

PLUMAS COUNTY
TRANSPORTATION COMMISSION
OVERALL WORK PROGRAM
2009-10 FISCAL YEAR
FOR THE
CONTINUOUS REGIONAL TRANSPORTATION
PLANNING PROCESS

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I. INTRODUCTION

Plumas County is located in the Northern Sierra / Southern Cascade Mountainous region of north eastern California. Plumas County contains 2,618 square miles and has a population of 21,093, (Department of Finance, July, 2006). The County has one incorporated City, the City of Portola, with a population of 2,150. Plumas County has numerous unincorporated communities. They include: Quincy (County Seat), pop. 5,880; Greenville/ Indian Valley, pop. 3,400 and Chester/Lake Almanor, pop. 4,980. Other less populated communities include: Meadow Valley, Graeagle, Beckwourth, Vinton, LaPorte, Genesee, Taylorsville, Canyon Dam and Belden.

Three major highways traverse the County: State Routes 70 & 36, running east-west and State Route 89 running north-south. Route 70 is listed as a High Emphasis Route within the Interregional Transportation Strategic Plan (June 1998). Autos and trucks are the primary transportation modes for residents and visitors traveling in the County. Route 70 is of great importance as an east-west link to the State of Nevada and the Sacramento Valley. This highway is the transportation backbone of Plumas County, it serves as a commuter route and main business street in the Town of Quincy and the City of Portola. Route 36 is in the northern section of the County, it too is an important east west link, serving the town of Chester and the Lake Almanor Basin. This route connects the Sacramento Valley with Susanville and Lassen County.

Economic development is a priority in Plumas County. Investment Strategies in the County must support the improvement of the state and local roads facilitating rural economic growth and tourism.

The accomplishment of projects in an effective manner requires early planning, public participation and environmental analysis. The Plumas County Transportation Commission (PCTC) takes a lead in developing such analysis before projects are included in the Regional Transportation Plan, (RTP). It is estimated that 70% of the projects listed in the current RTP have been implemented. These projects include:

- Improvements to County Road A-15
- Chester 1st Ave. Bridge Pedestrian and Rail Improvements
- Rehabilitation of Beckwourth – Loyalton Road (A-24)
- Rehabilitation of LaPorte Streets
- Rehabilitation of Lee Road
- Numerous Guardrail Projects (Bucks Lake Rd., A-13, Quincy-LaPorte Rd.)
- Bridge Improvements (Virgilia, Paxton, JamisonCreek, Clio-State 40A)

The PCTC encourages citizen input into the transportation planning process with community meetings during preparation of the RTP. This includes giving citizens, communities, public agencies, transportation agency employees and private transportation providers, the opportunity to comment on the transportation planning process. Early and continuous stakeholder and public participation is consistent with the

provisions of the Federal “Safe Accountable, Flexible, and Efficient Transportation Equity Act: a Legacy for Users” or “SAFETEA-LU” enacted in August 2005.

Plumas County must continue to be involved in right-of-way preservation for turnouts and passing lane projects and Airport/Industry access projects. Accordingly, efforts such as the completed feasibility study for pathways in the American Valley are applauded. This effort has been followed by studies to provide pathway connections to trails within the Plumas National Forest.

The PCTC will incorporate trail and pathway accomplishments within the Bicycle Plan for the development of bicycle transportation facilities and pedestrian walkways and be eligible to compete for future funding. Recreation and tourism are important segments of Plumas County’s economy. The three public use airports within Plumas County are key facilities, enhancing potential recreation and tourism. These airports are all general aviation facilities including: Gansner Field in Quincy; Rogers Field in Chester and Nervino Field in Beckworth.

Development in neighboring areas will affect growth in Plumas County. Reno has grown 12.8% between 2000 and 2005. In this time frame Chico has grown 19%. The Dyer Mountain Resort, undergoing a change in ownership and Chapter 11 Process, has potential to be a very large development.

Until the current recession, there had been an increase in land development in Plumas County. Between April 2000 and January 2006 housing stock in the County has increased from 13,386 to 14,989 units – an increase of 12%. There were 237 authorizations in 2006. Development activity had been increasing in the City of Portola, Lake Davis and Lake Almanor areas. The tie between transportation, land development, and planning has been recognized by decision makers. There is a need for consistency between transportation decision – making and the provisions of short-range land use and development plans.

II. ISSUES

The biggest issue facing transportation is financing. Increasingly, the State of California is tapping into local government funding. The funds are going to support the State’s General Fund. The diverted funding issue is not limited to the State. The Federal Government is progressively eliminating the “Secure Rural Schools” funding. This funding was intended to compensate for the loss of revenue from timber harvesting on Federal Lands. Historically the funds were split 50/50 between Transportation and Schools (thus the name “Secure Rural Schools”). In 2009-10 “Secure” funding will decrease by \$400,000. A similar reduction will happen in 2010-11. The funding drops another \$1,000,000 in 2011-12, the last year within the federal legislation. The “Secure” funding is to be discontinued beyond that year.

Plumas County Transportation Commission is upgrading the 2005 Plumas County Regional Transportation Plan (RTP). The RTP has been amended twice to add projects

proposed for the RTIP (STIP) and TEA funding. In 2005 the RTP was reviewed by the PCTC and re-adopted as an interim RTP. This year the RTP will be updated for adoption as the 2010 RTP. The new RTP will include the results of the recent traffic studies, which facilitate response to performance measure requirements. Traffic studies for the American Valley Area will be conducted and incorporated within the updated RTP.

State Route 36 (SR36) traverses (east-west) the northern portion of Plumas County. This route connects the northern Sacramento Valley (Red Bluff) with Susanville in Lassen County. Much attention has recently been focused on SR36 due to the increasing development pressure within the Lake Almanor Basin. “Dyer Mountain” is a major development proposal, currently changing ownership and in Chapter 11. This project could result in greater traffic volumes on SR36, as well as other routes in the vicinity (i.e. SR147). Plumas County will continue to participate fully in the planning discussions to address development pressures on transportation facilities.

State Route 70 (SR70) in the Feather River Canyon passes under a powerhouse, through several tunnels, crosses and re-crosses the Feather River. It also passes over and under the railroad. Four hundred and seventy (470) trucks a day use SR70. Sixty seven percent of the trucks are five axle vehicles. When I-80 is closed or anticipated to be closed due to adverse weather, SR70 becomes the “alternate route” and experiences heavy truck traffic.

Field studies by Caltrans have identified possible locations for the construction of passing opportunities on SR70 and SR89 (turnouts, passing lanes). The State Transportation Improvement Program (STIP) funded turnouts on SR89 to be constructed this year, 2009.

This OWP will encourage planning activities to reduce traffic congestion where it now exists. It will also take steps to prevent future traffic congestions. This OWP will also continue efforts to maintain an adequate cost effective transit system in Plumas County.

III. PLANNING ACTIVITIES

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

- Support the economic vitality of the area, especially by enabling competitive, productivity and efficiency. WE 601, 602, 604, through 608.
- Increase the safety of the transportation system for motorized and non-motorized users. WE 601, 602, 603, 604, 606,607, and 609.
- Increase the security of the transportation system for motorized and non-motorized users. WE 601, 603, 605, 607, and 608.
- Increase the accessibility and mobility of people and freight. WE601through 604,606, 607, and 609.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic partners. WE 601, 603, 606, and 608,

- Enhance the integration of connectivity of the transportation system across and between modes, for people and freight. WE 601, 603, and 608.
- Promote efficient system management and operation. WE 601, 602, 606, and 608.
- Emphasize the preservation of the existing transportation. WE 603, 604, and 607 through 609.

System Planning and Transportation System Management elements are combined in the OWP in order to promote closer coordination between State and local transportation programs. State priorities supported in this work program are:

Air Quality Planning and Conformity Analysis

Plumas County is part of the Northern Sierra Air Quality Management District (NSAQMD), which is based in Nevada County and maintains a field office in Quincy. Particulate matter (PM10 and PM2.5) is the main pollutant of concern in Plumas County. PM2.5 is particulate matter with a diameter of 2.5 microns or less, and has been more closely correlated with long-term health impacts than PM10. PM2.5 has been shown to contribute to asthma development, lung capacity reduction among children, breathing difficulty, eye irritation, exacerbation of cardiovascular problems, and even premature death. It is especially damaging for sensitive individuals such as children, elderly citizens, individuals with pre-existing health conditions and people who are exercising outdoors. Plumas County's PM2.5 is mostly smoke particles from open burning, wood stoves, fireplaces, wood-fired power plants and vehicle exhaust. The only portion of Plumas County that is non-attainment for the California PM2.5 standard is the greater Portola area, which has consistently had the highest monitored concentrations in the County in recent years.

In September, 2006, EPA issued a revised federal ambient air quality standard for PM2.5. The former 24-hour average standard was 65 micrograms per cubic meter of air. The new standard is 35 micrograms per cubic meter of air. According to 2004-2006 data, Plumas County is very slightly below the new standard, at 33 micrograms per cubic meter, based on monitored values at Portola. As a result, EPA is now requiring daily PM2.5 monitoring in Portola. If future data indicates concentrations above the standard, EPA has indicated that the entire County will be designated as a federal PM 2.5 Non-attainment area. This would necessitate the preparation of a PM2.5 control plan (including measures to reduce PM2.5 emissions) and attainment demonstration (applying to the entire County) that would have to include countywide emissions reductions. It would also necessitate Transportation Conformity analyses for all non-exempt transportation projects that receive federal funding, in order to demonstrate that the projects would not make the problem worse (currently, federal Transportation Conformity analyses are not required in Plumas County). Therefore, it is important that PM2.5 emissions throughout Plumas County be reduced immediately. This would avoid a federal Non-attainment designation. If the County is designated Non-attainment, attainment can be reached within a time frame specified under the Clean Air Act for that level of Non-attainment. Failing to meet the standard would result in tighter air pollution

control regulations and additional restrictions on industry and other PM2.5 sources. It could also result in mandatory curtailment of open burning and tighter standards for vehicle emissions and residential wood burning appliances such as wood stoves.

Plumas County, along with almost every county in the State, is Non-attainment for the California PM10 standard. In addition, the federal PM10 24-hour standard (for which Plumas County is Unclassified) remains at 150 micrograms per cubic meter of air. The federal annual PM10 standard has been rescinded. PM10 is primarily composed of airborne dust particles. The main sources of dust are soil and road sand. Combustion particles during the winter months and, at times, pollen are also components.

Plumas County is Unclassified/Attainment for all State and federal ozone standards. Monitored ozone concentrations in Quincy have been very close to exceeding the State standard. In addition, Plumas County is Attainment or Unclassified for NOx, SOx, CO, Pb, hydrogen sulfide, visibility reducing particles, sulfates, and vinyl chloride.

The NSAQMD operates air quality monitors in Chester, Quincy and Portola, as listed below. BAM (Beta Attenuation Monitor) data is used by the State, but not by EPA. FRM (Federal Reference Method) data is used by both the State and EPA. SASS (Spiral Aerosol Speciation Sampler) data is used by the State.

Chester – PM2.5 (BAM)

Quincy – PM2.5 (BAM and FRM)

Portola – PM2.5 (BAM, SASS, daily FRM and Carbon Analyzer)

The PCTC supports the Federal Clean Air Act and the California Clean Air Act by conducting transportation-related air quality planning activities. This Work Plan supports the Highway Performance Monitoring System (HPMS), Transportation Control measures such as transit development, and Transportation System Inventories.

Context Sensitive Planning

Plumas County will continue to strive for context sensitive planning. Such planning efforts by the county are evidenced by ongoing coordination efforts with Caltrans and the Community of Greenville for an improved streetscape environment for Greenville. Plumas County, along with Caltrans District 2, was the recipient of the “Context Sensitive Solutions Award 2001-02” for the Main Street Quincy Rehabilitation Project.

Goods Movement and Intermodal Planning

Goods movement is evidenced by truck traffic on SR 36, 70 & 89 within Plumas County. According to the “2006 Annual Average Daily Truck Traffic On California State Highway System” these routes exhibit the following percentage of truck traffic:

- SR 36 in Chester = 9.4%;
- SR70 at Greenville “Y” = 13%;
- SR70 at LaPorte Road = 11.7%;

- SR89 at Blairsden = 8%;
- SR89 in Greenville = 8.2% and at intersection SR147 = 11.7%.

These routes connect Plumas County with the Central Valley to the west, Reno and the Great Basin to the east (Nevada and portions of Utah, Idaho and Oregon) and points north and south (including associated major ports and airports).

The PCTC will partner with and assist Caltrans to support goods movement.

Aviation

Aviation planning has been enhanced with the California Aviation System Plan Policy Element and the updated Capital Improvement Program.

Highway Corridor Studies

The Transportation Concept Report for SR147 was approved by the PCTC within Resolution No. 09-12 in May of 2009. SR147 parallels the east shore of Lake Almanor. Much attention is focused on this route and anticipated traffic growth.

SR89 is a north-south arterial between Truckee and Lake Almanor areas and on through Lassen Volcanic National Park. A Transportation Concept Report has been completed to create a 20-year vision for this important route.

Mass Transportation

In October, 2008 the PCTC approved the Coordinated Public Transit Human Service Transportation Plan. Both public transit and seniors transit systems are operated within Plumas County. PCTC will continue to support mass transportation within the county. Out-of-county public transportation to Reno and Chico may be curtailed due to declining revenues.

Management Systems Development

The PCTC will support Caltrans' developed Management Systems Programs in the areas of safety and transit.

Projects/Plan Coordination

PCTC, adjoining counties and District staff will continue to coordinate in the interest of the traveling public. This will be facilitated by the approved Coordinated Public Transit Human Service Transportation Plan.

Intermodal Planning

The PCTC will support planning, incorporating system-level environmental analyses, the interregional aspects of travel, and studies to connect transit/highways/airport facilities within and outside the County. Land-use discretionary actions will be considered in developing intermodal planning alternatives.

Intelligent Transportation Systems (ITS)

PCTC adopted Resolution No. 08-09 in June, 2008, approving Caltrans District 2 ITS Architecture and Strategic Deployment Plan. An ITS project was constructed in 2005/06 - the roadside weather information station with changeable message signs at the "Spring

Garden” area on SR70/89. ITS will be a major element of the upcoming Regional Transportation Plan and additional ITS deployment will be explored and/or implemented during the planning period.

2009-10 Transportation Planning and Programming

The PCTC is scheduled to adopt the Regional Transportation Plan (RTP) and the associated programmatic EIR in August, 2010. In August, 2005 the PCTC readopted the 2000 RTP. The associated environmental addendum was also adopted. This was an interim measure pending results of ongoing Development Fee Studies and related findings of future infrastructure needs. Focus is on financial concerns and growth in Lake Almanor and Lake Davis / Portola regions.

Coordination with Tribal Governments

PCTC has submitted a proposed list of county roads and bridges for inclusion in the Bureau of Indian Affairs Indian Reservation Roads Program. PCTC staff has been involved in Tribal outreach for the Coordinated Transit Plan and with tribal elders for the Non-Emergency Medical Transportation Study. Outreach will continue as part of the update for the 2010 RTP.

IV. ORGANIZATION

The Regional Transportation Planning Agency (RTPA) representing Plumas County is the Plumas County Transportation Commission (PCTC), which was formed in 1971.

The six-member PCTC has three members from the Plumas County Board of Supervisors and three members of, or appointed by, the City Council of the City of Portola. PCTC coordinates activities with the County Planning Department, Tribal Governments and State and local government entities. PCTC looks forward to working with the Plumas County Planning Commission. Citizens groups are encouraged to provide input to address specific transportation problems of community concern.

The PCTC utilizes a Technical Advisory Committee (TAC). The TAC, when utilized, provides a forum, to coordinate with planning partners (including Tribal Governments). The TAC meets as needed. Typical attendance includes staff of the City of Portola, County and Caltrans.

PCTC has, and will continue to encourage planning participation by the Greenville Rancheria Tribal Government. The “Locally Developed Coordinated Public Transit Human Services Transportation Plan” provides for formal consultation between commissioners and tribal government to discuss planning issues. This participation will be encouraged while the RTP is updated.

**Caltrans' Overall Work Program Element
Fiscal Year 2009/10**

Activity Description	Product	Funding Source	Due Date
Coordinate with PCTC staff on update of Regional Transportation Plan (RTP)	Plumas County RTP	State & Federal Funds	Ongoing
Assist RTPA staff with programming documents for their RTIP amendments	Plumas County RTIP	State & Federal Funds	Ongoing
Monitor OWP work progress, process OWP invoices for payment, including grant progress	Payment of Invoices Various Transit grants	State & Federal Funds	Ongoing
System Management	<ul style="list-style-type: none"> • TCR update • CTIS database • ITMS database 	State & Federal Funds	FY 09/10
Plumas County Intelligent Transportation System (ITS) Architecture	Plumas ITS Architecture Plan Coordination	State & Federal Funds	FY 09/10 and ongoing
Assist PCTC Staff in outreach and participation by Native American Tribal Governments	Participation by Tribes in the Transportation Planning Process	State & Federal Funds	Ongoing
Multi-modal Planning Coordination	<ul style="list-style-type: none"> • Aeronautics • Bicycle Plan • Transit Planning • Pedestrian • ADA Accessibility 	State & Federal Funds	FY 09/10
Coordination with PCTC Staff on miscellaneous transportation related issues	<ul style="list-style-type: none"> • Public Participation • Greenhouse Gas/ Air Quality • Intergovernmental Review 	State & Federal Funds	FY 09/10

V. WORK PROGRAM

The majority of the detailed work is to update the planning activity in Plumas County and respond to mandated programs. Major transportation updates will be defined and amended within the 2010 RTP. The Overall Work Program describes the ongoing transportation planning process in Plumas County. It covers a one-year period. Concerns of the County, Tribal Governments and Caltrans are reflected in the work elements.

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

Work Element 601 Prepare 2010 Regional Transportation Plan

Purpose and Objectives

To prepare the 2010 Plumas County Regional Transportation Plan (RTP) addressing areas of planning emphasis. To promote and maintain the Plan as a working planning document incorporating both local and regional transportation issues with consultation of Caltrans, Tribal Governments and the City of Portola. The RTP will be updated to reflect Development Impact and the recently completed Almanor Regional Transportation Assessment.

Previous Work Completed

In January, 2009 PCTC executed a contract for update of the 2005 RTP and the associated programmatic environmental impact report. That contract, with LUMOS and Associates, is in the amount of \$146,115. Amendments to the 2005 RTP have been made adding transportation projects arising from the 2004 STIP process. The California Transportation Commission (CTC) has adopted 2007 RTP Guideline and Addendum for greenhouse gases (May 29, 2008).

Tasks Proposed

1. Use information developed through the regional transportation planning process to update the existing RTP for presentation as the 2010 RTP. Incorporate amended guidelines of the CTC, adopted May 29, 2008. (PCTC/CT) [Feb., 2010]
2. Update regional traffic forecasts and analyses based on land use plans and proposed development.
(PCTC/CT) [June, 2010]
3. Identify regional transportation problems, issues, and coordinate with adjoining counties and Tribal Governments toward the development of recommended solutions considering a multi-modal approach. (PCTC) [Ongoing]

4. Coordinate and consult with Greenville Rancheria Tribal Council on transportation planning issues. (PCTC/CTC) [Ongoing]
5. Identify statewide issues and region's interest in them.(PCTC/CT) [Ongoing]
6. Review Financial Element to better document long range funding needs by mode and funding source. (PCTC) [June 2010]
7. Coordinate with local agencies, Tribal Governments and County Planning to assure consistency with general plans. (PCTC/CT) [Ongoing]
8. Review goals, policies and objectives to incorporate priorities for the City of Portola, Tribal Governments and the County of Plumas. (PCTC)[Ongoing]
9. Rewrite and update information in the RTP to comply with legislative requirements. (PCTC/CT) [February 2010]
10. Monitor short and long range RTP transportation projects. (PCTC/CT) [Ongoing]
11. Maintain RTP files to track ongoing land development proposals and traffic forecasts for future updates to the RTP with attention to airport proximity. (PCTC) [Ongoing]
12. Conduct Public Outreach Workshops in each of the following communities:
 - Indian Valley / Greenville – Sept. 21, 2009
 - City of Portola – Sept. 22, 2009
 - Quincy – Sept. 24, 2009
 - LaPorte - Sept. 28, 2009

Products Proposed / Contracted Services

1. 2010 Plumas County Regional Transportation Plan / (LUMOS & Assoc. & Fehr & Peers Assoc. \$146,115 & \$50,000 respectively).
2. 2010 Plumas County Regional Transportation Plan File Updates to reflect 2010 STIP, Transportation Concept Report findings and Related Planning Updates. (PCTC) [February 2010]
3. Document Tribal Government-to-Government Efforts. (PCTC) [Ongoing]

Funding by Source

Responsible Agency	RPA Funds	PP&M Funds	Total
PCTC	\$40,000	\$149,000	\$189,000

Work Element 602 Transportation Systems Planning and Management

Purpose and Objectives

Continued participation in the ongoing regional transportation planning process, including State and local partnering within the STIP framework, to achieve a fully coordinated street and road system within Plumas County. Continued efforts to maximize

benefit of work within the adopted fund estimate of the California Transportation Commission (CTC). Continued efforts to prioritize projects and prepare project listings for consideration within the 2010 RTIP. Strive for public outreach in efforts to gather and assess transportation needs.

Safety and security, mutual accessibility and system preservation are key planning emphasis areas.

Previous Work Completed

Plumas County Regional Transportation Improvement Plan (RTIP) submitted a funding request in February, 2008 for the 2008 STIP. Funding was obtained for construction of sidewalks, pathways and pedestrian warning signals. Selected portions of County and City Roads were also studied in the process. This action was reviewed by Caltrans as part of the Interregional Transportation Strategic Plan. Portions of Caltrans Transportation Concept Reports were incorporated into the RTP as an integral part of Plumas County's overall transportation plan. As needed, STIP projects have been programmed in coordination with Caltrans and City of Portola and County agencies. The County has partnered with Caltrans in STIP process, programming additional passing opportunities on SR89, North of the Greenville "Y".

As part of this WE there has been participation in Rural Counties Task Force and taking advantage of their outreach with State and Local agencies.

Tasks Proposed

1. Maintain an inventory of existing County roads listing condition of each segment, traffic counts, forecasts and projected maintenance needs (PCTC)[Ongoing]
2. Incorporate planning emphasis areas of safety and system preservation in prioritization of road rehabilitation and maintenance. (PCTC) [October, 2009]
3. Continue transportation planning with City of Portola, Tribal Governments and Caltrans to deliver those projects programmed within the 2008 STIP.
(PCTC) [October 2009]
4. Identify regional transportation challenges and issues, and develop multi-modal solutions.
(PCTC/CT [March, 2010]
5. Encourage increased bicycle and pedestrian travel, as guided by the Regional Transportation Plan and the Bike Plan. The County will promote financially feasible development of a safe and convenient system of bicycle routes and trails. Storage facilities and walkways will also be planned with input from Community Bicycle Committees. (PCTC)[June 2010]
6. Review and comment on Caltrans Transportation Documents. (PCTC)[Ongoing]
7. Support efforts of policy, technical and citizen advisory committees to resolve regional transportation and pathways issues. (PCTC)[June 30, 2010]
8. Analyze local general plans to determine the impact of planned development on the regional transportation system. (PCTC/CT)[Ongoing]
9. Facilitate effective coordination and communication regarding transportation management among the State and local government bodies. (PCTC)[Ongoing]

10. Modernize Pavement Management System. (PCTC/PCPW){TDA}[Ongoing]
11. Focus on STIP (including PTA Funds) Delivery, Timely Use of Funds, Compliance with State Law and Guidelines of The California Transportation Commission. (PCTC/CT) [Ongoing]

Products Proposed

- o Update County Road Inventory [May, 2010]
- o Prioritize Maintenance and Rehabilitation Transportation Project list [April, 2010]
- o Pavement Management System [June, 2010]
- o Project Candidate List for 2010 RTIP [February, 2010]

Funding by Source

Responsible Agency	RPA Funds	Total
PCTC	\$20,000	\$20,000

Work Element 603 Administration and Coordination

Purpose and Objectives

The purpose of this work element is to provide administrative support for the Transportation Planning Program, including environmental processes, and coordinated activities between Plumas County Transportation Commission, the State, Tribal Governments and local agencies.

Previous Work Completed

Work has included the following:

- Administration of STIP Projects, including Transportation Enhancement (TE) and Regional Surface Transportation Program (RSTP)
- Apportionment Program
- Administration of annual financial reports
- SB45 Bi-Annual reports
- Coordination regarding STIP funding limitations
- Continuing process including implementation of Transportation Studies and the Overall Work Program for 2008-09.
- Continuing participation in Rural Counties Task Force meetings and activities.
- Coordination with staff of Caltrans, County and City of Portola.

Tasks Proposed

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

2. PCTC will prepare, Caltrans will approve and PCTC will adopt, a draft and final Overall Work Program for FY 2010-11 (PCTC/CT) [March 1, 2010]
Final Adopted (PCTC/CT) [June, 2010]
- 3 Coordinate, prepare, present, support review of claims. (PCTC) [Ongoing]
- 4 Prepare any amendments to 2009-10 OWP, review, comment on, and forward to Caltrans, District 2 as necessary (PCTC) [April 1, 2010]
- 5 Provide coordination between PCTC, Tribal Governments and State agencies as necessary for continuous planning process (CT) [Ongoing]
6. Coordinate with Plumas County, Tribal Governments and City staff re their public outreach and possible findings of unmet needs [March, 2010]
7. Prepare required reports and other correspondence (PCTC/CT)[Ongoing]
8. Authorize necessary audits required by Legislature (PCTC) [Jan. 2010]
RTPA Fiscal Audit due 12 months following FY;
Trust Fund STA Audit due 180 days following FY;
RTPA Performance audit due July 1 (triennially) (July 1, 2010)
9. Participate in RTPA planning process quarterly reports and funding requests (PCTC/CT) [Ongoing]
10. Coordinate with Caltrans to update District 2 and ITS Architecture. (PCTC) [Ongoing]
11. Develop and Administer MOU s for RTP project administration. (PCTC/CT)
12. Administer audits for both Plumas Transit and Seniors Transit
13. Coordinate with County Airports regarding airport access needs (PCTC/Airports)[Ongoing]
14. Coordinate and consult with Tribal Governments (PCTC)[Ongoing]
15. Preparation of RTPA meeting agendas and minutes

Products Proposed

- Overall Work Program for 2010-11 (PCTC) [March 2010]
- Amendments to 09/10 OWP (April 1, 2010)
- Necessary independent financial audits (typical fee \$5,000) as required by Legislature and HQ TDA
- Unmet Transit Needs Finding Documentation due annually 10 days after finding or August 15;
- TDA Annual Financial Transactions Report due 90 days after close of FY (Independent Contract)
- Tri-Annual Performance Audit (Independent Contract)
- Quarterly Reimbursement Invoicing
- Update District 2 ITS Architecture and Deployment Plan.
- Executed Fund Transfer Agreements, MOUs, Notices, etc
- Document Tribal Government-to-Government efforts
- Payment of RCTF & CalACT Annual Membership Dues-\$1,000 & \$320 respectively.

Funding by Source

Responsible Agency	RPA Funding	Total
PCTC	\$35,000	\$35,000

Work Element 604 Transit Support and Administration

Purpose and Objectives:

- To maintain and improve the coordinated transit system for Plumas County residents, responding to possible unmet transit needs in a reasonable manner, as defined by the TDA and the Plumas County Transportation Commission (PCTC).
- To gather input from all segments of the region and local community regarding transportation. Emphasis will be placed on reliability, safety and security, multimodal accessibility and inclusion of both operations and management.

Previous Work Completed

- Installation of 7-bus shelters in the City of Portola, Quincy and Greenville.
- Obtained an FTA Grant for purchase and installation of 11-bus shelters. The grant will pay 80% of cost to have shelters distributed about the County.
- Completion of ARRA FTA Section 5311 Grant for procurement of bus replacements – 2 new replacement buses to Plumas County Transit.

Tasks Proposed

- Implement the Coordinated Public Transportation and Human Services Plan.
- Administration and coordination of Transportation Development Act processes and funding mechanisms.
- Continue efforts to improve the public transportation system for transit dependant residents, ensuring their needs are met in the most economically efficient manner.
- Continued Social Services Transportation Advisory Council, SSTAC, meetings with citizens of Plumas County to determine their transportation needs to relay same to the PCTC.
- Expand distribution of the Social Services Inventory for broad public outreach, greater public information and benefit.
- Coordination and planning for bus shelters in communities throughout the County. These tasks will include the following:
 1. Identify and document transportation facilities, projects and services required to meet regional and interregional mobility and access needs
(PCTC) October 2009
 2. Coordination and applications to obtain Federal Grants, including: Ongoing coordination of FTA - Section 5310/5311 Bus Replacement and Operating Assistance
(PCTC/CT)[Ongoing]
 3. Management of Local Transportation Funds (LTF)
 4. Management of State Transit Assistance Funds (STA)
 5. Administrative Assistance in preparation of State Controllers Annual Report
 6. Preparation of Annual TDA Budget
 7. Coordinate SSTAC activities, public hearings, to assure they meet legislative requirements including SSTAC recommendations to help determine unmet transit needs and review of the definition of "reasonable to meet"
(PCTC) [Ongoing]{ April, 2010}

8. Coordinate transit services to respond to public needs, using capabilities of inter - city bus service. (CSA#12, PCTC)[June, 2010]
9. Plan for bicycle and pedestrian links to transit facilities. (PCTC)[Ongoing]
10. Planning and coordination to facilitate bus shelters in communities of Greenville (incl. Greenville Rancheria), Portola, Quincy (PCTC)[September, 2010]
11. Coordination and planning to optimize bus usage between Seniors and Plumas Transit Systems. (PCTC)[Ongoing]
12. Coordinate and consult with Tribal Governments*
13. Revise MOU for Seniors Transportation to reflect County operation and establish as eligible recipient of TDA funds under Article 4 of TDA (PCTC)[October 2009]

Products Proposed

- Unmet Needs Findings
- Reasonable to Meet Definition
- *Indian Valley Stakeholders Meeting – Sept. 21, 2009
- Apportionment of LTF and STA Funds
- TDA Budget

Funding by Source

Responsible Agency (RPA)	Funds	LTF	Total
PCTC	\$20,000	\$2,000	\$22,000

Work Element 605 Writing of a Policy and Procedures Manual for Plumas County Transportation Commission

Purpose and Objectives

We plan to complete the first formal Policy and Procedures Manual (Planning Handbook) for the Plumas County Transportation Commission (PCTC) this fiscal year. The Planning Handbook will address the administrative and organizational mechanisms and structure employed in the conducting of transportation planning business by and for the PCTC. The Planning Handbook will set out the many transportation planning activities which fall under the direction of the PCTC and its staff. It will also clarify the requirements and timing of the activities.

Previous Work Completed

FTA Section 5304 Grant approval was received on April 13, 2005. A Request for Proposals conducted, selection process completed on July 10, 2006; contract was signed on August 1, 2006; consultant met with Commissioners on August 14, 2006 and draft document was received on November 20, 2006; Comments were gathered on February 5th, 2007, including: request for a smaller handbook; listing of typical monthly tasks;

suggested source documents for lengthy legislation (i.e. web site) and a comprehensive glossary.

Tasks Proposed

- Coordination with PCTC, Caltrans, County, City Manager, Planning and Department of Public Works (PCTC)[Ongoing]
- Finalize writing of Planning Handbook (PCTC)[October 2009]
- Conduct Public Hearing on Draft Planning Handbook. (PCTC) [November 2009]
- Distribute Final Planning Handbook. (PCTC) [January 2010]

Products Proposed

- Final Planning Handbook (PCTC)[January 2010]
- Final Distribution of the Handbook (PCTC)[January 2010]

Funding Source

Responsible Agency	RPA Funds	FTA 5304	Total
PCTC	\$3,000	\$2,800	\$5,800

Work Element 606 – Regional Coordination Projects

Purpose and Objectives

- To implement a Community Block Grant funded feasibility study on the creation of a Mobility Management Center for Plumas County.
- Implement the “Coordinated Public Transit Human Services Transportation Plan”. The Coordinated Transportation Plan will enable Plumas County to participate in such Federal Transit Administration (FTA) programs as: “Elderly Individuals and Individuals with Disabilities (FTA Section 5310); Job Access and Reverse Commute (“JARC”, FTA Section 5316) and New Freedom (FTA Section 5317).
- PCTC is collaborating with its regional partners to deploy ITS tools that help coordinate public, private and human/social service agency transportation in rural California. Core projects are a demonstration of an evolving, interregional advanced technology system in five rural California counties. This Work Element will support Plumas’ contribution to local match for a project that intends to improve intercity travel and connectivity along US 395 corridor and elsewhere. In addition, work will facilitate planning for Safety and Security (key emphasis areas) by involving PCTC management, local operators and stakeholders in

planning for operational enhancements and improved transportation service delivery.

Background

In December, 2008 PCTC was informed that our application for a Community Development Block Grant was approved. This would help fund a feasibility study for the creation of a Mobility Management Center within Plumas County. Subsequently we found that the City of Portola portion of the Joint application was somehow not approved. This is currently being appealed by the Office of Community Development.

In November, 2006 PCTC was presented the Final Report on Non-Emergency Medical Transportation (NEMT). This report was regional in scope and covered the tri-county area of Modoc, Lassen and Plumas Counties. Parallel efforts have been ongoing, primarily led by Modoc County Transportation, which has resulted in the creation of their Mobility Management Center. The center incorporates newly developed technology,

In December, 2008 “CALnections” was put in operation. “CALnections” is a web-based information system to help the general public, caseworkers, health care professionals and local transportation staff to arrange travel via the US 395 eastern Sierra corridor. Eventually “CALnections.com” will be a web-site home where multiple advanced technology tools or projects will be integrated to manage trip demand and supply. Soon this technology will be expanded to include: Social Service Transportation Provider Inventory and Smart Card Capability.

Plumas County Transportation Commission has been a partner in the development of this technology and intends to continue to participate. Ongoing deployment of Auto Vehicle Locator (AVL) and Swipe-Card technology may be used in Plumas County.

The vision of PCTC is that the mobility management center will employ such state of the art technologies to provide trips where needed and when needed.

Previous Work Completed

In December, 2008 the Community Development Block Grant was approved (although the City portion was somehow denied). The Coordinated Public Transit-Human Services Transportation Plan was approved in October, 2008. The Non-Emergency Medical Transportation Coordination Plan (NEMT) was completed in November, 2006. This Environmental Justice Grant funded plan represents the combined efforts of the County Medical Services Program and the Transportation Planning Agencies of Modoc, Lassen and Plumas Counties.

Rural Trip Planning Project – This project ran concurrent to the NEMT Study and ended June 30, 2006. The result was the development of an Internet based, integrated database or software system to include information about public transit, senior and social service transportation providers, private carriers and other transportation options available. The web – based system ([www. CALnections.com](http://www.CALnections.com)), opened in December, 2008, allows rural travelers to seamlessly plan intercity trips using multiple operators or transportation providers, including both fixed route and demand-response trips.

Future Work

PCTC will conduct a feasibility study for the mobility management center under the Community Development Block Grant. Rural Planning Assistance Funds will be used for local matching funds.

Tasks Proposed

- Perform a feasibility study for the mobility management center.
- Consult and coordinate with Tribal Governments and stakeholders (Ongoing)

Products Proposed

- Feasibility Study on Mobility Management Center (October 2010)
- Document Tribal Government to Government Coordination (As needed)

Funding Source

Responsible Agency	Type of Funding		Total
PCTC	RPA	CDBG*	
	\$15,000	\$19,000	\$34,000

* Community Development Block Grant

Work Element 607 – Aviation Facilities

Purpose and Objectives

Assist in airport planning studies assuring adequacy of facilities to accommodate projected demand. Assist in planning regarding: maintenance and up-grade of existing infrastructure; multimodal accessibility and inclusion of management and operators for preservation of the existing system.

Previous Work Completed

Completion of Interregional California Aviation System Plan (ICASP) and System Requirement Element - Updated Inventory.

Tasks Proposed

- Review and Update CA Aviation System Plan – System Requirement Element
- Planning support for development of specific airport projects, utilizing “Airport Land Use Planning Handbook” (ALUPH - see Item 6)
- Act as staff to the Airport Advisory Committee (Review Inventory)
- Incorporate sections of the Interregional CA Aviation System Plan into the RTP

- Coordinate with Caltrans Aeronautics Division in review of Draft 2010 RTP
- Coordinate with State and local land use planners to prohibit incompatible development near airport facilities. Reference “Airport Land Use Planning Handbook” <http://www.dot.ca.gov/aeronautics/htmlfile/forms.html>
- Coordinate and consult with Tribal Governments

Products Proposed

- Letters of coordination with Caltrans Division of Aeronautics in reference to aviation matters
- Annual Status of Airports Report to the Plumas Board of Supervisors
(December 2009)

Fund Source

Responsible Agency	RPA Funds	Total
PCTC	\$2,000	\$2,000

Work Element 608 Computer Support Element

Purpose and Objectives

To provide electronic / mechanized data processing and enhanced technical support for all work elements associated exclusively with the transportation planning process in Plumas County.

Previous Work Completed

The PCTC has computer equipment purchased with TDA and Subvention funds. This equipment requires periodic repair and updating.

- Purchased computer monitors
- Highway Capacity Software,
- (GIS) Arc View
- Traffic Management Software
- Laser Printer with toner/drum supplies

Tasks Proposed

- Purchase Web Based Transit Planning Services “CALnections”
(PCTC) [Ongoing]
- Purchase new and replacement computer software/hardware as needs arise
(PCTC)[Ongoing]

Products Proposed

- A functioning automated transportation planning and record keeping system for the PCTC.

Funding Source

Responsible Agency	RPA Funding	Total
PCTC	\$10,000	\$10,000

Work Element 609: Bicycle Plan

Purpose and Objectives

To create a Bicycle Plan in compliance with the Streets and Highways Code Section 891.2 for Plumas County promoting a safe, multimodal, coordinated bicycle system and enable the County to compete for bicycle grants. Coordinate with forest trails advocates.

Previous Work Completed

- Amended the Regional Transportation Plan to include the Master Plan for American Valley Recreational Trail. Completion of the American Valley Pathways Feasibility Study for multi-use non-motor vehicle path between East Quincy and Feather River College
- Bicycle routes throughout Plumas County have been identified and mapped within the RTP
- An administrative draft bicycle plan has been prepared.
- Transportation Enhancement Activity funding has been applied to construction of bike facilities around Lake Almanor, the City of Portola and Quincy
- Applied for multi-use non-motor vehicle path between East Quincy and Feather River College

Tasks Proposed

- Assess County bicycle users, their needs and existing barriers.
(PCTC)[November 2009]
- Coordinate with, Planning Dep't, City of Portola and Caltrans.
(PCTC) [December 2009]
- Research legislative requirements for bicycle plans to facilitate County Bicycle Lane Account grant consideration. (PCTC)[February 2010]
- Complete bicycle plan. (PCTC) [June 2010]
- Coordinate with bike advocates, including Greenville Rancheria for Bikeway Plan improvements. (PCTC) [June 2010]

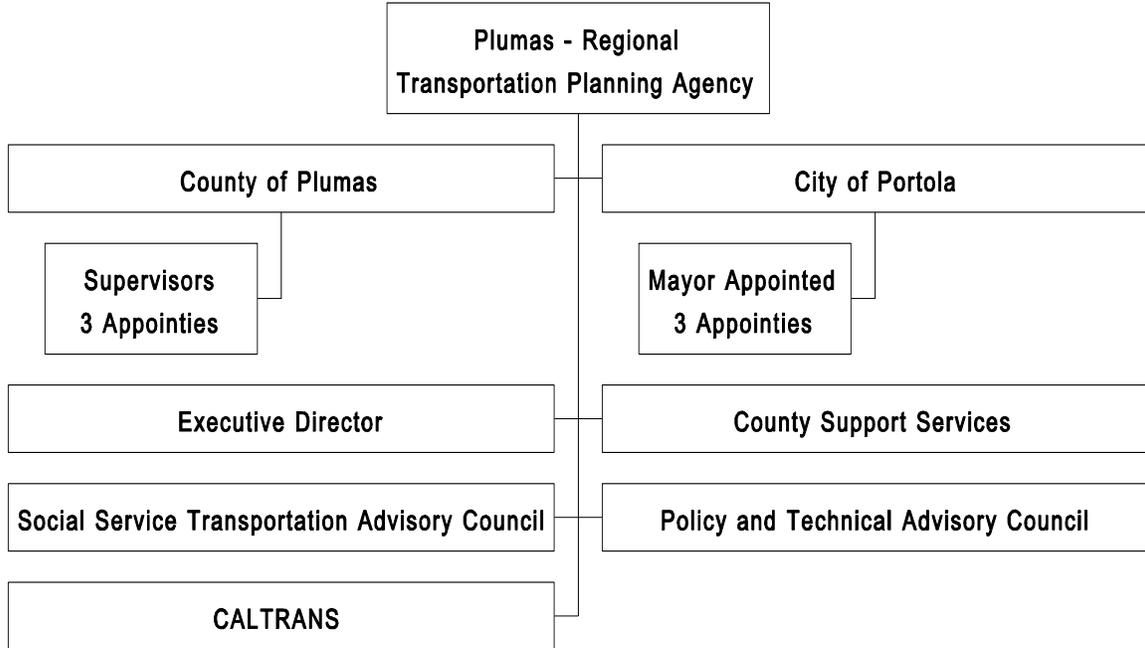
Product Proposed

- Final Plumas County Bicycle Plan (PCTC) [June 2010]

Funding Source

Responsible Agency	RPA Funds	Total
PCTC	\$2,000	\$2,000

**ORGANIZATIONAL CHART
PLUMAS COUNTY TRANSPORTATION PLAN**



**Plumas County Regional Planning Assistance (RPA)
Overall Work Program Expenditures
Fiscal Year 2009/10**

Work Element	Description of Work	RPA	PP&M	LTF	5304	CDBG	Total
601	Regional Trans. Planning	\$40,000	\$149,000				\$189,000
602	Trans. System .Planning/Management	\$20,000					\$20,000
603	Administration and Coordination.	\$35,000					\$35,000
604	Transit and Social Services Planning	\$20,000		\$2,000			\$22,000
605	Write Policy and Procedure Manual	\$3,000			\$2,800		\$5,800
606	Regional Coordination Projects	\$15,000				\$19,000	\$34,000
607	Aviation Facilities	\$2,000					\$2,000
608	Computer Support	\$10,000					\$10,000
609	Bicycle Plan	\$2,000					\$2,000
	TOTALS	\$147,000	\$149,000	\$2,000	\$2,800	\$19,000	\$319,800