

2026 Plumas County

Regional Transportation Improvement Program (RTIP) Fact Sheet

Executive Summary

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

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

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

Benefits

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

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

Goals and Objectives

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

2025 Plumas County Regional Transportation Plan

4.9.2. PERFORMANCE MEASURE 2 – PRESERVATION/SERVICE FUEL USE/TRAVEL USE/TRAVEL

DISTANCE/TIME/COST This performance measure monitors the condition of the roadway in Plumas County through pavement conditions. Pavement conditions should be monitored every 2 years. This performance measure should have a high level of accuracy which can be indirectly used in estimating the costs of bringing all roadways up to a minimum acceptable condition.

Desired outcome and RTP/ State goals: • Safety • System preservation • Accessibility • Reliability • Productivity • Return on investment • RTP goals: 1, 2, 3

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

4.9.6. PERFORMANCE MEASURE 6 – ROADWAY CONDITIONS

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

Desired outcome and RTP/State goals: • Safety • System preservation • Accessibility • Reliability • Productivity

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

2017 Plumas County Active Transportation Plan

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

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

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

CAPTI

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

REAP

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

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

CFMP

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