP. This meeting will narrow down the most important topics and issues the community feels are pertinent, prioritize the projects and provide any recommendations they may have. The project team will emphasize social equity with input from the community.

The second community workshop will act as an update to present progress made since the first meeting back to the public. This meeting will be used at the draft phase of the project to present the draft RTP to the community. By this point, previous outreach effort has contributed to a more polished priority project list and a more well-defined set of needs the community and stakeholders have identified. We will have large format displays of the RTP assumptions, Policy Element, Action Element, and Financial Element. An information packet with the “meat” of the RTP will be distributed prior to the meeting so community members can provide us with comments and discussion at the meeting. This meeting is intended to give the community a chance to review the plan and discuss it with project managers and other members of the public.

Both meetings will occur in Quincy as it is centrally located within the County.

Plumas County Regional Transportation Plan: Outreach Meetings



Pop-Up Outreach

There will be three to four pop-up style meetings. The project team will visit popular locations in Plumas County communities to gather input. The project team will set up a table with educational materials, comment cards, and questionnaires. This approach has been successful in other rural counties including Tehama, as it reaches the average citizen instead of only those already aware of transportation planning efforts. Pop-up locations include Greenville, Chester, Graeagle, Portola, and Quincy.

Pop-Up Events:

Gold Digger Days, Greenville
July 20-21, 2019

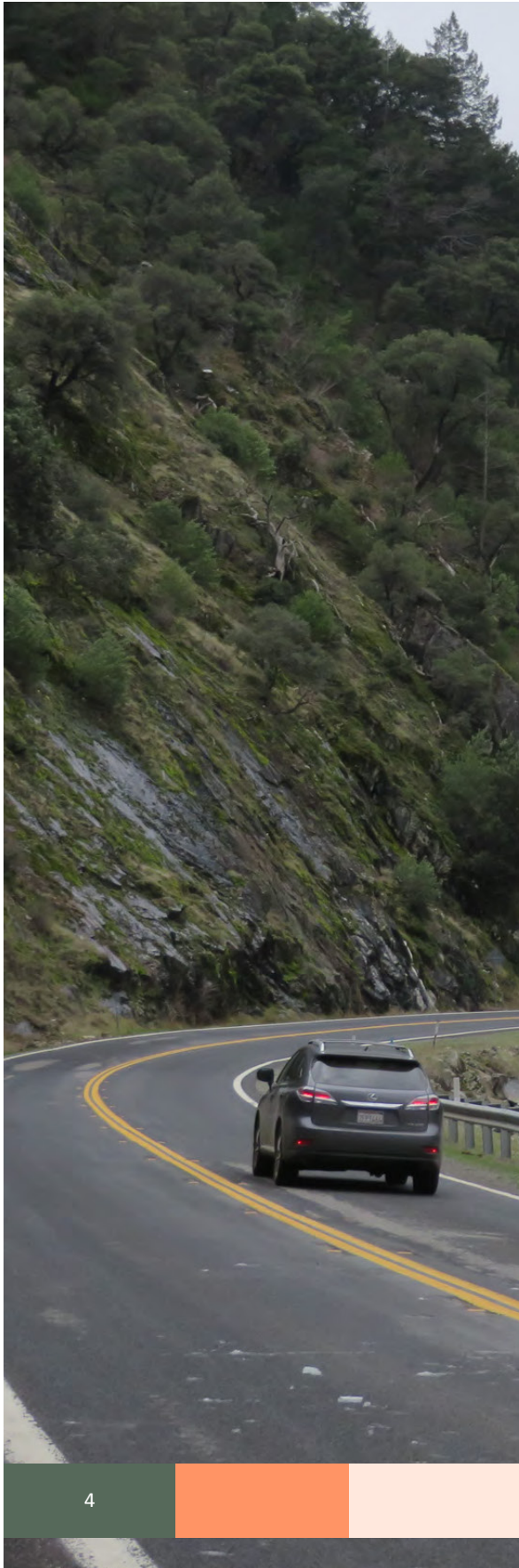
Plumas Sierra County Fair, Quincy
August 14-18, 2019

Street Rod Extravaganza, Chester
September 14, 2019

TAC Meeting

The Plumas County Transportation Commission (PCTC) is served by a Technical Advisory Committee (TAC). The TAC is advisory to the PCTC on all matter relating to regional transportation planning. Schedule TAC to solicit RTP project completions, updated project lists and financial element updated information.





Public Engagement

Website

A website is being developed by Green DOT and will contain community workshop notifications, project information, agency information, documents, a feedback form, and an online questionnaire. The project website will be available to advertise for meetings and disseminate other project information, but also acts as a tool to promote community involvement and encourage public feedback. The website may contain a direct feedback form as well as links to project information and other means of submitting feedback, including social media handles and meeting information.

Questionnaire

To facilitate participation, an online questionnaire will be created via Survey Monkey. The online questionnaire will be administered with questions that the PCTC and the project team agree upon in order to gauge the community needs and wants. Data will be presented in the final draft of the RTP. The questionnaire will also be distributed at community workshops in hard-copy format. Comments and questionnaire results can also be collected from previous ATP outreach efforts.

Advertising

Advertising for public workshops will be done through email blasts to stakeholders and posting a meeting flyer to the project website and in key locations around the county such as grocery stores, libraries, on transit buses, etc. Upcoming community workshops will also be broadcasted on:

- PlumasNews.com
- Feather River Bulletin
- Portola Reporter
- Indian Valley Record
- Chester Progressive

Outreach Summary

Community Meetings

Community workshops were held in Quincy, Chester, and Portola. The introductory workshops introduced the Regional Transportation Plan to the community and provided interactive exercises and information. Community members who attended were given the opportunity to develop priority projects, identify transportation issues, and voice their concerns. The meetings included a presentation on the benefits of regional transportation planning, existing conditions and barriers to mobility, and solutions for improving transportation throughout the County. After the presentation, community members interacted with the planners. Maps and surveys were made available for community members to comment on and identify specific areas throughout Plumas County they believe should be given priority.

Quincy Workshop – Tuesday, May 7, 2019

The project team held the first Regional Transportation Plan community workshop on Tuesday, May 7, 2019 at the Quincy Library. Two community members, Kyle Merrian and County Supervisor Lori Simpson, attended the workshop. Both Kyle and Lori emphasized a need for traffic calming along Main and Crescent Streets after witnessing high amounts of speeding and near miss incidents. Traffic calming suggestions included installing speed feedback signs, flashing pedestrian crossing beacons, and wider sidewalks on Highway 70.

Chester Workshop – Wednesday, May 8, 2019

The Chester community workshop was held on Wednesday, May 8, 2019 at the Almanor Recreation Center. Four community members attended the meeting. The attendees expressed their frustration with the lack of visibility along Main Street. Highway 36 lacks high visibility crossings, street lighting, and ADA compliant sidewalks. Complete street improvements were identified as the community's top priority.

Portola Workshop – Monday, May 13, 2019

The final introductory community workshop was held on Monday, May 13, 2019 at the Portola Library. Approximately 6 community members attended the meeting in Portola. The main concern among attendees was with pavement condition of Portola roadways. There was some discussion about improving roadways and how the City could access additional funding. Additionally, recreational tourism was a discussion topic and a clear economic generator for the City.

Pop-Up Outreach

Lost and Found Gravel Grinder and Bike Ride, Portola – Friday, May 31, 2019

Green DOT set up an outreach booth on Friday, May 31, 2019 at the Lost and Found Gravel Grinder and Bike Ride, a 35 mile, 67 mile and 106 mile bike ride in Portola, California. The booth was located at the Portola City Park adjacent to the bike race registration booths. Materials included a large-scale map of Plumas County, questionnaires, infographics, comment cards, and posters. Bike race participants completed questionnaires and provided verbal and written comments. Several community members commented on Plumas County's current roadway conditions. Common concerns included potholes, a lack of bike lanes, deteriorated striping on turns, and a lack of countywide transit options and connections. Community member comments are displayed in the following table.

Ponderosa Avenue is a catastrophic pothole slalom.
Heriot Lane (in Sierra Valley) is a dangerous mess with high flooding and it attracts visiting birdwatchers.
Evacuation planning around Graeagle for flooding and fire. Residents are worried (similar to Camp Fire).
Portola lacks funding and County initiative for road improvements.
Caltrans is making great improvements along Highway 70 periodically.
Feeder roads get beat up and are maintained less often than highway roads.
I drive from Plumas County to the Bay Area often – take Highway 89.
Chester and Susanville have a lot of potholes and too many gravel/unpaved roads. Bad conditions for the past 30 years.
Take advantage of the rail yard in Portola – route to Quincy and logging jobs.
There needs to be transit options in Portola and Quincy. There isn't any because of low density and demand.
I drive up from Chico three times a week on 70. I live in Chico, but have a second home in Portola. The canyon is in great shape with current improvements.
Portola needs restriping on bike lanes and turns.
Connections to Sierra County along 89 and 49 are needed. Safer intersection are needed. The highways are unsafe when traveling from Sacramento and Chico.
Portola has a major pothole in the front of the bridge on S Gulling Street.
Rocky Point Road is in poor condition with potholes and unmaintained gravel.
Graeagle is unsuitable for cars – road is deteriorating (89). Road crews paint striping onto dirt shoulder instead of repaving. Fairly large active community is unable to walk or bike to trails due to fear of car collisions along 89.

Gold Digger Days, Greenville – Saturday, July 20, 2019

Green DOT set up an outreach booth on Saturday, July 20, 2019 at the Gold Digger Days event in Greenville, California. The Gold Digger Days event included a parade, raffles, and street vendors. The Green DOT booth was located on Main Street along with other vendors and raffle booths, from 8 am to 12pm. Materials available at the booth included a large-scale map of Plumas County for event attendees to write comments or concerns directly on, questionnaires, comment cards, infographics with more information about the project and the project website url, and posters. One event participant filled out the provided questionnaire, and a few comments were added to the map or on comment cards. The following table summarizes comments received at the Gold Digger Days event:

I think much of Plumas County roads aren't fit for biking – too many blind curves and narrow roads.
Highway 89 and Taylorsville need more bicycle and pedestrian facilities.
Indian Valley needs bike routes/park and bike.
Taylorsville and "The T"/Arlington need bike facilities. I would like to see a bike route safely connecting Taylorsville to Greenville, or a loop around Indian Valley (Arlington Road, N. Valley Rd, HWY 89).
There needs to be speed bumps and traffic control at the entrance of the reservation at North Arm.

Plumas-Sierra County Fair, Quincy – Sunday, August 18, 2019

Green DOT set up an outreach booth on Sunday, August 18, 2019 at the Plumas-Sierra County Fair in Quincy, California. The Green DOT booth was located in the outdoor area of the fair from 12 pm to 5pm. Materials available at the booth included a large-scale map of Plumas County for event attendees to write comments or concerns directly on, questionnaires, comment cards, infographics with more information about the project and the project website url, and posters. A few comments were added to the map or on comment cards. The following table summarizes comments received at the Plumas-Sierra County Fair:

Lapore-Johnsonville Road, that goes to the State Park, is in very poor condition.
Making the roads that lead to recreational destinations better could increase tourisms and help the economy in Plumas County.
The first 5 miles of the road out of Eureka State Park is in such terrible condition.

Comments Summary

Plumas County Regional Transportation Plan

Community Input

Plumas County RTP Community Input

8 SurveyMonkey questionnaires and 21 comment cards have been completed.

Plumas RTP Community Input	
Source	Responses
Survey Monkey	8
Common comments:	
1. Countywide concerns: potholes/road condition, lack of facilities, speeding	
2. Bike/ped facilities needed: Chester, Graeagle, Highway 147, Portola	
3. Connections needed: Portola to Reno, Portola to Susanville, Portola to Vinton	
Comment Cards	24
Common comments:	
1. Graeagle-Johnsonville Road leading to Eureka State Park: road maintenance	
2. Highway 89: bicycle facilities	
3. Transit options/connections: Portola, Quincy, Sierra County	

All comments made are displayed in the table below.

Plumas RTP Comments	
SurveyMonkey	
What are your top out-of county destinations?	
<i>Nevada County</i>	50%
<i>Sacramento Region</i>	37%
<i>Lassen County</i>	25%
<i>Shasta County</i>	25%
<i>Sierra County</i>	25%
<i>Butte County</i>	12%
<i>San Francisco/Bay Area</i>	12%
<i>Tehama County</i>	12%
What concerns do you have with the transportation network in Plumas County?	
<i>Potholes/Road Condition</i>	62%
<i>Lack of Bicycle and Pedestrian Facilities</i>	50%
<i>Reckless/Inattentive Driving</i>	50%
<i>Speeding</i>	50%
<i>Lack of Access to Areas Outside of Plumas County</i>	12%
<i>Lack of Warning Signs, Guardrails, Etc.</i>	12%
<i>Poor shoulders - no bike lanes</i>	12%

<i>Tourists who drive badly</i>	12%
Would you like to see more...	
<i>Bike Lanes</i>	85%
<i>Bike Paths</i>	85%
<i>More Walking and Biking Connections</i>	85%
<i>Crosswalks</i>	42%
<i>Pedestrian Paths</i>	42%
<i>Wide Shoulders</i>	42%
<i>Bike Racks</i>	28%
<i>Sidewalks & Curb Ramps</i>	28%
<i>Passing Lanes</i>	14%
What areas need more bicycle and pedestrian facilities?	
Location	Quantity
<i>Chester to LART</i>	2
<i>Graeagle</i>	2
<i>Highway 147</i>	2
<i>Lake Almanor</i>	2
<i>Portola</i>	2
<i>Highway 89</i>	1
<i>Quincy - Main Street</i>	1
<i>Taylorsville</i>	1
What areas need better transit service or facilities?	
Connections	Quantity
<i>Portola to Reno</i>	1
<i>Portola to Susanville</i>	1
<i>Portola to Vinton</i>	1
Comment Card	
Graeagle	
<i>Graeagle-Johnsonville Road (Eureka State Park): road maintenance</i>	3
<i>Evacuation plan: flooding , fire</i>	1
<i>Road conditions: need restriping, repaving, bike/ped facilities</i>	1
Highway 89	
<i>Bicycle and pedestrian facilities</i>	2
<i>Connections to Sierra County needed</i>	1
<i>Safer intersections</i>	1
Portola	
<i>Lacks funding/initiative for road improvements</i>	1
<i>Ponderosa Avenue - potholes</i>	1
<i>Portola to Quincy: need rail yard route</i>	1
<i>Restriping: bike lanes, turns</i>	1
<i>Rock Point Road: potholes, unmaintained gravel</i>	1
<i>S Gulling Street/E Riverside Ave: potholes in front of bridge</i>	1

<i>Transit service needed</i>	1
Highway 49	
<i>Connections to Sierra County needed</i>	1
<i>Safer intersections</i>	1
Indian Valley	
<i>Bike routes/park and bike areas</i>	1
<i>Bike loop: Arlington Rd, N Valley Rd, Hwy 89</i>	1
Taylorsville	
<i>Bicycle and pedestrian facilities</i>	1
<i>Connections: Taylorsville to Greenville</i>	1
Chester	
<i>Potholes, gravel/unpaved roads</i>	1
Quincy	
<i>Transit service needed</i>	1
Sierra Valley	
<i>Heriot Lane - high flooding</i>	1
Susanville	
<i>Potholes, gravel/unpaved roads</i>	1

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ATTACHMENT C - STATE WILDLIFE ACTION PLAN EXCERPTS FOR PLUMAS COUNTY

Ecoregion Attributes

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

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

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

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

Ecoregion Stressors

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

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

Table 5.4-4 Key Pressures on Conservation Targets – Central Valley and Sierra Nevada Province

Pressure	Conservation Units and Targets																
	Great Valley		Sierra Nevada Foothills					Sierra Nevada					Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista Lakes HUC 1803
	American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Agricultural and forestry effluents	X	X												X			
Annual and perennial non-timber crops	X	X									X	X	X	X		X	
Climate change	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Commercial and industrial areas	X	X															
Dams and water management/use	X	X									X	X	X	X	X	X	
Fire and fire suppression			X	X	X	X	X	X		X	X	X		X			
Household sewage and urban waste water	X	X												X		X	
Housing and urban areas	X	X	X	X	X	X	X				X	X		X			
Industrial and military effluents																	
Introduced genetic material														X	X		X
Invasive plants/animals	X	X			X				X		X	X	X	X	X	X	X
Livestock, farming, and ranching	X	X	X	X	X	X	X	X	X		X	X		X	X		X
Logging and wood harvesting	X							X			X	X					
Marine and freshwater aquaculture																X	
Mining and quarrying		X											X	X			
Parasites/pathogens/diseases										X							
Recreational activities					X				X	X	X	X	X			X	
Renewable energy			X	X		X	X	X									
Roads and railroads	X	X			X						X	X		X	X		
Tourism and recreation areas																	
Utility and service lines	X							X									

Focal Species of Conservation Strategies

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

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

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

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

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

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

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

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

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

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

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

Common Name	Scientific Name	Conservation Units and Targets ¹																
		Great Valley		Sierra Nevada Foothills					Sierra Nevada				Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista HUC 1803	
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
stickleback*	<i>williamsoni</i>																	
Sacramento perch	<i>Archoplites interruptus</i>												X					
Clear Lake tule perch	<i>Hysteroecarpus traski lagunae</i>												X					
Prickly sculpin	<i>Cottus asper</i>												X					
Paiute sculpin*	<i>Cottus beldingi*</i>													X	X			
Pit sculpin	<i>Cottus pitensis</i>																	
Amphibians																		
California tiger salamander*	<i>Ambystoma californiense</i>	X		X		X	X	X										
Southern long-toed salamander*	<i>Ambystoma macrodactylum</i>								X	X	X	X	X					
Limestone salamander*	<i>Hydromantes brunus</i>			X	X		X	X										
Mount Lyell salamander*	<i>Hydromantes platycephalus</i>									X	X							
Red-bellied newt	<i>Taricha torosa</i>		X															
Western spadefoot*	<i>Spea hammondi</i>			X	X		X	X										
Kern Canyon slender salamander	<i>Batrachoseps simatus</i>					X												
Tehachapi slender salamander	<i>Batrachoseps stebbinsi</i>					X			X									
Relictual slender salamander	<i>Batrachoseps relictus</i>								X									
Yosemite toad	<i>Anaxyrus canorus</i>													X	X			
Northern leopard frog	<i>Lithobates pipiens</i>										X	X						
Foothill yellow-legged frog*	<i>Rana boylei</i>	X																
California red-legged frog*	<i>Rana draytonii</i>	X	X			X												
Southern mountain yellow-legged frog	<i>Rana muscosa</i>								X	X	X	X	X					
Sierra Nevada yellow-legged frog	<i>Rana sierra</i>													X	X			
Reptiles																		
Northwestern western pond turtle*	<i>Actinemys marmorata</i>	X	X			X												
Blunt-nosed leopard lizard*	<i>Gambelia sila</i>			X	X		X	X										
Blainville's horned lizard (coast horned lizard) *	<i>Phrynosoma blainvillii</i>			X	X		X	X										
Sagebrush lizard	<i>Sceloporus graciosus</i>								X		X							
Western skink	<i>Plestiodon skiltonianus</i>	X				X												
California legless lizard*	<i>Anniella pulchra</i>			X	X		X	X										
Southern rubber boa*	<i>Charina umbratica</i>								X									
Ring-necked snake	<i>Diadophis punctatus</i>	X		X	X	X	X	X										
California mountain kingsnake	<i>Lampropeltis zonata</i>											X	X					
San Joaquin whipsnake	<i>Masticophis flagellum ruddocki</i>			X	X		X	X										

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Gopher snake	<i>Pituophis catenifer</i>	X		X	X		X	X				X	X					
Coast patch-nosed snake*	<i>Salvadora hexalepis virgulata</i>				X	X		X	X									
Giant garter snake*	<i>Thamnophis gigas</i>	X	X	X	X			X	X									
Birds																		
Greater white-fronted goose	<i>Anser albifrons</i>	X	X	X	X			X	X								X	
Sooty grouse	<i>Dendragapus fuliginosus</i>									X		X						
California quail	<i>Callipepla californica</i>	X		X	X	X		X	X									
Great egret	<i>Adea alba</i>	X	X	X	X			X	X									
Great blue heron	<i>Ardea herodias</i>	X	X	X	X			X	X									
Black-crowned night heron	<i>Nycticorax nycticorax</i>	X	X															
Least bittern*	<i>Ixobrychus exilis</i>	X	X															
American white pelican*	<i>Pelecanus erythrorhynchos</i>		X														X	
California condor*	<i>Gymnogyps californianus</i>			X	X			X	X			X						
Osprey	<i>Pandion haliaetus</i>	X	X			X			X		X	X					X	
Northern goshawk*	<i>Accipiter gentilis</i>	X				X				X	X	X						
Golden eagle*	<i>Aquila chrysaetos</i>	X		X	X	X	X	X	X	X	X	X	X	X				
Rough-legged hawk	<i>Buteo lagopus</i>			X	X			X	X									
Ferruginous hawk	<i>Buteo regalis</i>			X	X			X	X									
Swainson's hawk*	<i>Buteo swainsoni</i>	X		X	X	X		X	X									
Northern harrier*	<i>Circus cyaneus</i>		X	X	X			X	X									
White-tailed kite*	<i>Elanus leucurus</i>			X	X	X		X	X	X								
Bald eagle*	<i>Haliaeetus leucocephalus</i>	X				X			X								X	
Snowy plover (interior population)*	<i>Charadrius nivosus</i>																X	
Western yellow-billed cuckoo*	<i>Coccyzus americanus occidentalis</i>	X																
Short-eared owl*	<i>Asio flammeus</i>		X	X	X			X	X			X	X					
Long-eared owl*	<i>Asio otus</i>	X		X	X	X		X	X			X	X					
Burrowing owl*	<i>Athene cunicularia</i>	X		X	X	X		X	X									
Great gray owl*	<i>Strix nebulosa</i>										X							
Spotted owl*	<i>Strix occidentalis</i>									X	X							
Vaux's swift*	<i>Chaetura vauxi</i>									X		X	X					
Black swift*	<i>Cypseloides niger</i>			X	X			X	X	X	X							
American peregrine falcon*	<i>Falco peregrinus anatum</i>		X	X	X	X		X	X		X							
Prairie falcon	<i>Falco mexicanus</i>			X	X			X	X									
Olive-sided flycatcher*	<i>Contopus cooperi</i>									X	X							
Loggerhead shrike*	<i>Lanius ludovicianus</i>			X	X			X	X									
Hutton's vireo	<i>Vireo huttoni</i>	X				X												

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

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Clark's nutcracker	<i>Nucifraga columbiana</i>									X								
Purple martin*	<i>Progne subis</i>	X	X	X	X	X	X	X	X									
Bank swallow*	<i>Riparia riparia</i>	X	X	X	X		X	X			X	X						
Common yellowthroat*	<i>Geothlypis trichas*</i>	X	X	X	X		X	X										
Marsh wren	<i>Cistothorus palustris</i>		X															
Yellow-breasted chat*	<i>Icteria virens</i>	X																
Yellow warbler*	<i>Setophaga petechia</i>	X		X	X	X	X	X	X									
Rufous-crowned sparrow	<i>Aimophila ruficeps</i>			X	X		X	X										
Grasshopper sparrow*	<i>Ammodramus savannarum</i>			X	X		X	X										
Song sparrow	<i>Melospiza melodia</i>	X	X															
California towhee	<i>Melospiza crissalis</i>			X	X		X	X										
Savannah sparrow*	<i>Passerculus sandwichensis</i>			X	X	X	X	X										
Tricolored blackbird*	<i>Agelaius tricolor</i>	X	X	X	X	X	X	X										
Gray-crowned rosy-finch*	<i>Leucosticte tephrocotis</i>								X									
Mammals																		
Vagrant shrew	<i>Sorex vagrans</i>										X	X						
Pallid bat*	<i>Antrozous pallidus</i>	X		X	X	X	X	X										
Townsend's big-eared bat*	<i>Corynorhinus townsendii</i>			X	X		X	X										
Spotted bat	<i>Euderma maculatum</i>			X	X		X	X										
Western small-footed bat	<i>Myotis ciliolabrum</i>	X		X	X		X	X										
Long-eared bat*	<i>Myotis evotis</i>								X									
Fringed myotis*	<i>Myotis thysanodes</i>	X		X	X		X	X										
Yuma myotis	<i>Myotis yumanensis</i>	X																
Western pipistrelle	<i>Parastrellus hesperus</i>			X	X		X	X										
Western mastiff bat	<i>Eumops perotis californicus</i>	X	X	X	X		X	X										
American pika*	<i>Ochatona princeps</i>								X	X								
Snowshoe hare	<i>Lepus americanus</i>								X									
Black-tailed jackrabbit	<i>Lepus californicus</i>			X	X		X	X			X	X						
Riparian brush rabbit*	<i>Sylvilagus bachmani riparius</i>	X																
Mountain beaver	<i>Aplodontia rufa</i>								X	X								
Nelson's antelope squirrel*	<i>Ammospermophilus nelsoni</i>	X																
Northern flying squirrel	<i>Glaucomys sabrinus</i>								X	X								
California pocket mouse	<i>Chaetodipus californicus</i>			X	X		X	X										
North American beaver	<i>Castor canadensis</i>		X															
Heermann's kangaroo rat*	<i>Dipodomys heermanni heermanni</i>			X	X		X	X										
Giant kangaroo rat*	<i>Dipodomys ingens</i>	X																
San Joaquin kangaroo rat*	<i>Dipodomys nitratooides</i>			X	X		X	X										

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Fresno kangaroo rat*	<i>Dipodomys nitratoides exilis</i>			X	X		X	X										
San Joaquin pocket mouse*	<i>Perognathus inornatus inornatus</i>	X		X	X	X	X	X										
Dusky-footed woodrat	<i>Neotoma fuscipes</i>			X	X		X	X	X			X	X					
Riparian (=San Joaquin Valley) woodrat*	<i>Neotoma fuscipes riparia</i>	X																
Large-eared woodrat	<i>Neotoma macrotis</i>			X	X		X	X										
Deer mouse	<i>Peromyscus</i> spp.	X		X	X		X	X	X									
Porcupine*	<i>Erethizon dorsatum</i>					X			X		X							
Gray wolf*	<i>Canis lupus</i>								X									
Sierra Nevada red fox*	<i>Vulpes vulpes necator</i>									X								
Ringtail*	<i>Bassariscus astutus</i>	X		X	X	X	X	X	X			X	X					
California wolverine*	<i>Gulo gulo</i>								X	X	X							
Northern river otter	<i>Lontra canadensis</i>	X	X			X												
Pacific marten*	<i>Martes caurina</i> [=americana]								X	X	X							
Fisher - West Coast DPS*	<i>Pekania</i> [=Martes] pennanti								X		X							
American badger*	<i>Taxidea taxus</i>	X		X	X	X	X	X	X			X	X					
Western spotted skunk	<i>Spilogale gracilis</i>	X		X	X	X	X	X	X									
Tule elk*	<i>Cervus elaphus nannodes</i>	X																
Sierra Nevada bighorn sheep	<i>Ovis canadensis sierrae</i>									X	X							

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

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

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ATTACHMENT D - PROJECT LISTS

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Roadway Projects

Table 4.1 ROADWAY PROJECTS							
Project	Description	Location	Funding Source	Cost	Const. Year Cost	Const. Year	
Short Range							
County							
Reconstruction	Graeagle-Johnsville Road	Poplar Valley Rd. to Johnsville	STIP	\$ 4,723,000	\$ 5,200,000	2023	
Roadway Maintenance	Maintenance and Operations	Throughout County	Various	\$ 45,579,242	\$ 46,946,619	2020-30	
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 650,000	\$ 650,000	2020	
Roadway Rehabilitation	Roadway Rehabilitation (PMS-driven)	Various Locations	RMRA	\$ 1,720,000	\$ 1,790,000	2021	
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 1,706,000	\$ 1,810,000	2022	
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 1,857,000	\$ 2,010,000	2023	
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 1,893,000	\$ 2,090,000	2024	
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 1,918,000	\$ 2,150,000	2025	
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 1,933,000	\$ 2,220,000	2026	
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 1,954,000	\$ 2,290,000	2027	
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 1,975,000	\$ 2,360,000	2028	
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 1,993,000	\$ 2,430,000	2029	
Intersection Improvements	SR70 at Feather River Inn Road	Mohawk-Hwy 40A/FR Inn/ SR70 Intersection	STIP	\$ 310,000	\$ 330,000	2022	
			Total County	\$ 68,211,242	\$ 72,276,619		
City of Portola							
Reconstruction	North Loop (Phase I)		STIP	\$ 2,407,000	\$ 2,581,000	2022	
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 12,000	\$ 12,000	2020	
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 34,000	\$ 35,000	2021	
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 34,000	\$ 36,000	2022	
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 37,000	\$ 40,000	2023	
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 37,000	\$ 41,000	2024	
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 38,000	\$ 43,000	2025	
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 38,000	\$ 44,000	2026	
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 39,000	\$ 45,000	2027	
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 39,000	\$ 47,000	2028	
Roadway Rehabilitation	Roadway Rehabilitation	Various Locations	RMRA	\$ 39,000	\$ 48,000	2029	
			City of Portola Total	\$ 2,754,000	\$ 2,972,000		
			Short Range Total	\$ 70,965,242	\$ 75,248,619		

Table 4.1 ROADWAY PROJECTS						
Project	Description	Location	Funding Source	Cost	Const. Year Cost	Const. Year
Long Range						
County						
Thompson Creek Curve Reconstruction	Reconstruct Curve @ Thompson Crk.	Quincy-La Porte Road	HSIP	\$	-	
Camp Layman Road at SR70	Upgrade Guardrail and Install New End Treatments	Camp Layman Road at SR70	HSIP	\$	-	
Mohawk Vista Drive	Upgrade Guardrail and Install New End Treatments	Mohawk Vista Drive at SR70	HSIP	\$	-	
CR 327 at SR 147	Upgrade Guardrail and Install New End Treatments	CR 327 at SR 147	HSIP	\$	-	
Keddie Resort Rd. at SR70	Upgrade Guardrail and Install New End Treatments	Keddie Resort Rd. at SR70	HSIP	\$	-	
Little Grass Valley Reservoir Rd.	Upgrade Guardrail and Install New End Treatments	Little Grass Valley Reservoir Rd.	HSIP	\$	-	
Old Mill Pond Rd. at SR70	Upgrade Guardrail and Install New End Treatments	Old Mill Pond Rd. at SR70	HSIP	\$	-	
Osprey Loop at Lake Almanor West Dr.	Upgrade Guardrail and Install New End Treatments	Osprey Loop at Lake Almanor West Dr.	HSIP	\$	-	
Pioneer Road at SR89	Upgrade Guardrail and Install New End Treatments	Pioneer Road at SR89	HSIP	\$	-	
Rocky Point Rd.	Install Guardrail and End Treatments	0.5 mi. east of Parkside Ln to Grizzly Creek	HSIP	\$	-	
Williams Creek Culvert Safety Improvements	Headwall, guardrails, at existing culverts on Williams Creek	North Valley Rd. @ Williams Creek	HSIP	\$	-	
Quincy Yard	Add Pole Barns (Covered Vehicle Storage), Welding Shop	Quincy Yard	SRS	\$	-	
Chester Yard	Add Pole Barns (Covered Vehicle Storage), Replace Boiler	Chester Yard	SRS	\$	-	
Greenville Yard	Add Pole Barns (Covered Vehicle Storage)	Greenville Yard	SRS	\$	-	
Beckwourth Yard	Add Pole Barns (Covered Vehicle Storage)	Beckwourth Yard	SRS	\$	-	
Graeagle Yard	Add Pole Barns (Covered Vehicle Storage)	Graeagle Yard	SRS	\$	-	
Mill Creek Box Culvert Replacement	Reinforced box culvert - add width for peds/bikes	Bell Ln @ Mill Creek	STIP	\$	-	
Bucks Creek Box Culvert Replacement	Replace culvert for fish passage, add width for peds/bikes	Bucks Lake Rd @ Bucks Creek	STIP	\$	-	
Humboldt Road	Headwalls at (4) 48" Culverts and Low Water Crossing	Humboldt Road	STIP	\$	-	
Smith Creek Channel Improvements	Drainage Channel Improvements at Smith Creek	Graeagle-Johnsville Rd.	STIP	\$	-	
St. Louis Road	Construct Headwalls	St. Louis Road	HSIP	\$	-	
Williams Creek Drainage Improvements	Add culverts and headwalls at Williams Creek	Lower Williams Valley Road	STIP	\$	-	
Peter's Creek Crossing Drainage Improvement	Add culvert and headwall at Peter's Creek	North Arm Road @ Peter's Creek	STIP	\$	-	
Bucks Lake Road Rockfall Prevention	Rock Fall Prevention and Slope Stabilization Measures	Riverdance Rd to Spanish Ranch Rd	HSIP	\$	-	
Bucks Lake Road, p.m. 0.50	Realignment around slide area	0.5 mi east of Butte Co. line	STIP	\$	-	
Bucks Lake Road (Tollgate)	Reconstruct Curve west of Community of Tollgate	1.5 mile west of Big Creek Rd	STIP	\$	-	
Beckwourth-Genesee Rd.	Realignment away from ranch, realignment through Mapes Canyon	Beckwourth to Clover Valley	FHP	\$	-	
Laporte Yard Sand House	Extension, Roof Extension, Insulated Doors/Windows	Laporte Yard	SRS	\$	-	
North Valley Road	Construct Shoulders, Install Guardrail and End Treatments	Various Locations	HSIP	\$	-	
Greenville-Wolf Creek Rd.	Reconstruct Intersection	Intersection of CR 202 and CR 203	HSIP	\$	-	
Taylorsville Yard	Construct Sand House	Taylorsville Yard	SRS	\$	-	
Bucks Lake Road/Big Creek Rd Intersection	Reconstruct Intersection	Bucks Lake Road/Big Creek Rd Intersection	HSIP	\$	-	
Bucks Lake Road	Add Paved Shoulders and guard rail near Spanish Ranch Rd.	Spanish Ranch Rd extending 0.3 miles east	HSIP	\$	-	
Quincy-La Porte Road	Retaining wall south of Nelson Creek	0.2 mi south of the Nelson Creek Bridge	HSIP	\$	-	
North Arm Rd.	Construct Shoulders, Install Guardrail and End Treatments	Various Locations	HSIP	\$	-	
Diamond Mountain Road	Construct Shoulders, Install Guardrail and End Treatments	Various Locations	HSIP	\$	-	
Passing Lane	Passing Lane	SR 70 - Lee Summit	TBD	\$	-	
Turnouts @ Various Locations	Turnouts @ Various Locations	SR 70 - Butte County Line to SR 89	TBD	\$	-	
Reconstruct Intersection	Reconstruct Intersection	SR 70 - Junction 89/70	TBD	\$	-	
Widen to 32' & EB Passing Lane	Widen to 32' & EB Passing Lane	SR 70 - Keddie	TBD	\$	-	
Extended Lanes	Extended Lanes	SR 70 - East Quincy	TBD	\$	-	
Widen to 4 Lanes	Widen to 4 Lanes	SR 70 - College Rd. West Quincy	TBD	\$	-	
Widen to 4 Lanes	Widen to 4 Lanes	SR 70 - Cromberg Area	TBD	\$	-	
Add Passing Lanes @ Various Locations	Add Passing Lanes @ Various Locations	SR 70 - Portola	TBD	\$	-	
Passing Lane	Passing Lane	SR 70 - Blairsden/Willow Creek	TBD	\$	-	
Widen Shoulders for Bicycle Travel	Widen Shoulders for Bicycle Travel	Various Routes	TBD	\$	-	
Enhancements in Main Street Communities	Enhancements in Main Street Communitites	Various Routes	TBD	\$	-	
shoulders & drainage improvements through downtown Chester		SR 36 - SR 89 to Melissa Avenue	TBD	\$	-	
Streetscape, Drainage, and Roadside Improvements		Chester Streetscape	TBD	\$	-	

Table 4.1 ROADWAY PROJECTS						
Project	Description	Location	Funding Source	Cost	Const. Year Cost	Const. Year
Long Range						
City of Portola						
Intersection Improvements	Intersection Improvements	Commercial and Gulling	STIP	\$	-	
Alternative River Crossing	New Bridge over M.F.F.R.	TBD	STIP	\$	-	
Construction	Pavement, CC&G, SW, CVG at Joy Way	Beckwith St.	STIP	\$	-	
Reconstruction	Pavement, CC&G, 3 Driveway Connections	Third St.	STIP	\$	-	
Reconstruction	Pavement, CC&G, SW	Sierra Ave	STIP	\$	-	
Rehabilitation & Reconstruction	Overlay, Construct Paved Shoulders,etc.	A-15 (Phase 1)	STIP	\$	-	
Total Reconstruction (Pavement, CC&G, CVG on Main, Retaining Wall)	Total Reconstruction (Pavement, CC&G, CVG on Main, Retaining Wall)	ThirdAve.	STIP	\$	-	
Rehabilitation (Overlay, CC&G, SW)	Rehabilitation (Overlay, CC&G, SW)	Fourth Ave.	STIP	\$	-	
Reconstruction (Grind, Pavement, CC&G, SW)	Reconstruction (Grind, Pavement, CC&G, SW)	Pacific St.	STIP	\$	-	
Reconstruction (Grind, Pavement, CC&G, SW)	Reconstruction (Grind, Pavement, CC&G, SW)	Commercial St.	STIP	\$	-	
Rehabilitation (Grind, Pavement)	Rehabilitation (Grind, Pavement)	S. Gulling St.	STIP	\$	-	
Rehabilitation (Overlay, CC&G, SW)	Rehabilitation (Overlay, CC&G, SW)	Utah St.	STIP	\$	-	
Reconstruction (Pavement, CC&G, SW, Drop Inlet at Alley)	Reconstruction (Pavement, CC&G, SW, Drop Inlet at Alley)	Colorado St.	STIP	\$	-	
Reconstruction (Pavement, CC&G)	Reconstruction (Pavement, CC&G)	Ellen Ave.	STIP	\$	-	
Reconstruction (Pavement, CC&G, SW, Utility Relocation)	Reconstruction (Pavement, CC&G, SW, Utility Relocation)	Second St.	STIP	\$	-	
Reconstruction (Pavement, CC&G, SW, Utility Relocation)	Reconstruction (Pavement, CC&G, SW, Utility Relocation)	Western Pacific Way	STIP	\$	-	
Reconstruction (Pavement, CC&G, SW, Utility Relocation)	Reconstruction (Pavement, CC&G, SW, Utility Relocation)	Western Pacific Way	STIP	\$	-	
Reconstruction (Soft Spot, Overlahy, SW, CC&G)	Reconstruction (Soft Spot, Overlahy, SW, CC&G)	Spruce Ave.	STIP	\$	-	
Rehabilitation (Overlay, CC&G, CVG, Utility Relocation)	Rehabilitation (Overlay, CC&G, CVG, Utility Relocation)	Fourth Ave.	STIP	\$	-	
Rehabilitation (Overlay, CC&G, SW)	Rehabilitation (Overlay, CC&G, SW)	Fourth Ave.	STIP	\$	-	
Reconstruct & Rehabilitate (Overlay, Pavement, CC&G, SW)	Reconstruct & Rehabilitate (Overlay, Pavement, CC&G, SW)	Joy Way	STIP	\$	-	
Rehabilitation (Overlay, CC&G, SW, CVG at Each End)	Rehabilitation (Overlay, CC&G, SW, CVG at Each End)	Fifth Ave.	STIP	\$	-	
Reconstruction (Pavement, CC&G)	Reconstruction (Pavement, CC&G)	Fourth St.	STIP	\$	-	
Reconstruction (Pavement, CC&G, SW)	Reconstruction (Pavement, CC&G, SW)	Pine St.	STIP	\$	-	
Rehabilitation (Overlay, CC&G, SW, CVG at Pine St.)	Rehabilitation (Overlay, CC&G, SW, CVG at Pine St.)	Gulling St.	STIP	\$	-	
Reconstruction (Pavement, CC&G)	Reconstruction (Pavement, CC&G)	Spruce Ave.	STIP	\$	-	
Rehabilitation (Overlay, CC&G, SW)	Rehabilitation (Overlay, CC&G, SW)	Second St.	STIP	\$	-	
Construction (Pavement, CC&G, SW)	Construction (Pavement, CC&G, SW)	Gulling St.	STIP	\$	-	
Reconstruct & Rehabilitate (Overlay, Pavement, SW, CVG)	Reconstruct & Rehabilitate (Overlay, Pavement, SW, CVG)	Western Pacific Way	STIP	\$	-	
Rehabilitation (Overlay, CC&G, SW)	Rehabilitation (Overlay, CC&G, SW)	Loyalton Ave.	STIP	\$	-	
Construction (Pavement, CC&G, Relocate Utilities, Drainage Structure)	Construction (Pavement, CC&G, Relocate Utilities, Drainage Structure)	Fourth Ave.	STIP	\$	-	
Rehabilitation (Overlay)	Rehabilitation (Overlay)	Third Ave.	STIP	\$	-	
South Gulling Street extension to connect to the new business park	South Gulling Street extension to connect to the new business park	Rio Grande Ave.	STIP	\$	-	
Include bicycle-safe drainage grates & are free of hazards (i.e. uneven p	Include bicycle-safe drainage grates & are free of hazards (i.e. uneven pave	Mohawk St.	STIP	\$	-	
A-15/Colorado St/First Ave realignment	A-15/Colorado St/First Ave realignment	Fifth Street	STIP	\$	-	
South Fifth Street extension to connect Taylor St to the Gulling St exten	South Fifth Street extension to connect Taylor St to the Gulling St extensio	A-15	STIP	\$	-	
A-15/Third Ave realignment to route traffic from A-15 to Gulling St	A-15/Third Ave realignment to route traffic from A-15 to Gulling St	Area B Collector	STIP	\$	-	
Construct new street connecting Gulling St extension and A-15	Construct new street connecting Gulling St extension and A-15	First Ave/Gulling St.	STIP	\$	-	
First Ave./Gulling St/Hospital Dr Intersection reconstruction	First Ave./Gulling St/Hospital Dr Intersection reconstruction	Taylor Ave.	STIP	\$	-	
Construct West St/Delleker Collector	Construct West St/Delleker Collector	West St.	STIP	\$	-	
Delleker Dr extension north to connect the new West St/Delleker Collec	Delleker Dr extension north to connect the new West St/Delleker Collector	Delleker Dr	STIP	\$	-	
West Meadow Loop extension from Delleker Dr to connect to Hwy 70	West Meadow Loop extension from Delleker Dr to connect to Hwy 70	West Meadow Loop	TBD	\$	-	

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Bridge Projects

Table 4.2
BRIDGE PROJECTS

Caltrans Bridge No.	County Bridge No.	Road Name	Structure Name	Location	Project Description	Cost Estimate	
Short Range							
9C0001	9-107	DYSON LANE	MIDDLE FORK FEATHER RIVER	2.40 MI. e/o BECKWOURTH-CALPINE RD.	Paint, Approach Rail, and Scour Prevention	\$	1,213,000
9C0034	1-415	KEDDIE RESORT ROAD	SPANISH CREEK	0.1 MI. E. OF SR70/89	Replace with two-lane structure - min. clear width = 26'	\$	2,979,112
9C0042	1-303	BELDEN ROAD	NORTH FORK FEATHER RIVER	0.01 MI. s/o SR70	Paint Historic Truss, Minor Concrete, Rail, and Scour Prevention	\$	1,246,701
9C0012	1-112	NORTH VALLEY RD.	LIGHTS CREEK - DEADFALL BRIDGE	@ I. OF DIAMOND MTN. RD.	Paint Truss, Repair Elements, Reset Rollers and Scour Prevention	\$	580,000
9C0061	4-306	PRATTVILLE-BUTT RESERVOIR RD.	BUTT RESERVOIR SPILLWAY	9.3 MI. s/o SR89	Replace with two-lane structure that can carry legal loads	\$	2,000,000
9C0101	1-404A	OAKLAND CAMP ROAD	SPANISH CREEK	0.93 MI. n/o CHANDLER ROAD	Replace with two-lane structure - min. clear width = 26'	\$	4,196,000
9C0039	2-413	SPANISH RANCH RD.	SPANISH CREEK	0.1 MI. n/o BUCKS LAKE ROAD	Replace with two-lane structure - min. clear width = 26'	\$	1,916,000
9C0148	1-435	SNAKE LAKE ROAD	SPANISH CREEK	0.04 MI. n/o BUCKS LAKE ROAD	Replace with two-lane structure - min. clear width = 26'	\$	3,009,063
9C0134	1-521	BLAIRSDEN-GRAEAGLE ROAD	MIDDLE FORK FEATHER RIVER	0.5 MI. e/o SR89	Bypass with new two-lane structure - min. clear width = 26'	\$	3,640,000
9C0095	1-515	CAMP LAYMAN ROAD	MIDDLE FORK FEATHER RIVER	0.2 MI. s/o SR70	Replace with two-lane structure - min. clear width = 26'	\$	3,000,000
9C0149	1-509B	SLOAT-POPLAR VALLEY ROAD	MIDDLE FORK FEATHER RIVER	0.25 MI. s/o SLOAT ROAD	Replace with two-lane structure - min. clear width = 26'	\$	4,188,000
9C0057	1-115	CLIO-STATE 40A ROAD	MIDDLE FORK FEATHER RIVER	0.05 MI. n/o SR89	Paint, Scour Prevention, Replace Joint Seals	\$	316,000
						\$	28,283,876
Long Range A							
9C0078	6-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	2.16 MI. e/o BECKWOURTH-CALPINE RD.	Paint Pile Caps and Extensions + Scour Protection	\$	250,000
9C0079	7-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	2.23 MI. e/o BECKWOURTH-CALPINE RD.	Paint & Clean all Steel Elements, patch spall Abut. 4	\$	250,000
9C0088	6-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	1.6 MI. n/o SIERRA COUNTY LINE	Paint Pile Caps and Extensions	\$	75,000
9C0076	4-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	1.9 MI. e/o BECKWOURTH-CALPINE RD.	Paint Pile Caps and Extensions	\$	75,000
9C0077	5-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	1.95 MI. e/o BECKWOURTH-CALPINE RD.	Paint Pile Caps and Extensions	\$	75,000
9C0080	8-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	2.30 MI. e/o BECKWOURTH-CALPINE RD.	Blast, Clean & Paint all steel elements + Scour Protection	\$	250,000
9C0075	3-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	1.86 MI. e/o BECKWOURTH-CALPINE RD.	Paint Pile Caps and Extensions	\$	75,000
9C0086	3-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	1.75 MI. n/o SIERRA COUNTY LINE	Paint Pile Caps and Extensions + Scour Protection	\$	250,000
9C0121	5-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	1.6 MI. n/o SIERRA COUNTY LINE	Paint Pile Caps and Extensions	\$	75,000
9C0087	4-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	1.7 MI. n/o SIERRA COUNTY LINE	Paint Pile Caps and Extensions	\$	75,000
9C0084	13-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	2.6 MI. e/o BECKWOURTH-CALPINE RD.	Paint Pile Caps and Extensions	\$	75,000
9C0111	14-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	0.6 MI. se/o BECKWOURTH-LOYALTON RD.	Paint Pile Caps and Extensions	\$	75,000
9C0083	12-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	2.55 MI. e/o BECKWOURTH-CALPINE RD.	Paint Pile Caps and Extensions	\$	75,000
9C0082	11-107	DYSON LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	2.5 MI. e/o BECKWOURTH-CALPINE RD.	Paint Pile Caps and Extensions + Repair Wingwall spall	\$	250,000
9C0142	1-126	LAKE DAVIS ROAD	LAKE DAVIS SPILLWAY	7.1 MI. n/o SR70	Replace Joint Seals	\$	10,000
9C0139	1-124	ROCKY POINT ROAD	BIG GRIZZLY CREEK	0.3 MI. s/o SR70	Approach Rail, Deck Resurface, Repair spalling.	\$	250,000
9C0041	1-304	RICH BAR ROAD	EAST BRANCH NORTH FORK FEATHER RIVER	0.2 MI. s/o SR70	Paint, Rail, and Scour Prevention	\$	393,767
9C0032	2-417	TWAIN STORE ROAD	EAST BRANCH NORTH FORK FEATHER RIVER	0.5 MI. se/o SR70	Methacrylate, replace joint seals, repair spall at Abut. 1, scour protection	\$	455,588
9C0008	2-211		INDIAN CREEK	1.0 MI. n/o MAIN ST (TAYLORSVILLE)	Paint, Rail, and Scour Prevention	\$	500,000
9C0054	1-213	DIAMOND MTN. RD.	COOKS CREEK	3.6 MI ne/o NORTH VALLEY ROAD	Clean and patch concrete curbs	\$	10,000
9C0030	3-112	TAYLORSVILLE ROAD	INDIAN CREEK	0.6? MI. s/o OF CR111	Seal timber deck, replace AC overlay, rail, and Scour Prevention	\$	500,000
9C0073	1-204	DIXIE CANYON-ROUND VALLEY	ROUND VALLEY LAKE OUTLET	0.03 MI. w/o GREENVILLE-ROUND VALLEY RD.	Repair and grout pads at abuts, replace joint seals, paint girders.	\$	250,000
9C0006	1-205	INDIAN FALLS-PAXTON ROAD	EAST BRANCH NORTH FORK FEATHER RIVER	0.05 MI. s/o SR70	Scour Protection	\$	100,000
9C0033	1-317A	VIRGILIA DEPOT ROAD	EAST BRANCH NORTH FORK FEATHER RIVER	0.02 MI. s/o SR70	Scour Protection	\$	100,000
9C0016	2-202	GREENVILLE-WOLF CREEK RD.	WOLF CREEK	150' s/o SR89	Paint Girders and Erosion Control at Abutment 1	\$	250,000
9C0069	5-213	DIAMOND MTN. RD.	EAST BRANCH LIGHTS CREEK	12.6 MI. ne/o NORTH VALLEY ROAD	Clean and paint all of the bridge steel elements.	\$	200,000
9C0058	2-317	RUSH CREEK ROAD	RUSH CREEK	0.5 MI. n/o SR70	Patch spalls, epoxy inject cracks	\$	75,000
9C0053	2-206	STAMPFLI LANE	INDIAN CREEK	0.6 MI. e/o SR89	Approach Rail, Bridge Rail and Scour Prevention	\$	500,000
9C0009	4-207	ARLINGTON ROAD	INDIAN CREEK	0.1 Mi. w/o GENESEE RD.	Paint Girders and Scour Prevention	\$	500,000
9C0044	2-213	DIAMOND MTN. RD.	LIGHTS CREEK	4.9 MI. ne/o NORTH VALLEY ROAD	Paint and Scour Prevention	\$	150,000

Table 4.2 BRIDGE PROJECTS						
Caltrans Bridge No.	County Bridge No.	Road Name	Structure Name	Location	Project Description	Cost Estimate
9C0131	1-202A	SETZER CAMP ROAD	WOLF CREEK	0.04 MI. s/o SR89	Scour Prevention	\$ 150,000
9C0011	2-111	BECKWOURTH-GENESEE RD.	RED CLOVER CREEK	3.0 MI. se/o OF INDIAN CREEK RD.	Methacrylate Bridge Deck, Paint Girders and Scour Prevention	\$ 500,000
9C0007	1-207	ARLINGTON ROAD	INDIAN CREEK	0.1 MI. e/o SR89	Repair Abutment + Scour mitigation	\$ 150,000
9C0074	1-203	GREENVILLE-ROUND VALLEY RD.	NORTH CANYON CREEK	0.8 MI. s/o SR89	Methacrylate bridge deck,, patch spalls	\$ 30,000
9C0015	1-202	GREENVILLE-WOLF CREEK RD.	WOLF CREEK	0.2 MI. sw/o SR89	Methacrylate bridge deck,, patch spalls	\$ 50,000
9C0029	3-206	STAMPFLI LANE	INDIAN CREEK	2.9 MI. e/o SR89	Approach Rail, Bridge Rail and Scour Prevention	\$ 500,000
9C0010	1-111	BECKWOURTH-GENESEE RD.	INDIAN CREEK	400' s/o OF INDIAN CREEK RD.	Paint Girders and Replace Joint Seals	\$ 500,000
9C0136	3-111	BECKWOURTH-GENESEE RD.	RED CLOVER CREEK	8.0 MI. se/o INDIAN CREEK RD.	Paint and Scour Prevention	\$ 500,000
9C0067	5-312	CHESTER-WARNER VALLEY ROAD	WARNER CREEK	13.4 MI. nw/o SR36	Replace structure	\$ 1,500,000
9C0137	1-316	FIRST AVENUE	NORTH FORK FEATHER RIVER	0.07 MI. s/o SR36	Scour Prevention	\$ 100,000
9C0050	3-312	CHESTER-WARNER VALLEY ROAD	WARNER CREEK	9.1 MI. nw/o SR36	Scour Prevention, Paint Steel and remove debris	\$ 250,000
9C0052	1-311	SECTION-OLD RED BLUFF RD.	NORTH FORK FEATHER RIVER	7.0 MI. w/o WARNER VALLEY RD.	Scour Prevention	\$ 100,000
9C0072	1-308	HUMBOLDT ROAD	SOLDIERS MEADOW CREEK	5.0 MI. w/o SR89	Repair concrete spalls on deck edges	\$ 100,000
9C0062	1-307	HUMBUG ROAD	BUTT CREEK	1.2 MI. w/o HUMBUG-HUMBOLDT RD.	Scour Prevention	\$ 200,000
9C0037	4-404	CHANDLER ROAD	SPANISH CREEK & GREENHORN CREEK	0.02 MI. w/o OAKLAND CAMP RD.	Paint	\$ 250,000
9C0146	1-428	SCHNEIDER CREEK ROAD	MEADOW VALLEY CREEK	0.15 MI. s/o BUCKS LAKE ROAD	Scour Prevention	\$ 100,000
9C0021	2-411	BUCKS LAKE RD.	ROCK CREEK	4.3 MI. w/o SR70/89	Scour Prevention and replace joint seals	\$ 75,000
9C0140	2-414	BUCKS LAKE ROAD	HASKINS CREEK	0.1 MI. n/o BIG CREEK ROAD	Scour Prevention	\$ 100,000
9C0038	1-413	SPANISH RANCH RD.	SPANISH CREEK	0.01 MI. nw/o BUCKS LAKE ROAD	Paint Girders and Scour Prevention	\$ 150,000
9C0014	2-513	PORT WINE ROAD	SLATE CREEK	2.1 MI. s/o QUINCY-LA PORTE RD.	Paint and Rehabilitate Historic truss	\$ 1,000,000
9C0151	1-508B	RAILROAD STREET	ESTRAY CREEK	0.2 MI. sw/o SR70	Paint	\$ 100,000
9C0027	1-513	PORT WINE ROAD	SLATE CREEK OVERFLOW	2.0 MI. s/o QUINCY-LA PORTE RD.	Paint and Misc. Structural Work	\$ 150,000
9C0154	2-512	ST. LOUIS ROAD	SLATE CREEK	@ PLUMAS COUNTY LINE	Repair bridge railing	\$ 50,000
9C0153	1-509	SLOAT ROAD	LONG VALLEY CREEK	1.0 MI. sw/o SR70/89	Paint	\$ 150,000
9C0004	1-511	QUINCY- LA PORTE ROAD	MIDDLE FORK FEATHER RIVER	7.9 MI. s/o SR70/89	Replace Joint Seals	\$ 10,000
9C0003	1-506B	MOHAWK HIGHWAY ROAD	MIDDLE FORK FEATHER RIVER	0.4 MI. s/o SR70/89	Remove AC overlay, Replace Joint Seals, Polyester concrete overlay	\$ 500,000
9C0005	2-511	QUINCY- LA PORTE ROAD	MIDDLE FORK FEATHER RIVER	10.4 MI. s/o/ SR70/89	Methacrylate bridge deck	\$ 50,000
						\$ 70,052,107
Long Range B						
9C0088	6-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	1.6 MI. n/o SIERRA COUNTY LINE	Paint Pile Caps and Extensions	\$ 750,000
9C0086	3-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	1.75 MI. n/o SIERRA COUNTY LINE	Paint Pile Caps and Extensions + Scour Protection	\$ 1,000,000
9C0121	5-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	1.6 MI. n/o SIERRA COUNTY LINE	Paint Pile Caps and Extensions	\$ 750,000
9C0087	4-118	HARRIET LANE	MIDDLE FORK FEATHER RIVER OVERFLOW	1.7 MI. n/o SIERRA COUNTY LINE	Paint Pile Caps and Extensions	\$ 2,000,000
9C0032	2-417	TWAIN STORE ROAD	EAST BRANCH NORTH FORK FEATHER RIVER	0.5 MI. se/o SR70	Methacrylate, replace joint seals, repair spall at Abut. 1, scour protection	\$ 2,000,000
9C0050	3-312	CHESTER-WARNER VALLEY ROAD	WARNER CREEK	9.1 MI. nw/o SR36	Scour Prevention, Paint Steel and remove debris	\$ 2,500,000
9C0037	4-404	CHANDLER ROAD	SPANISH CREEK & GREENHORN CREEK	0.02 MI. w/o OAKLAND CAMP RD.	Paint	\$ 1,903,200
9C0146	1-428	SCHNEIDER CREEK ROAD	MEADOW VALLEY CREEK	0.15 MI. s/o BUCKS LAKE ROAD	Scour Prevention	\$ 2,000,000
9C0038	1-413	SPANISH RANCH RD.	SPANISH CREEK	0.01 MI. nw/o BUCKS LAKE ROAD	Paint Girders and Scour Prevention	\$ 2,000,000
						\$ 14,903,200

Table 4.3
TRANSIT PROJECTS

Project	Description	Location	Funding Source	Cost	Const. Year
Short Range (Yr 1-10)					
County					
*Annual Operating Cost (yr. 1-10)	Annual Operating Costs	Throughout County	FTA, LTF, STA	\$ 7,820,153	
Transit Fueling Facility Upgrade	Centralized Bus Parking and Fueling Facility	Throughout County	FTA, LTF, STA	\$ 640,000	
Fleet Replacement	Replace 4 Vehicle Fleet	Throughout County	FTA, LTF, STA	\$ 534,360	
ADA Bus Stop Improvements	7 Bus Shelter Improvements	Throughout County	FTA, LTF, STA	\$ 105,000	
Total Transit Improvements				\$ 9,099,513	
Long Range (Yr 11-20)					
County					
Transit Stop Improvements	Improvements such as shelters, pull outs, etc.	Throughout County	FTA, LTF, STA	\$ 100,000	2031+
Scheduling/web-based Transit	Technology Improvement	Throughout County	FTA, LTF, STA	\$ 200,000	2031+
Fleet Greening/Replacement/Maintenance	Vehicle retrofit/alternative fuels/and assoc. facilities	Throughout County	FTA, LTF, STA	\$ 1,000,000	2031+
*Annual Operating Cost (yr. 11-20)	Annual Operating Costs	Throughout County	FTA, LTF, STA	\$ 7,820,153	2031+
Plumas Spirit Passenger Train	Commuter and Passenger Train-Portola to Reno	Portola	Unknown	TBD	2031+
Total Transit Improvements				\$ 9,120,153	

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Bicycle and Pedestrian Projects

Table 4.4
BICYCLE AND PEDESTRIAN PROJECTS

Project	Description	Community	Location	Funding Source	Cost	Const. Year
Long Range						
County						
Bike Parking	2 Wheelwell Secure at Chester Post Office	Chester	-	\$	1,000	2031+
Class I Shared Use Path	Class I Shared Use Path	Chester	-	\$	48,500	2031+
Class I Shared Use Path	SRTS	Chester	-	\$	87,500	2031+
Class I Shared Use Path	Olsen Property Trails	Chester	Barn Path	\$	247,500	2031+
Class II Bike Lane	SRTS	Chester	Cross St	\$	14,600	2031+
Class II Bike Lane	Class II Bike Lane, SRTS	Chester	First St	\$	16,800	2031+
Class II Bike Lane	Would require road widening	Chester	Chester Airport Rd	\$	63,200	2031+
Class II Bike Lane	-	Chester	Cedar St	\$	22,000	2031+
Class II Bike Lane	-	Chester	3rd St	\$	14,500	2031+
Class III Bike Route	SRTS	Chester	Lassen St	\$	6,600	2031+
Class III Bike Route	Class III Bike Route	Chester	Marie Rd	\$	1,600	2031+
Class III Bike Route	-	Chester	Lorraine Dr	\$	4,000	2031+
Class III Bike Route	-	Chester	Sherman Rd	\$	6,000	2031+
Class III Bike Route	Class III Bike Route	Chester	Watson Rd	\$	5,200	2031+
Crosswalk with Beacon or Signal	SRTS	Chester	-	\$	50,000	2031+
Crosswalk with Beacon or Signal	Actuated pedestrian crossing; SRTS	Chester	-	\$	50,000	2031+
Crosswalk with Beacon or Signal	Actuated pedestrian crossing; SRTS	Chester	-	\$	50,000	2031+
Crosswalk with Beacon or Signal	Crosswalk with Beacon or Signal	Chester	-	\$	50,000	2031+
School Circulation	Remove parking and create drop-off loop; SRTS	Chester	Aspen St	\$	3,000	2031+
School Circulation	Install gate. To be unlocked for AM and PM school bus access, locked during day to prevent cut-through traffic on school property; SRTS	Chester	-	\$	4,000	2031+
School Circulation	Install gate. To be unlocked for AM and PM school bus access, locked during day to prevent cut-through traffic on school property; SRTS	Chester	-	\$	4,000	2031+
Sidewalk	SRTS	Chester	Aspen St	\$	220,700	2031+
Sidewalk	SRTS	Chester	Aspen St	\$	128,700	2031+
Sidewalk	SRTS	Chester	Aspen St	\$	42,300	2031+
Bike Parking	2 Wheelwell Secure	Graeagle	-	\$	1,000	2031+
Bike Parking	2 Wheelwell Secure	Graeagle	-	\$	1,000	2031+
Bike Parking	2 Wheelwell Secure	Graeagle	-	\$	1,000	2031+
Bike Parking	2 Bike Lockers	Graeagle	-	\$	3,000	2031+

Table 4.4

BICYCLE AND PEDESTRIAN PROJECTS

Project	Description	Community	Location	Funding Source	Cost	Const. Year
Class I Shared Use Path	Class I Shared Use Path connects Maricopa Trail (Rd) to Hwy 89	Graeagle	Maricopa Trail	\$	55,500	2031+
Class III Bike Route		Graeagle	Maricopa Trail	\$	4,500	2031+
Class III Bike Route		Graeagle	Blairsden-Graeagle Rd	\$	6,700	2031+
Dirt Path		Graeagle	Gray Eagle Creek/Feather River	\$	330,800	2031+
Gravel Path		Graeagle	-	\$	137,600	2031+
Pedestrian: Crossing Improvement		Graeagle	-	\$	50,000	2031+
Pedestrian: Crossing Improvement		Graeagle	-	\$	50,000	2031+
Pedestrian: Crossing Improvement		Graeagle	-	\$	600	2031+
Signage & Lighting		Graeagle	-	\$	600	2031+
Study: Traffic Calming	Study roundabout to manage vehicle speeds, facilitate turning movements, and increase pedestrian safety crossing SR 70 to access transit and parking area; Caltrans Jurisdiction	Graeagle	-	\$	1,000,000	2031+
Study: Trailhead Staging Area		Graeagle	-	\$	50,000	2031+
Traffic Calming	Add sidewalks or widen shoulders, add bike facilities; consider reducing speed limit to 25 mph; Caltrans Jurisdiction	Graeagle	Hwy 89	\$	2,081,500	2031+
Class II Bike Lane	SRTS	Greenville	Main St	\$	89,800	2031+
Class II Bike Lane	SRTS	Greenville	Setzer Rd	\$	43,500	2031+
Class II Bike Lane	SRTS	Greenville	Kinder Ave	\$	24,700	2031+
Class III Bike Route	Bikes May Use Full Lane Signage	Greenville	Hideaway Rd	\$	3,000	2031+
Class III Bike Route	Bicycle Boulevard: Consider traffic calming	Greenville	Forgay Ave	\$	6,300	2031+
Parking & Paving	Convert angled parking to back-in angled parking	Greenville	Main St	\$	5,000	2031+
Sidewalk	Provide connection from community center playground to Wolf Creek; SRTS	Greenville	-	\$	74,900	2031+
Signage & Lighting		Greenville	-	\$	30,000	2031+
Class II Bike Lane	Future Study	La Porte	Main St	\$	31,300	2031+
Study: Gravel Path		La Porte	Little Grass Valley Rd	\$	2,980,300	2031+
Pedestrian: Crossing Improvement		La Porte	-	\$	700	2031+
Pedestrian: Crossing Improvement		La Porte	-	\$	800	2031+
Pedestrian: Crossing Improvement		La Porte	-	\$	1,000	2031+
Sidewalk		La Porte	Main St	\$	266,900	2031+
Sidewalk		La Porte	Mooreville Rd	\$	232,000	2031+
Sidewalk		La Porte	Main St	\$	125,700	2031+
Bike Parking		Quincy/East Quincy	-	\$	1,000	2031+
Bike Parking	2 Wheelwell Secure	Quincy/East Quincy	-	\$	1,000	2031+
Bike Parking	4 Wheelwell Secure	Quincy/East Quincy	-	\$	2,000	2031+

<div>Table 4.4</div> <div>BICYCLE AND PEDESTRIAN PROJECTS</div>						
Project	Description	Community	Location	Funding Source	Cost	Const. Year
Bike Parking	2 Wheelwell Secure	Quincy/East Quincy	-	\$	1,000	2031+
Class I Shared Use Path	Connect existing Gansner Path to school area	Quincy/East Quincy	-	\$	535,300	2031+
Class I Shared Use Path		Quincy/East Quincy	Valley View Dr	\$	90,600	2031+
Class II Bike Lane		Quincy/East Quincy	Chandler Rd	\$	421,400	2031+
Class II Bike Lane	Widen shoulder; SRTS	Quincy/East Quincy	Lee Rd	\$	143,600	2031+
Class II Bike Lane	Bikes May Use Full Lane Signage	Quincy/East Quincy	Bell Ln	\$	65,600	2031+
Class II Bike Lane	SRTS	Quincy/East Quincy	Bucks Lake Rd	\$	53,800	2031+
Class II Bike Lane	Caltrans	Quincy/East Quincy	Lawrence St	\$	37,000	2031+
Class II Bike Lane		Quincy/East Quincy	Meadow Wy	\$	7,200	2031+
Class II Bike Lane		Quincy/East Quincy	Bellamy Ln	\$	6,700	2031+
Class II Bike Lane		Quincy/East Quincy	1st St	\$	26,500	2031+
Class II Bike Lane	SRTS	Quincy/East Quincy	Mill Creek Rd	\$	32,400	2031+
Class III Bike Route	Bicycle boulevard: Consider traffic calming treatments along the corridor; SRTS	Quincy/East Quincy	Jackson St	\$	55,600	2031+
Class III Bike Route		Quincy/East Quincy	Carol Ln W	\$	8,800	2031+
Class III Bike Route		Quincy/East Quincy	Carol Ln E	\$	9,100	2031+
Class III Bike Route		Quincy/East Quincy	W Plumas Ave	\$	10,900	2031+
Class III Bike Route		Quincy/East Quincy	E Magnolia Ave, N Beckwith St	\$	8,000	2031+
Class III Bike Route		Quincy/East Quincy	West St	\$	1,000	2031+
Crosswalk		Quincy/East Quincy	-	\$	1,000	2031+
Crosswalk with Beacon or Signal		Quincy/East Quincy	-	\$	50,000	2031+
Crosswalk with Beacon or Signal		Quincy/East Quincy	-	\$	50,000	2031+
Crosswalk with Beacon or Signal		Quincy/East Quincy	-	\$	50,000	2031+
Dirt Path		Quincy/East Quincy	-	\$	165,900	2031+
Dirt Path		Quincy/East Quincy	-	\$	362,400	2031+
High-visibility Crosswalk	All legs	Quincy/East Quincy	-	\$	13,300	2031+
High-visibility Crosswalk		Quincy/East Quincy	-	\$	2,500	2031+
High-visibility Crosswalk	All legs	Quincy/East Quincy	-	\$	10,500	2031+
High-visibility Crosswalk	Upgrade existing markings to high visibility; consider RRFB	Quincy/East Quincy	-	\$	8,800	2031+
High-visibility Crosswalk		Quincy/East Quincy	-	\$	3,500	2031+
Parking & Paving	Convert angled parking to back-in angled parking	Quincy/East Quincy	Jackson St	\$	5,000	2031+
Sidewalk		Quincy/East Quincy	Pine St	\$	267,900	2031+
Sidewalk		Quincy/East Quincy	First St	\$	358,200	2031+
Sidewalk		Quincy/East Quincy	Center St	\$	531,600	2031+

Table 4.4						
BICYCLE AND PEDESTRIAN PROJECTS						
Project	Description	Community	Location	Funding Source	Cost	Const. Year
Sidewalk		Quincy/East Quincy	Mill Creek Rd	\$	250,800	2031+
Sidewalk		Quincy/East Quincy	Harrison Ave	\$	27,600	2031+
Sidewalk		Quincy/East Quincy	E High St	\$	202,700	2031+
Sidewalk	SRTS	Quincy/East Quincy	Jackson St	\$	108,500	2031+
Sidewalk	Clarify walking path along school frontage. Reconsider parking to be accessed from drop-off loop	Quincy/East Quincy	Quincy Junction Rd	\$	45,100	2031+
Sidewalk		Quincy/East Quincy	Quincy Junction Rd	\$	164,400	2031+
Sidewalk	SRTS	Quincy/East Quincy	Main St	\$	106,300	2031+
Signage & Lighting	Pedestrian Scaled Lighting (Wildlife sensitive)	Quincy/East Quincy	-	\$	5,000	2031+
Signage & Lighting	Pedestrian Scaled Lighting (Wildlife sensitive)	Quincy/East Quincy	-	\$	5,000	2031+
Signage & Lighting	Along the bike path on Hwy 70; Caltrans Jurisdiction	Quincy/East Quincy	Hwy 70	\$	5,000	2031+
Study: Traffic Calming	Sight distance issues	Quincy/East Quincy	-	\$	11,200	2031+
Study: Trailhead Staging Area	Create staging area	Quincy/East Quincy	-	\$	50,000	2031+
Traffic Calming	Reduce speed limit; Add speed humps	Quincy/East Quincy	E Main St	\$	27,200	2031+
Traffic Calming	Reduce turning radius at Lee Rd; narrow vehicle lanes; High-visibility crosswalks	Quincy/East Quincy	Bell Ln	\$	129,400	2031+
Traffic Calming	High-visibility crosswalks; stripe parking spaces; Consider 2-way direction; Caltrans Jurisdiction	Quincy/East Quincy	Lawrence St	\$	45,100	2031+
Traffic Calming	High-visibility crosswalks; reduce lane widths; consider class II	Quincy/East Quincy	Bucks Lake Rd/Main St	\$	68,400	2031+
Traffic Calming	Provide curb extensions full width of parking aisle at all marked crosswalks; Upgrade existing markings to high visibility; Consider 2-way direction; Caltrans Jurisdiction	Quincy/East Quincy	Main St	\$	566,200	2031+
Yellow High-visibility Crosswalk	All legs; SRTS	Quincy/East Quincy	-	\$	19,300	2031+
Yellow High-visibility Crosswalk	SRTS	Quincy/East Quincy	-	\$	2,800	2031+
Yellow High-visibility Crosswalk	SRTS	Quincy/East Quincy	-	\$	2,000	2031+
Bridge	Bike & Pedestrian Bridge; Caltrans Jurisdiction	County	Hwy 89	\$	786,300	2031+
Class I Shared Use Path		County	-	\$	1,076,300	2031+
Class I Shared Use Path	Create Class I path at end of Frist Ave. May be Lassen National Forest - they are supportive of a bicycle connection	County	-	\$	594,000	2031+
Class I Shared Use Path	Caltrans Jurisdiction	County	Parallel to Hwy 89 - East Side	\$	2,364,700	2031+
Class I Shared Use Path	Class I path on inactive Collins Pine RR ROW; Caltrans Jurisdiction	County	Hwy 36/Collins Pine RR	\$	1,646,500	2031+
Class I Shared Use Path	Class I Shared Use Path, exact alignment TBD; SRTS	County	-	\$	341,100	2031+
Class I Shared Use Path	Connect existing Riverwalk to Rocky Point Rd	County	South side of Hwy 70	\$	78,100	2031+
Class I Shared Use Path	Caltrans Jurisdiction	County	E Main St	\$	373,200	2031+
Class I Shared Use Path	Formalize unpaved trail; may require easement or property owner cooperation; SRTS; Caltrans Jurisdiction	County	E Main St	\$	681,400	2031+

<div>Table 4.4</div> <div>BICYCLE AND PEDESTRIAN PROJECTS</div>						
Project	Description	Community	Location	Funding Source	Cost	Const. Year
Class I Shared Use Path	Connect end of existing path by Little League Field to existing path near Valley View Dr	County	Crescent St	\$	68,800	2031+
Class I Shared Use Path		County	Almanor Rail Trail B	\$	4,711,700	2031+
Class I Shared Use Path	Caltrans Jurisdiction	County	Hwy 147 Eastshore Rail Trail	\$	5,623,100	2031+
Class I Shared Use Path	Fury Rd "Get Around" Path	County	Off-street Path adjacent to Railroad	\$	3,074,500	2031+
Class II Bike Lane		County	First Ave	\$	38,700	2031+
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 36	\$	487,800	2031+
Class II Bike Lane	SRTS; Caltrans Jurisdiction	County	Hwy 89	\$	2,338,100	2031+
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 70	\$	2,737,700	2031+
Class II Bike Lane	Widen shoulder	County	Quincy Junction Rd	\$	182,300	2031+
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy89/70	\$	1,286,700	2031+
Class II Bike Lane	SRTS	County	Lake Davis Rd	\$	11,200	2031+
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 70	\$	1,399,200	2031+
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 89	\$	569,700	2031+
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 70	\$	79,900	2031+
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 70	\$	186,500	2031+
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 70	\$	641,400	2031+
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 70/89	\$	333,500	2031+
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 147	\$	173,700	2031+
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 49	\$	519,500	2031+
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 284	\$	580,600	2031+
Class II Bike Lane	SRTS; Caltrans Jurisdiction	County	Hwy 70	\$	54,100	2031+
Class II Bike Lane	Caltrans Jurisdiction	County	Hwy 36	\$	313,600	2031+
Class III Bike Route	Bikes May Use Full Lane Signage	County	Chester Warner Valley Rd	\$	6,000	2031+
Class III Bike Route		County	First Ave	\$	15,200	2031+
Class III Bike Route	Widen shoulder	County	N Valley Rd/Stampfli Ln	\$	2,753,600	2031+
Class III Bike Route	Bikes May Use Full Lane Signage	County	Grizzly Rd	\$	15,000	2031+
Class III Bike Route	Bikes May Use Full Lane Signage	County	Portola-Mclears Rd	\$	15,600	2031+
Class III Bike Route	Bikes May Use Full Lane Signage	County	Bucks Lake Rd	\$	9,000	2031+
Class III Bike Route	Bikes May Use Full Lane Signage	County	Chester Juniper Lake Rd	\$	9,000	2031+
Class III Bike Route	Bikes May Use Full Lane Signage	County	Gold Lake Hwy	\$	3,000	2031+
Class III Bike Route	Widen shoulder	County	Lake Davis Rd	\$	1,734,800	2031+
Class III Bike Route	Widen shoulder	County	Oakland Camp Rd	\$	232,000	2031+
Class III Bike Route	Bikes May Use Full Lane Signage	County	Mount Hough Rd	\$	1,200	2031+

<div>Table 4.4</div> <div>BICYCLE AND PEDESTRIAN PROJECTS</div>						
Project	Description	Community	Location	Funding Source	Cost	Const. Year
Class III Bike Route	Bikes May Use Full Lane Signage	County	N Valley Rd/Genesee Rd/Walker Mine Rd/Beckwourth-Taylorsville Rd	\$	6,000	2031+
Class III Bike Route	Provide connection of Mohawk Rim Trail in Clio	County	Upper Main St	\$	3,200	2031+
Class III Bike Route	Bikes May Use Full Lane Signage	County	Little Grass Valley Rd	\$	10,800	2031+
Dirt Path		County	Stover Mountain Trails	\$	2,277,500	2031+
Dirt Path	Pacific Crest Trail to Chester Park Connection	County	Pacific Crest Trail	\$	284,300	2031+
Dirt Path	Unpaved Path; exact alignment TBD	County	Prattville Butt Reservoir Rd	\$	627,200	2031+
Gravel Path		County	Rocky Point Rd	\$	930,000	2031+
Gravel Path		County	Quincy Laporte Rd	\$	797,800	2031+
Gravel Path	Pacific Crest Trail to Chester Park Connection	County	Pacific Crest Trail	\$	1,426,400	2031+
Gravel Path		County	Adjacent to Feather River	\$	919,400	2031+
Gravel Path	Clio-Portola Path	County	-	\$	3,587,200	2031+
Sidewalk	Caltrans Jurisdiction	County	Main St	\$	477,000	2031+
Sidewalk	SRTS; Caltrans Jurisdiction	County	Main St	\$	485,700	2031+
Sidewalk	SRTS; Caltrans Jurisdiction	County	Main St	\$	154,200	2031+
Sidewalk	Caltrans Jurisdiction	County	Main St	\$	766,800	2031+
Sidewalk	Provide pedestrian access across Superditch; Caltrans Jurisdiction	County	Hwy 36	\$	66,500	2031+
Study: Trailhead Staging Area	Create staging area for Frazier Ridge and Mills Peak Trail	County	-	\$	50,000	2031+
Study: Trailhead Staging Area	Create staging area for Penman and Grizzly Trails	County	-	\$	50,000	2031+
Study: Trailhead Staging Area	Create staging area for Claireville Trail and West Branch Trail	County	-	\$	50,000	2031+
Study: Trailhead Staging Area	Create staging area for Lake Davis Trails and Crocker Ridge Trail	County	-	\$	50,000	2031+
Study: Trailhead Staging Area		County	-	\$	50,000	2031+
Study: Trailhead Staging Area		County	-	\$	50,000	2031+
Widen roadway for class II bike/pedway	On Blairsden Graeagle Road, between SR 89 and Bridge		Near Graeagle			2031+
Greenville Pedestrian Improvements	Hot Springs Road to Greenville	Greenville	Greenville			2031+
Graeagle Bike Path	Graeagle to Maidu Interpretive Center (2.01 mi.)	Graeagle	Graeagle			2031+
ADA	Construction	Countywide	Countywide			2031+
Class II Bike Lanes	Bike lanes on A-15		Near Portola			2031+
Widen roadway for class II bike/pedway	On Blairsden Graeagle Road, between SR 89 and Bridge		Near Graeagle			2031+
Total County				\$	65,340,800	

Table 4.4						
BICYCLE AND PEDESTRIAN PROJECTS						
Project	Description	Community	Location	Funding Source	Cost	Const. Year
City of Portola						
Bridge	Widen bridge to accommodate bike lanes and a sidewalk on the E side; SRTS		S Gulling St	\$	6,511,600	2031+
Class I Shared Use Path	Extend Riverwalk west to Delleker Rd; Caltrans Jurisdiction		Hwy 70	\$	971,800	2031+
Class II Bike Lane	Would require removal of on-street parking; SRTS		Joy Wy	\$	33,000	2031+
Class III Bike Route	SRTS		Commercial St	\$	2,800	2031+
Class III Bike Route	SRTS		California St	\$	5,100	2031+
Class III Bike Route			3rd Ave	\$	2,000	2031+
Dirt Path	On unpaved Old County Rd		Old County Rd	\$	210,400	2031+
Gravel Path			-	\$	302,500	2031+
Crosswalk with Beacon or Signal			-	\$	50,000	2031+
Yellow High-visibility Crosswalk	SRTS		-	\$	3,300	2031+
Yellow High-visibility Crosswalk	SRTS		-	\$	2,500	2031+
Crosswalk	Caltrans Jurisdiction		-	\$	1,200	2031+
Sidewalk	SRTS		Joy Wy	\$	450,900	2031+
Sidewalk	SRTS		Joy Wy	\$	441,000	2031+
Sidewalk	SRTS		California St	\$	154,900	2031+
Sidewalk	SRTS		Second Ave	\$	18,700	2031+
Sidewalk	SRTS		Nevada St	\$	55,100	2031+
Sidewalk	SRTS		Nevada St	\$	8,900	2031+
Sidewalk	SRTS		First Ave	\$	37,300	2031+
Sidewalk	SRTS		First Ave	\$	28,300	2031+
Sidewalk	SRTS		First Ave	\$	48,700	2031+
Sidewalk	SRTS		First Ave	\$	42,400	2031+
Sidewalk	SRTS		S Gulling St	\$	13,700	2031+
Sidewalk	SRTS		Fourth Ave	\$	128,100	2031+
Sidewalk	SRTS		Fourth Ave	\$	49,000	2031+
Sidewalk	SRTS		California St	\$	12,900	2031+
Sidewalk	SRTS		Sixth Ave	\$	24,900	2031+
Sidewalk	SRTS		Nevada St	\$	46,000	2031+
Signage & Lighting	Pedestrian Scaled Lighting		-	\$	5,000	2031+
Study: Traffic Calming	Traffic circle at challenging intersection		-	\$	200,000	2031+
Study: Trailhead Staging Area	Create staging area for Feather River Trail		-	\$	50,000	2031+
Study: Trailhead Staging Area	Create staging area for Lake Davis Trails		-	\$	50,000	2031+

Table 4.4						
BICYCLE AND PEDESTRIAN PROJECTS						
Project	Description	Community	Location	Funding Source	Cost	Const. Year
Study: Trailhead Staging Area	Create staging area for Mohawk Rim Trail	-		\$	50,000	2031+
Traffic Calming	Narrow vehicle lanes; Beacon at Hwy 70 crossing; consider buffer to bike lanes; SRTS		West St	\$	88,000	2031+
Traffic Calming	Narrow vehicle lanes; High-visibility crosswalks; Consider bike lanes; Caltrans Jurisdiction		Hwy 70	\$	119,800	2031+
City of Portola Total				\$	10,219,800	
To Be Determined						
Access through Wolf Creek Overpass	Class I or II Bike/Pedways		SR 89			2031+
SR 147 Class III Bikeway	SR 89 to Lassen Co. Line		SR 147			2031+
SR 36 Class III Bikeway	Tehama County Line to Chester		SR 36			2031+
SR 36 Class III Bikeway	Chester to Lassen Co. Line		SR 36			2031+
SR 70 Class III Bikeway	Quincy to Portola		SR 70			2031+
SR 89 Class III Bikeway	SR 89 Throughout County		SR 89			2031+
Chester Bike/Ped Improvements	Construction		SR 36			2031+
Class I Bike/Ped Bridge	SR 89 @ mill pond Class I Bike/Ped Bridge		In Graeagle			2031+
Class I Bike/Ped Path	Graeagle to Maidu Interpretive Center (2.01 mi.)		In Graeagle			2031+
Class I Bike/Ped Path	Mohawk Bridge to Clio on north side of Feather River (4.24 mi.)		Near Graeagle			2031+
Greenville Downtown Improvements	Sidewalks/Roadway Replacement		Greenville			2031+
Pedestrian Improvements	Hot Springs Road to Greenville		Greenville			2031+
Lake Almanor Bike Trail	Class I or II Bike/Pedways		Almanor			2031+
Class I or II Bike/Pedways	Class I or II Bike/Pedways		Community Connections			2031+
Crosswalk from schools to businesses	Crosswalk Striping		Greenville			2031+
Access through Wolf Creek Overpass	Class I or II Bike/Pedways		SR 89			2031+
Bike Paths in Indian Valley	Class I or II Bike/Pedways		Indian Valley			2031+
Class I or II Bike/Pedways	Around Little Grass Valley Reservoir		Near LaPorte			2031+
Recreational Parking Improvements	Snowmobile parking on LaPorte Rd near LaPorte		Near LaPorte			2031+
Feather River College Bike Connection	Improve facilities on roadway from end of bike path to college		Quincy			2031+
Total Long Range				\$	75,560,600	

Aviation Projects

Table 4.5
AVIATION PROJECTS

Project	Description	Funding Source	Cost	Const. Year
Short Range				
Gansner Airport @ Quincy				
Acquire Snowblower	Equipment Acquisition	FAA/St/Co.	\$ 190,000	2020
Reconstruct Runway 7-25 & Cross Taxiway	Construction	FAA/St/Co.	\$ 2,600,000	2020
New Beacon Tower and Light	Engineering Design	FAA/St/Co.	\$ 12,000	2021
Snow Removal Equipment Building	Engineering Design	FAA/St/Co.	\$ 41,000	2021
Snow Removal Equipment Building	Construction	FAA/St/Co.	\$ 409,000	2022
New Beacon Tower and Light	Construction	FAA/St/Co.	\$ 82,000	2022
Land Acquisition – Perimeter Fence	Environmental Assessment	FAA/St/Co.	\$ 68,000	2023
Brush Remediation Attachment	Equipment Acquisition	FAA/St/Co.	\$ 48,000	2023
Update Pavement Manage. Program	Engineering Design	FAA/St/Co.	\$ 82,000	2023
Reseal Pavement Joints in Taxiways	Engineering Design	FAA/St/Co.	\$ 26,000	2024
Reseal Pavement Joints in Taxiways	Construction	FAA/St/Co.	\$ 203,000	2025
Perimeter Fencing	Engineering Design	FAA/St/Co.	\$ 42,000	2025
Perimeter Fencing	Construction	FAA/St/Co.	\$ 418,000	2026
ALP Narrative and Drawings	Engineering Design	FAA/St/Co.	\$ 107,000	2027
Tee Hangars Development	Environmental Assessment	FAA/St/Co.	\$ 55,000	2027
Runway Extension, RPZ & Hangar	Land Acquisition	FAA/St/Co.	\$ 297,000	2027
Update PMMP	Engineering Design	FAA/St/Co.	\$ 115,000	2028
Hangar Development	Engineering Design	FAA/St/Co.	\$ 257,000	2029
Fuel Facilities	Environmental Assessment	FAA/St/Co.	\$ 44,000	2029
Nervino Airport near Beckwourth				
New Beacon Tower	Engineering Design	FAA/St/Co.	\$ 9,000	2020
Snow Removal Equipment Building	Engineering Design	FAA/St/Co.	\$ 39,000	2020
New Beacon Tower	Construction	FAA/St/Co.	\$ 70,000	2021
Snow Removal Equipment Building	Construction	FAA/St/Co.	\$ 388,000	2021
Acquire Snowblower	Equipment Acquisition	FAA/St/Co.	\$ 182,000	2022
Update PMMP	Engineering Design	FAA/St/Co.	\$ 77,000	2022
Reseal Joints	Engineering Design	FAA/St/Co.	\$ 46,000	2022
Replace 4-unit Tee-Hangar	Engineering Design	FAA/St/Co.	\$ 53,000	2022
Replace 4-unit Tee-Hangar	Construction	FAA/St/Co.	\$ 495,000	2023
Reseal Joints	Construction	FAA/St/Co.	\$ 376,000	2024
Tee Hangar Sirte Development	Construction	FAA/St/Co.	\$ 476,000	2024
ALP Narrative and Drawings	Engineering Design	FAA/St/Co.	\$ 107,000	2025
Two 5-unit Nested Tee Hangars	Engineering Design	FAA/St/Co.	\$ 99,000	2026
Two 5-unit Nested Tee Hangars	Construction	FAA/St/Co.	\$ 927,000	2027
Jet Fuel Tank and Dispenser	Engineering Design	FAA/St/Co.	\$ 16,000	2027

Table 4.5
AVIATION PROJECTS

Project	Description	Funding Source	Cost	Const. Year
Rogers Field at Chester				
New Snow Plow Truck	Equipment Acquisition	FAA/St/Co.	\$ 245,000	2020
Snow Removal Equipment Building	Engineering Design	FAA/St/Co.	\$ 46,000	2021
Ext.Taxiway A, Reloc. Threshold RW 16	Engineering Design	FAA/St/Co.	\$ 70,000	2021
Replace Existing AWOS	Engineering Design	FAA/St/Co.	\$ 23,000	2021
Replace Existing AWOS	Construction	FAA/St/Co.	\$ 211,000	2022
Snow Removal Equipment Building	Construction	FAA/St/Co.	\$ 455,000	2022
Ext.Taxiway A, Reloc. Threshold RW 16	Construction	FAA/St/Co.	\$ 575,000	2022
Reseal Joints	Engineering Design	FAA/St/Co.	\$ 60,000	2023
East Hangars	Environmental Assessment	FAA/St/Co.	\$ 298,000	2023
Reseal Joints	Construction	FAA/St/Co.	\$ 583,000	2024
Develop East Hangar Area	Engineering Design	FAA/St/Co.	\$ 212,000	2024
Develop East Hangar Area (Phase 1)	Construction	FAA/St/Co.	\$ 2,205,000	2025
ALP Narrative and Drawings	Engineering Design	FAA/St/Co.	\$ 133,000	2025
Update PMMP	Engineering Design	FAA/St/Co.	\$ 84,000	2025
Develop East Hangar Area (Phase 2)	Construction	FAA/St/Co.	\$ 1,332,000	2026
Land	Environmental Assessment	FAA/St/Co.	\$ 107,000	2026
Update PMMP	Engineering Design	FAA/St/Co.	\$ 71,000	2026
Reseal Joints in Pavement	Engineering Design	FAA/St/Co.	\$ 44,000	2027
Total Short Range			\$ 15,210,000	
Long Range				
Rogers Field at Chester				
Project 3-East Hanger Improvements P1	Access Road, Tee Hanger Taxilanes, Apron	FAA	\$ -	2031+
Project 5-Tee Hanger Taxiways	Reconstruct Tee Hanger Taxiways	FAA	\$ -	2031+
Project 8-Taxiway, Runway, Apron	Slurry Seal	FAA	\$ -	2031+
Project 12-Tee Hanger	Site Development	FAA	\$ -	2031+
Project 15-Runway 16-34	Taxiway and Runway Safety Extension	FAA	\$ -	2031+
Project 16-Apron Expansion	Apron Expansion (275,000 sq.ft.)	FAA	\$ -	2031+
Project 18-Tee Hanger	Construct 16 unit Tee Hanger	FAA	\$ -	2031+
Gansner Airport @ Quincy				
Project 6-Tee Hanger development	Land Acquisition (25.17 acres)	FAA	\$ -	2031+
Project 10,11-Tee Hangers	Engineering Design	FAA	\$ -	2031+
Project 10-Tee Hangers	Site Preparation	FAA	\$ -	2031+
Project 11-Tee Hangers	New 12 unit T hangar Building	FAA	\$ -	2031+
Nervino Airport near Beckwourth				
Project 3-Rehabilitation	Reseal Joints, Paint Markings	FAA	\$ -	2031+
Project 5-Tee Hangers	Site Development	FAA	\$ -	2031+
Project 8-Tee Hanger, Taxiway, Apron	Replace and Pave	FAA	\$ -	2031+
Project 9-Tee Hanger, Taxiway, Apron	Construct Nested Hangers, Apron, Taxiway	FAA	\$ -	2031+
Total Long Range			\$ -	

SHOPP Projects

Table 4.6
SHOPP

PPNO	Route	Activity Category	Activity Location	Target RTL FY	SHOPP Cycle	Comment	Cost
3615	70	Bridge	09-0007 GRIZZLY CREEK PM 0.67, 09-0026 Rush Creek PM 23.67 , 09-0017 Spanish Creek Tunnel OH PM 35.56, 09-0020 Greenhorn Creek PM 47.74.	2025/26	2022		\$ -
3619	70	Pavement	In Plumas County near Cromberg		2018	Nickname: Cromberg Rehab	\$ 102,604
3639	70	Roadside	Nickname: Butterfly Two Wolf Creek Rock Fence	2021/22	2018	Nickname: Butterfly Two Wolf Creek Rock Fence Upgrade Rock Fall fence at various spot locations	\$ 3,070
3645	70	Major Damage	in Plumas County near Cromberg	2016/17		Emergency Limited Bid: Culvert replacement at PM 61.79 and RSP. Legal Description: In Plumas County near Cromberg at 0.3 miles east of Camp Layman Road and at 0.2 miles east of Parker Road.	\$ 970
3698	70	Major Damage - Emergency Opening	Major Damage - Emergency Opening	2017/18		Emergency Limited Bid Contract Directors Order PM 34.6 Construct soldier pile tie back wall in front of failing historic rock wall	\$ 2,220
3682	70	Major Damage	In Plumas County near Tobin Legal Description: In Plumas County at and near Tobin at various locations from Butte County line to 1.1 miles east of Rodgers Flat Road.	2017/18		Directors Order: Emergency Force Account Contract Nickname: Slides and Slipouts Work: Embankment, shoulder & pavement reconstruction & grouted RSP.	\$ 3,910
3700	89	Pavement	Nickname: Almanor West Rehab PLU 89 PM 29.27 and PM 29.59	2023/24	2020		\$ 43,762
3704	70	Major Damage - Emergency Opening	In Plumas County near Rich Bar 0.5 mile East of Twain Road	2017/18	2018	Emergency Limited Bid Contract Director's Order Work Description: Reinforce existing crib wall with steel pile and tie backs. Reconstruct roadway surface and MBGR	\$ 2,605
3709	89	Pavement	Graeagle Rehab	2024/25	2022	The pavement limits are PM 0/8.71. The Post Miles were extended to 8.72 to include a HAR Flasher.	\$ -
3713	70	Pavement	Beckwourth CAPM	2022/23	2020		\$ 21,431
3714	89	Pavement	Crescent Mills CAPM Additional Locations: PLU 89 20.60 to 21.00 Legal: In Plumas County in and near Greenville from 0.8 mile south of Dixie Canyon Road to Wolf Creek Bridge and from Mill Street to 0.4 mile north of Hillside Drive.	2022/23	2020	Legal: In Plumas County in and near Greenville from 0.8 mile south of Dixie Canyon Road to Wolf Creek Bridge and from Mill Street to 0.4 mile north of Hillside Drive.	\$ -
3722	36	Pavement	Chester Causeway Additional Locations: LAS 36 0.0 to 6.10 In Lassen and Plumas Counties from melissa Avenue to 0.6 mile east of Red River Canal.	2023/24	2020	Chester Causeway Rehab Class II Route	\$ -
3723	70	Major Damage - Permanent Restoration	Plumas 70 Concrete-Grouted RSP Permanent Restoration Legal Description: In Plumas County at various locations from Butte County line to 3.1 miles west of Route 89.	2023/24	2020	10 Locations	\$ 19,537
3725	70	Major Damage - Emergency Opening	In Plumas County near Keddie from 4.5 to east of Twain Road to 1.4 miles West of Route 89.	2017/18	2018	Director's Order Emergency Limited Bid Stabilize slope using pressure grout and excavation/reconstruction.	\$ 716
	147	Pavement	Plumas 147 Rehab	2025/26	2022		\$ -
	89	Pavement	Wolf Creek Rehab	2025/26	2022		\$ -
	70	Pavement	Quincy Rehab	2027/28	2024		\$ -
	36	Pavement	Chester Rehab Additional location: PLU 89 PM R42.150/R42.185	2026/27	2024		\$ -
Total SHOPP							\$ 200,825

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