

2024 Plumas County

Regional Transportation Improvement Program (RTIP) Fact Sheet

Executive Summary

In the past STIP cycles since 2012, funding capacity has been extremely limited. Over the last six years the region has been completing old, programmed projects that were delayed due to lack of allocation capacity. During that period, a new priority arose when a partnership opportunity to deliver a complete streets project on State Route 89 in Greenville. The project included coordinating water and sewer upgrades, undergrounding electric and phone lines, and constructing bike lanes and pedestrian facilities in conjunction with a SHOPP project. The opportunity to combine multiple projects into one and minimize the number of seasons of construction could not be ignored. That project was successfully delivered by Caltrans in 2016 with Plumas County providing \$7.1 million in STIP funding. Other more recent State-County partnership projects have now been delivered: the SR89-Arlington LTL (SHOPP) and the Rt 89/Arlington Left Turn Lane (SHOPP). Both Caltrans' projects have construction scheduled to begin in 2024. The Executive Director has recommended, for the 2024 STIP cycle, that the PCTC focus on priority pavement projects for its local agencies (City of Portola and Plumas County) and has requested using an advance of STIP funds in excess of the State's Target Amount for the Plumas region to improve overall pavement condition indices on local streets and roads.

Agency	Rte	PPNO	Project Name
Plumas CTC		2057	Planning, Programming, and Monitoring
City of Portola	local	2646	Rio Grande St. Pavement Rehabilitation
Plumas County	local	2548	Graeagle-Johnsville Road Reconstruction (Phase 1) – Poplar Valley Road to Johnsville
Plumas County	local	2548B	Graeagle-Johnsville Road Reconstruction (Phase 2) – on Jamison Creek south of the Jamison Creek Bridge
Plumas County	local	2645	Greenville Streets Dixie Fire Pavement Rehabilitation – downtown streets (Main, Jessie, Pine, Grand, Bush, Ayoob, Mill)
Plumas County	local	2647	A23 Pavement Rehabilitation – Sierra Co. line north to Marble Hot Springs Road
Plumas County	local	2648	GLFH Pavement Rehabilitation – from Sierra Co. line extending north 2.5 miles.
Plumas County	local	2649	Quincy Jct. Road FLAP Project - Matching Funds – Bell Lane to Chandler Road

Benefits

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

Maintenance and system preservation.	The RTIP projects will decrease future maintenance by preserving pavement integrity on existing roads and streets.
Accessibility	The RTIP projects will not impact accessibility. PPNO 2646 includes ADA ramp upgrades. PPNO 2647 and 2648 improve paved shoulders that provide for bike use. PPNO 2649 promotes non-motorized access.
Overall vehicle activity and use of the roadway network.	The County population is declining at -2.4 percent. Overall annual traffic activity has not significantly increased. Recreational centers and activities do cause peak summer traffic volumes. The RTIP projects do not induce vehicular traffic.
Coordination with Caltrans on State highway projects to maintain State highways at acceptable maintenance levels and reduce lane miles needing rehabilitation.	The RTIP has no impacts to the SHS in Plumas County.

Goals and Objectives

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

2020 Plumas County Regional Transportation Plan

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 existing highway system have the highest consideration for available funds.

2017 Plumas County Active Transportation Plan

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

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

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

CAPTI

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

REAP

The region achieves equity commitments through an engagement process where everyone is treated with dignity and justice as demonstrated by the 2020 RTP and 2017 ATP outreach processes. The 204 RTIP is prioritizing local and street projects that improve access and provide meaningful benefits to Plumas County and its communities. 3. Partnerships in the past provided leveraging our transportation investments with Caltrans on the State Highway System (SHS) within the County to benefit disadvantaged communities where the SHS serves as Main Street. The 2024 RTIP strives to improve conditions on rural major collectors that that provide interconnectivity between local communities.

CFMP

The 2024 RTIP also strives to improve the goods movement system equitably across the County and through its communities while making sure the environmental and public health costs of the system are not disproportionately borne by goods movement communities.