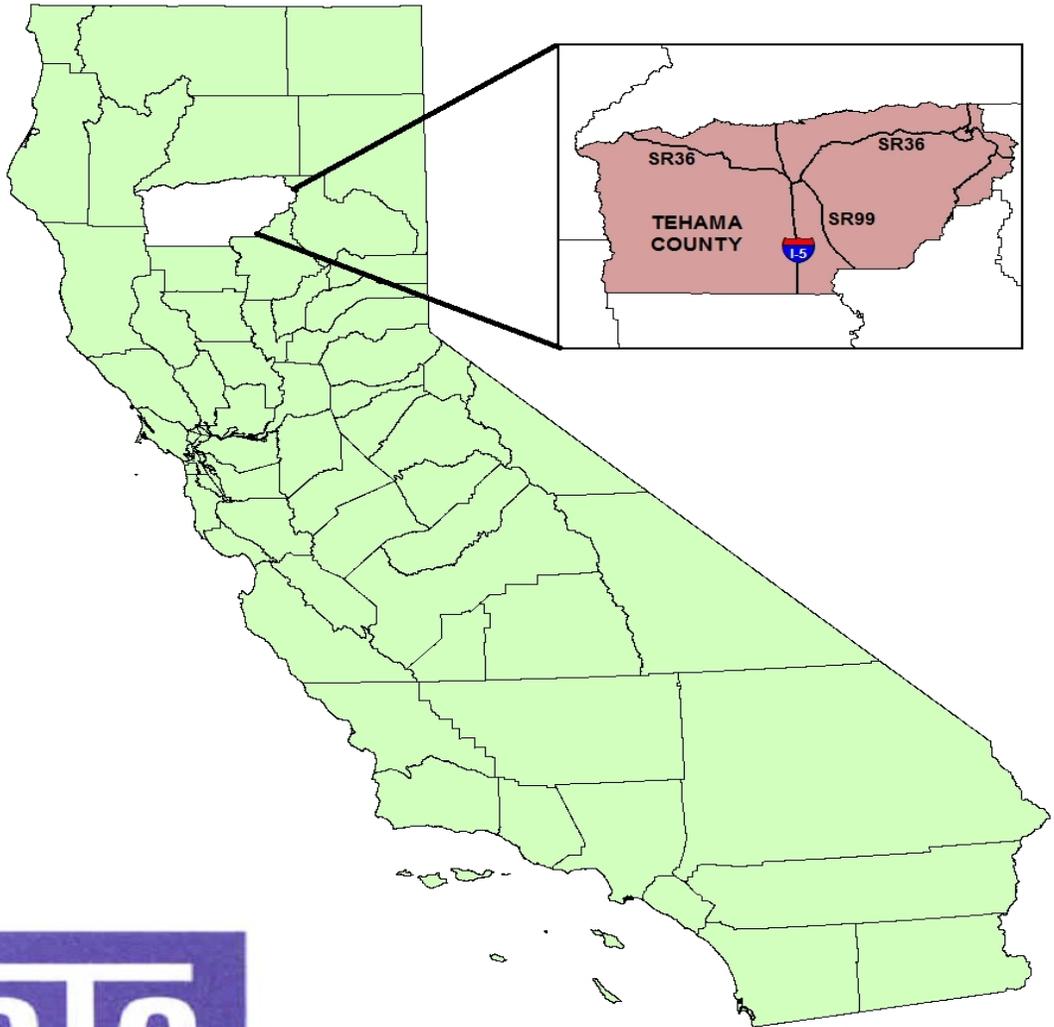


Tehama County Transportation Commission

Adopted June 23, 2016

Overall Work Program

Fiscal Year 2016-2017



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Robert Christison, - City of Tehama
Steve Chamblin - Tehama County
Dennis Garton - Tehama County
Rob Schmid - City of Red Bluff
Bob Williams - Tehama County
Tony Cardenas, - City of Corning Alternate
Danielle Jackson - City of Red Bluff Alternate

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Gary Antone, PE, PLS, Executive Director TCTC, Chairman
Carolyn Steffan, City of Tehama
Dawn Grine, Public Works Director, City of Corning
Bruce Henz, Public Works Director, City of Red Bluff
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Table of Contents

Roster and Contacts	2
Table of Contents	3
Executive Summary	4
Tehama County at a Glance	5
Transportation	7
Goods Movement	8
Major Corridors.....	9
Overall Work Program (OWP)	14
Introduction	14
Recent Accomplishments	14
Funding For Recent Accomplishments	15
Overall Work Program Summary	16
Organization.....	16
Agency Coordination	16
Tribal Government Coordination	17
Planning Objectives and Issues	17
FAST ACT Planning Factors	19
Work Element 600 RTPA Coordination	20
Work Element 600 GOV.....	21
Work Element 601 State and Federal Programming	22
Work Element 602 OWP.....	23
Work Element 602 PK TCTC and TCTAB Packet Preparation	24
Work Element 602 OUT Public Outreach and Education.....	25
Work Element 603 GIS and ITS.....	26
Work Element 604 Multimodal Planning.....	28
Work Element 606 Sustainable Planning.....	29
Work Element 607 Air Quality Planning.....	30
Work Element 608 RTPA Handbook.....	31
Work Element 611 Caltrans Informational Element	32
Work Element 701 RTP Coordination and Monitoring	33
Work Element 708 Pavement Management	34
Appendix A.....	36
Sample Eligible and Ineligible Regional Transportation Planning Activities.....	36
Appendix B.....	39
Tehama County Transportation Commission Organizational Chart.....	39
Appendix C.....	40
California Map of MPO’s RTPA’s and Caltrans Districts	40

Executive Summary

The 2016-2017 Tehama County Transportation Commission Overall Work Plan (OWP) has been prepared in accordance with OWP guidance paying specific attention to Appendix A from the Caltrans Regional Planning Handbook which includes a sample list of eligible and ineligible transportation planning activities and is included herein. Emphasis is placed on planning documents that are created with OWP funds to ensure their compliance with federal and state requirements. Plans and documents include:

- Regional Transportation Plans (RTP)
- Transportation Improvement Programs (TIP)
- RTP and TIP environmental compliance
- Overall Work Program and Amendments
- Master Fund Transfer Agreements
- Multimodal Planning
- Regional Blueprint Plans
- Goods Movement Documents

The Regional Transportation Plan is the core planning document of the Tehama County Transportation Commission (TCTC) for the county and incorporated cities of Corning, Red Bluff, and Tehama. The annual OWP functions like a business plan as it includes tasks and funds for the year. The OWP is adopted by TCTC and approved by Caltrans District 2 in conjunction with Caltrans headquarters in Sacramento. The overall goal of the OWP is to explain how activities or work products relate to the implementation of the RTP, as such the OWP is a living document which can be amended to meet needs or respond to changes.

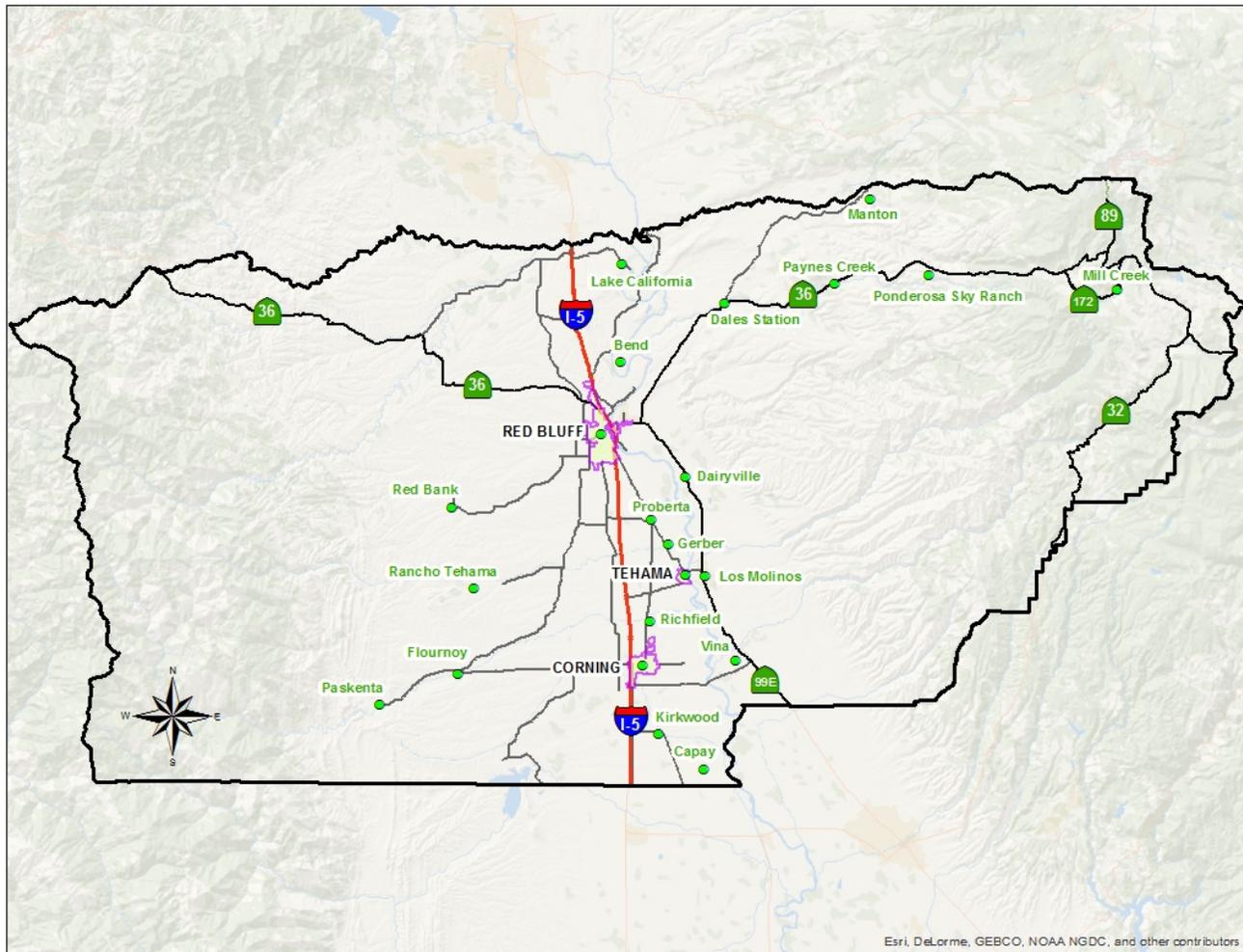
It is essential that these plans are in compliance with federal and state requirements and in line with local objectives and goals since they drive project development, design and delivery. OWP funds are not used for specific development, design, or construction of individual projects, but instead, to gather the data needed to make informed decisions and create planning concepts towards meaningful projects that improve mobility, goods movement, and safety of the transportation network. OWP funds are used for planning efforts that result in positive outcomes.

TCTC functions as the regional transportation planning agency for the incorporated cities and county. It strives to be a team player and coordinates with cities, tribal governments, nearby transportation planning agencies, the public, and Caltrans. As a result, TCTC staff participates in the California Transportation Plan, Interregional Transportation Strategic Plan, North State Super Region (NSSR), Rural Counties Task Force (RCTF), California Transportation Commission (CTC), and Regional Transportation Planning Agency (RTPA) Group. Coordination results in better planning, connectivity, access, reduces redundancies, increases use of existing infrastructure, and ultimately leads to cost savings. Good planning does not take place in a bubble.

TCTC staff continues to develop and integrate regional blueprint planning into the transportation planning process. Completion of five Blueprint planning grants portrays the efforts of TCTC to integrate land use, housing, economic development, social welfare, and environmental preservation in Tehama County. Regional blueprint planning has fostered extensive public participation and resulted in alternative scenarios that will provide direction and guidance to decision makers to improve community livability, long-term economic stability, and sustainable development.

Tehama County at a Glance

Tehama County lies at the northern end of the Sacramento River Valley, and is bound on the east and west by the Sierra Nevada and Pacific Coast Ranges. Tehama County is approximately 130 miles north of Sacramento and is bisected by Interstate-5 (I-5). The three incorporated cities of Corning, Red Bluff and Tehama are adjacent to or near the Sacramento River in the valley area. Neighboring counties include Butte, Glenn, Mendocino, Plumas, Shasta and Trinity.



Population	
City of Corning	7,500
City of Red Bluff	14,048
City of Tehama	431
Unincorporated Area of County	41,955
Total Population	63,934

California Department of Finance Released May 1st 2016

Economics		
	Tehama County	State
Unemployment	8.7%	7%
Persons below Poverty Level	18.6%	16.4%
Median Household Income	\$42,369	\$61,489
Public Land Ownership in Tehama County	29%	52.1%
% of Workforce Employed by Government	%19.4	14.1%
% with High School Degree	82.5%	81.5%
% with a Bachelor's Degree or Higher	14.1%	31%

Per American Community Survey for 2014

Disadvantaged Communities		
	Tehama County	State
Unemployment	8.7%	7%
Persons below Poverty Level	18.6%	16.4%
Median Household Income	\$42,369	\$61,489
Public Land Ownership in Tehama County	29%	52.1%
% of Workforce Employed by Government	19.4%	14.1%
% with High School Degree	82.5%	81.5%
% with a Bachelor's Degree or Higher	14.1%	31%

Per American Community Survey for 2014

Housing		
	Tehama County	State
Housing Units in Tehama County	27,117	13,781,929
Owner-occupied	68.4%	54.8%
Renter-occupied	31.6%	45.2%
Median Value of Owner-Occupied	\$170,300	\$371,400
Average Household Size Owner-Occupied	2.51	2.99
Average Household Size Renter -Occupied	2.96	2.91
Percentage of Homes with No Vehicle	5.4%	7.8%
Percentage of Homes with Two Vehicles	40.3%	37.5%

Per American Community Survey for 2014

Transportation

The primary mode of transportation in Tehama County remains the private automobile; however, the role of public transit is expected to continue increasing as the community evolves. Facilities for safe bicycle and pedestrian travel are also increasing.

- Road Miles: 1,197.49 Road Miles (Center Line) (Includes unincorporated area and cities)
- Bridges: 309. The 10-year estimated total need for bridges is \$136 million. This is the 7th highest total of all California counties.
- Pavement Condition: Pavement Condition Index in the county is 62 which is considered at risk. The 10-year need for pavement rehabilitation is \$10 million.
- Two Community Class Airports (one in Red Bluff and one in Corning)
- Rail: Union Pacific rail line
- Public Transportation
 - TRAX (Tehama Rural Area Express) fixed route
 - TRAX hub - Red Bluff Bus and Ride
 - TRAX hub - Corning Transportation Center
 - TRAX ridership: 129,023
 - ParaTRAX dial-a-ride in greater Red Bluff area for persons with disabilities and seniors
 - METS (Medical Transportation Services) – Volunteer driver program
 - Susanville Indian Rancheria Public Transportation Program
 - Amtrak Thruway Bus to Amtrak trains
 - Greyhound
- Interstate 5 (I-5) is the primary North-South Corridor
- State Route (SR) 36 is the primary East-West Corridor
- State Route (SR) 99 is critical North-South Route
- Numerous Recreational Trails - Federal and Local
- Bicycle/Pedestrian Facilities are increasing

Sources:

California Labor Market Review: <http://www.calmis.ca.gov/file/lfmonth/calmr.pdf>

California Department of Finance:

<http://www.dof.ca.gov/research/demographic/reports/view.php>

U.S. Census Bureau: http://factfinder2.census.gov/faces/nav/jsf/pages/community_facts.xhtml

Save California Streets: <http://www.savecaliforniastreet.org/reports.html>

Goods Movement

Goods movement is an integral element of this region's economy and transportation system. Local businesses rely on the goods movements system to take their products to market and to receive supplies.

Agricultural Goods produced in Tehama County are shipped to 62 countries throughout the world. Maintaining the rural roadways to provide safe efficient routing of these goods is essential to staying competitive in the international market.

Farm to Market of Agricultural Goods

Tehama County Goods Produced – 2014 Natural Resources and Agricultural Product		
Product	Weight	Unit
Milk	38,118	Tons
Walnuts	51,576	Tons
Hay/Grains	38,878	Ton
Corn	4,939	Ton
Prunes	7,041	Ton
Livestock	9,613	Ton
Almonds	8,384	Ton
Wheat	5,977	Ton
Table Olives	30,483	Ton
Olives, Oil	11,328	Ton
Timber		
Harvested Board Feet:	48,570,000	

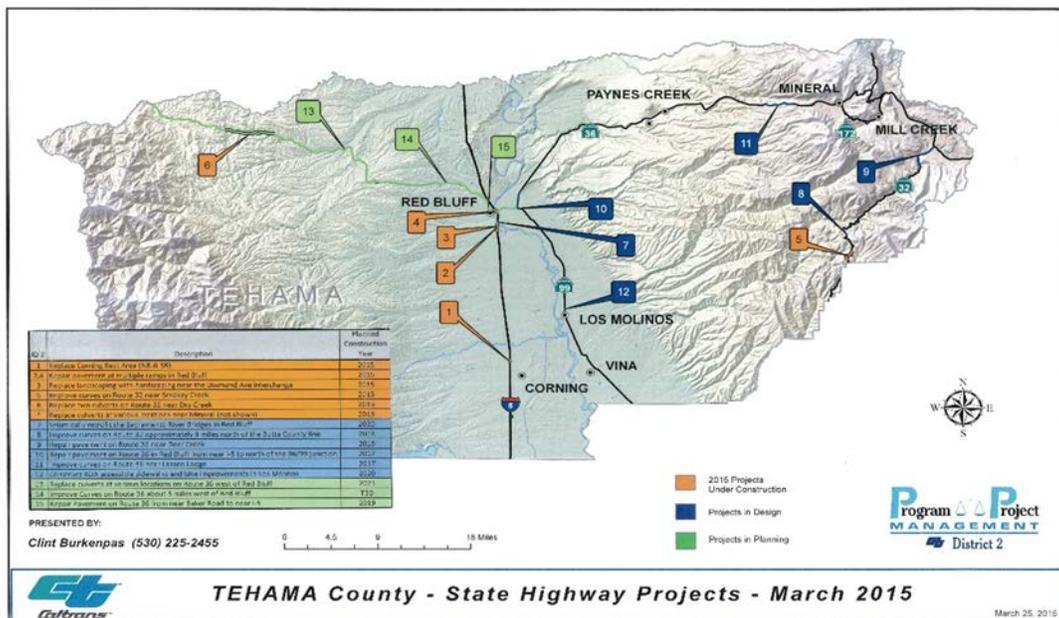
http://co.tehama.ca.us/images/stories/agriculture/Crop_Report_2014.pdf

Major Corridors

Planning to maintain an acceptable Level of Service (LOS) on major transportation corridors in Tehama County as well as planning to provide for sufficient truck parking, services, fueling stations, roadway geometrics at high truck use intersections and interchanges within Tehama County is essential.

- Interstate 5 is a major corridor that acts as an international trade gateway for California and the United States. It is the backbone of California’s highway system. Residents rely on the goods movement system to bring consumer goods to the region and the north state region acts as a major international trade gateway for the rest of California and the United States (I-5 TCR, 54). Truck traffic on Interstate 5 consists of 25% of the traffic at the southern Tehama County line.
- State Route 99 is a critical north-south route in California for the movement of people and goods (SR 99 TCR, 18). In Tehama County, truck traffic on SR 99 peaks at 16% of the total traffic. SR 99 is one of the priority global gateway corridors in California. The nation relies heavily on this system, particularly for access to agricultural products (SR 99 TCR, 79). The 1998 Interregional Transportation Strategic Plan (ITSP) designated it as a “focus route.”
- State Route 36 is the primary east-west corridor in the county. It provides coastal access through Humboldt County to the west and connects with State Route 395 to the east in Lassen County.

The map below shows current and planned projects on the state highway system in Tehama County.



Thomes Creek Bridge on 99W north of Corning. 99W is the designated I-5 alternate route.



The Cottonwood Creek single lane bridge was replaced and the approach roadway was realigned to eliminate a dangerous 90 degree turn on west side of bridge.



Rawson Road Bridge on new roadway alignment
2000' from Red Bluff City limits south of Red Bluff Airport



Bowman Road Safe Routes to School
Construction of a Class I bike path and improvement of 3 bus stops on Bowman Road near Evergreen
Middle School.



**Los Molinos Main Street Revitalization and Safety:
leveraging past and current projects in the community, diverse funding sources and
citizen engagement to improve safety, mobility, infrastructure and community
investment, social and environmental health.**

Before Improvements:

After Improvements:



Pedestrian walking to shopping center before Phase II safety and revitalization improvements (Looking south).

Sidewalk, lighting and bike lane now provide access to shopping center.



Puddles, degraded pavement with undefined pedestrian facilities was not safe or inviting to pedestrians.

Sidewalk with lighting and shade trees provide safe pedestrian pathways along the main corridor.



East side of road before buffer and bike lane was added as part of Phase II.

Added buffer and bike lane on the same segment of road in Los Molinos, looking north.

Overall Work Program (OWP)

Fiscal Year 2016-2017

Introduction

The Overall Work Program (OWP) serves as the key management tool identifying the activities and schedule of work for regional transportation planning in Tehama County. In general the OWP consists of three types of activities:

- State-mandated regional transportation planning programs undertaken concurrently throughout the state by the designated Regional Transportation Planning Agencies;
- Discretionary transportation planning programs that are specific to the Tehama County region and are oriented to solving problems unique to this planning region;
- Administration to support mandated and discretionary transportation planning programs.

The OWP defines project objectives and tasks, and identifies budgetary and staff requirements needed to meet these goals. In addressing current transportation issues and challenges, the OWP responds to local, state and federal planning requirements and priorities.

The planning process ensures TCTC's efforts are responsive to the changing needs and desires of the system's users. The 2016-2017 OWP covers a one year time period. The work program defines the degree of planning efforts which will be expended for the elements relating to the transportation system. This OWP is subject to financial constraints, as there are limited resources, such as funding, staff, and time, to address the wide range of complex issues. The planning activities within the OWP benefit the regional transportation system.

The OWP is the core regional transportation planning document and its core product is the Regional Transportation Plan (RTP). These two documents go hand-in-hand as the OWP activities support the RTP, and the development of the RTP is an OWP planning activity. The regional transportation projects are included in the RTP and the implementation of the projects occurs through multiple transportation programs such as the Regional Transportation Improvement Program (RTIP), Highway Bridge Program (HBP), and Highway Safety Improvement Program (HSIP).

Transportation projects must be in the RTP to be eligible for state and federal funds. Regulation and statutes authorizing regional transportation planning are found primarily in Title 23 and Title 49 of United States Code (USC), and in §§65080 et seq., and 29532 et seq., of the California Government Code. Governing regulations are found in the Code of Federal Regulations (CFR) and the California Code of Regulations. Generally stated, the OWP includes a description of what work is to be accomplished, when, by whom, as well as funding sources.

The OWP is administered by the Caltrans Office of Regional and Interagency Planning (ORIP) with assistance from Caltrans District 2. The 2016-17 annual apportionment of Rural Planning Assistance (RPA) funds on a state-wide basis is \$6.5 million. Tehama County's apportionment of RPA funds for regional transportation planning activities is \$294,000.

Recent Accomplishments

Below is a snap shot of recent TCTC accomplishments. It is important to note that the discussion includes identification of projects delivered to the public as a result of the coordinated transportation planning process. Rural Planning Assistance (RPA) funds are used only for transportation planning activities as outlined in OWP guidance and appendix A (Planning Funds - Eligible Uses). The Programming, Planning

and Monitoring (PPM) funds and/or specific grant funds financed the planning, coordination and public outreach activities related to capital project implementation. Local Transportation Funds (LTF) are local funds and used for transit planning and operations. Projects were delivered with appropriate capital funds. Economic stimulus, STIP or local dollars paid for construction.

- Adopted the 2015 RTP and completed environmental documents.
- Submittal of RTIP to CTC, which includes 11 complex and diverse projects totaling \$75.3M including two Seismic Bridge Replacement projects.
- Active member of the Rural Counties Task Force (RCTF).
- Active member of the North State Super Region (NSSR)
<http://www.superregion.org/index.htm>
- Completion and close out of five Blueprint grants.
- Adoption and Update of Coordinated Public Transit Human Services Transportation Plan
- Implemented county-wide GIS use and access to data layers.
- Adoption of Title VI Plan.
- Provided Local Transportation Funds (LTF) and data for the update of Local Streets and Roads Needs Assessment Report sponsored by California State Association of Counties, League of California Cities, County Engineers Association, California Regional Transportation Planning Agencies and the Rural Counties Task Force.
- Continued partnership with the Susanville Rancheria providing shared use of the Red Bluff Bus and Ride for the tribe’s route that goes from Susanville to Redding via State Route 36 and I-5. TCTC included the tribal transit schedule between Susanville and Redding TRAX transit website and facilitated inclusion of the tribal route information on Google Transit.

Funding For Recent Accomplishments

The above-mentioned tasks and accomplishments were completed with different funding sources and are an example of how rural agencies leverage funds to deliver plans and/or projects. Each funding source reimbursed TCTC or local agencies for eligible activities as conveyed in the below table:

Funding Source	Reimbursement of Eligible Activity
RPA	Transportation Planning, per OWP guidance
LTF	TDA activities: Audits, Unmet Transit Needs, other transit tasks
PPM	Planning, Programming and Monitoring, per STIP Guidelines
RIP	All project development phases (PA&ED, PS&E, R/W, Con) per STIP Guidelines

The above list specifically excludes the following activities:

- Annual budget process;
- Annual State Controller Reports;
- Annual audit of TDA, STA, RPA, RIP, Prop 1B bond funds, etc.;
- Programming, Planning, and Monitoring STIP projects;
- 5310 reporting;
- Prop 1B Bond reporting for PTMISEA and CTAF funds;
- 5311 Program of Projects, Application, Standard Agreement, and Request for Reimbursement;
- 5311 reporting: DBE, MIS Drug and Alcohol, CHP inspections, NTD Data, Certifications and Assurances;
- Unmet transit needs process;
- Active Transportation;
- RSTP Exchange;

- Transit contract management;
- Community outreach of TRAX as a chamber of commerce member for Corning, Los Molinos, Red Bluff- Tehama County.

Overall Work Program Summary

Emphasis continues to be on state and regional planning, improving planning technology and communication, and multimodal planning, supplemented by grant funded studies and projects.

This program consists of 14 total work elements (WE), including the Caltrans Information Element (WE 611). WE 600, 600 GOV, 601, 602, 602 PK, 602 OUT, 603, 604, 606, 607, and 708 consist of ongoing and continuous planning objectives. WE 608 is for an updated RTPA handbook. WE 701 is coordination with local agencies for RTP consistency and monitoring of the RTP.

The direct cost for hourly salary rates are the basis of the RPA budget in this OWP. TCTC does not have an indirect cost allocation plan (ICAP) with the state.

Organization

The Tehama County Transportation Commission (TCTC) is a local transportation commission functioning as the regional transportation planning agency (RTPA) for the county and incorporated cities. The six (6) member commission consists of three (3) county supervisors, and one (1) council member from each of the three (3) incorporated cities: Corning; Red Bluff; and Tehama.

TCTC was formed in 1971, and in June 1973, a memorandum of understanding (MOU) was enacted between Caltrans and TCTC. This MOU has been updated multiple times, with the most recent approved in 2012. By-laws, mission, vision and value-statements were adopted by TCTC in March 2003, as well as the establishment of the Tehama County Transit Agency Board (TCTAB).

The Executive Director (Tehama County Director of Public Works) chairs the RTIP/STIP technical advisory committee (TAC). The Deputy Director reports to the executive director managing the division of transportation planning and public transit. The Deputy Director functions as the primary liaison for the TCTC/TCTAB. The Senior Transportation Planners report to the Deputy Director.

The mission of TCTC/TCTAB is to maintain and improve mobility and access for the people, goods movement and services in and through Tehama County. The vision of TCTC is to promote a reliable, flexible, efficient and safe transportation system throughout Tehama County. Appendix A provides an organizational chart and roster of the TCTC, RTPA staff, and RTIP/STIP TAC and TPAC.

Agency Coordination

TCTC promotes the policy that maximum coordination among all government entities responsible for serving the traveling public is essential. Upon implementation of Senate Bill 45 (reform of the State Transportation Improvement Program), TCTC appointed the RTIP/STIP technical advisory committee (TAC). The TAC provides coordinated technical expertise to TCTC. It functions as a partnership with representation from the RTPA, county, cities of Corning, Red Bluff, Tehama and Caltrans District 2. Working members include city and county public works directors, city managers, RTPA staff, and Caltrans District 2 representatives. Meetings are usually held bi-monthly or quarterly, typically two weeks before commission/transit agency meetings.

A major function of the TAC is to recommend the programming and delivery of transportation projects for the region. The TAC also reviews transportation planning studies and provides recommendations to the TCTC as needed. This also includes consultation with the Paskenta Band of Nomlaki Indians tribal

government as well as outreach efforts to traditionally under-represented and under-served populations such as elderly, low income, persons with disabilities, minority communities, groups and community leaders. This coordination is essential to regional success.

Caltrans District 2 is a voting and working partner in the TAC. TCTC makes every effort to work cooperatively with District 2 and Caltrans headquarters. A partnership approach is taken when planning transportation projects. Input is received and discussed from all levels. This fluid communication provides for a more in-depth planning process and increased opportunities for input from the public and stakeholders.

Regional input and coordination for public transit is achieved through the TAC as well; however, the transit contractor and SSTAC representative are included in transit planning. The Tehama County Transit Agency Board (TCTAB) membership consists of the same city and county representatives as TCTC. The transit agency board meets in conjunction with TCTC.

To ensure Native Americans are included in coordination, planning, project funding, and transit planning, representatives of the Paskenta Band of Nomlaki Indians and Greenville Rancheria are invited and encouraged to attend the RTIP/STIP technical advisory committee (TAC), transit policy advisory committee (TPAC), commission and transit agency meetings. Agendas for TAC, commission, and transit agency meetings are routinely distributed in advance by email and posted on the TCTC website. The minutes of TCTC and TCTAB meetings are posted on the website.

Tribal Government Coordination

TCTC and TCTAB staff work cooperatively with the Paskenta Band of Nomlaki Indians tribal government and the Greenville Rancheria. These efforts include the above-mentioned public outreach in addition to government-to-government relations and activities. Tribal representatives are encouraged to attend and participate in planning activities. Representatives are consistently invited to attend all TCTC, transit agency board, and technical advisory committee meetings.

Planning Objectives and Issues

Consistency: TCTC develops and implements numerous planning documents on an ongoing basis. Planning documents include, but are not limited to, the overall work program (OWP), regional transportation plan (RTP), Coordinated Public Transit - Human Services Transportation Plan, Tehama County Bikeways Plan, Fix Five Nexus Fee Study, and intelligent transportation systems plans (ITS). These efforts are coordinated with the general plans for the cities and the county.

Agency Coordination, Public Outreach and Environmental Justice: Public outreach and environmental justice are integrated into all phases of the planning process. All TCTC and TCTAB agendas are noticed online and posted in public places to encourage participation. Public comments are encouraged through the public comment period during TCTC meetings, websites, and scheduling of public hearings in conjunction with TCTC/TCTAB meetings and the distribution of plans/studies. Transportation related matters are presented during evening city council meetings and morning county board of supervisor sessions. Press releases and public service announcements are distributed to local media. TRAX (Tehama Rural Area Express), the regional transit system, is a member of the following chambers of commerce: Tehama County–Red Bluff, Corning, and Los Molinos.

A concerted effort is made by TCTC/TCTAB to engage the public, agencies, and stakeholders. In addition to the above-mentioned outreach, TCTC staff documents tribal government-to-government relations as well as outreach efforts with traditionally under-represented and under-served populations and

community leaders. Public outreach and environmental justice are incorporated in transportation plans and processes.

Efforts to reach and engage minority populations, non-English speaking populations, community-based organizations, and local non-profits also occur. Examples include the adoption of a Title VI Plan, distribution of a bilingual transit rider's guide, a bilingual transit survey, and bilingual unmet transit needs notices.

Community outreach methods to garner input from disadvantaged groups include but are not limited to coordination with: Senior Nutrition, social services, tribal members, the Area Agencies on Aging, Tehama County Senior Services, 2-1-1, North Valley Services, Disability Action Center, and public transit riders.

TCTC/TCTAB encourage the coordination of transportation and transit programs, particularly those serving seniors, persons with disabilities, and those with limited means. This public participation is a critical part of the unmet needs process. These efforts need to be in the discussion of public participation, however it must be noted *this activity is funded by Local Transportation Fund (LTF) dollars.*

Environmental Process: The environmental processes in Tehama County involve public input and agency coordination. The regional transportation plan (RTP) and implementation of all other transportation projects follow the appropriate California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) requirements. Every effort is made during the planning process to address environmental issues. Furthermore, the environmental process goes into great depth on a project-specific basis

Americans with Disabilities Act (ADA): All Title VI, Americans with Disabilities Act (ADA) requirements are addressed on a project-specific basis. ADA awareness and concerns are discussed and reviewed during the planning process. In 2000, TCTC adopted an ADA complementary paratransit plan for public transit. In February 2005 the ADA complimentary paratransit plan was updated. In July 2005, ParaTRAX, the regional complementary paratransit service, was successfully transitioned to ADA only and general public riders were integrated into the fixed route system, TRAX. Requests for service by persons with disabilities outside of Red Bluff are addressed by blended paratransit services. The TRAX bus deviates only for passengers who are eligible for ADA paratransit services.

Air Quality: Tehama County is part of the Northern California Air Basin has a designated partial-county non-attainment area for the 8-hour federal ozone standard which is defined as those of the immediate Tuscan Buttes area, at or above 1,800 feet. Tehama County is also designated for state PM₁₀ and ozone standards.

The Tehama County Air Pollution Control District has proposed rules to mitigate emissions resulting from new development and this was coordinated with the TCTC.

Fixing America’s Surface Transportation (FAST) Act:

The new federal highway bill FAST Act was signed into law on December 4, 2015.

FAST ACT Planning Factors

The following chart, listed by work element (WE), illustrates the Planning Factors as they relate to the federal planning factors.

Planning Factors	600	600 GOV	601	602	602 PK	602 OUT	603	604	606	607	608	701	708
1. Support the economic vitality of the United States, the States, and the metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency	X	X	X	X		X	X	X	X		X	X	X
2. Increase the safety of the transportation system for motorized and non-motorized users	X		X			X		X	X	X		X	X
3. Increase the security of the transportation system for motorized and non-motorized users	X	X	X		X	X		X	X				
4. Increase the accessibility and mobility options available to people and for freight	X	X	X		X	X		X	X		X	X	
5. Protect and enhance the environment, promote energy conservation, and improve quality of life	X	X	X			X	X	X	X	X	X	X	
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight	X	X	X	X	X		X	X	X	X	X	X	
7. Promote efficient system management and operation	X		X	X	X	X	X	X	X	X	X	X	X
8. Emphasize the preservation of the existing transportation system	X	X	X	X	X		X	X	X		X		X

Work Element 600 RTPA Coordination

Purpose

Work Element (WE) 600 reimburses TCTC for the coordinating the transportation planning process. Local coordination and communication among various stakeholders such as, Caltrans District 2, public works managers, City of Tehama Clerk, city managers, planning directors, the air pollution control district, environmental health, public health, local schools, and law enforcement is essential to the regional transportation planning process.

Previous Work

RTPA coordination activities are long-standing tasks of TCTC and are included in each OWP.

Tasks

1. Coordinate with agencies, tribes, community leaders, and the public regarding transportation projects and related land use planning. (Ongoing)
2. TAC meetings and recommendations from TAC to TCTC/TCTAB. (Ongoing)
3. Coordinate with Caltrans District 2 to conduct long-range planning regarding the effects of local traffic to state highways. (As needed)
4. Develop and/or modify tools for better assessment of transportation impacts on local communities. (Ongoing)
5. Identify transportation facilities, projects and services required to meet regional and interregional mobility and access needs. (Ongoing)

Products

1. Comments on projects and or policy of regional and state significance. (As Needed)
2. Recommendations from TAC to TCTC. (Ongoing)
3. Providing a regional approach for transportation issues via correspondence and communication to other government agencies and jurisdictions. (As needed)

Work Element 600 Funding				
RTPA Coordination	RPA Funds	LTF	PPM	TOTAL
RTPA	\$62,000	\$15,000	\$13,000	\$90,000
TOTAL	\$62,000	\$15,000	\$13,000	\$90,000

Work Element 600 GOV

Intergovernmental Coordination

Purpose

Work Element 600 GOV ensures TCTC staff involvement in planning efforts of the cities, county, state and federal agencies. Interagency partnerships foster coordination and cooperation within the region on transportation issues. Involvement reduces redundant efforts and enhances the opportunity to partner on projects to leverage transportation funding.

Previous Work

Intergovernmental coordination activities are long-standing tasks of TCTC and are included in each OWP.

TCTC participates in the following technical advisory committees:

- Tehama County Transportation Commission Technical Advisory Committee (TAC)
- Regional Transportation Planning Agency Forum (RTPA Group)
- Rural Counties Task Force (RCTF)
- North State Super Region (NSSR)
- Far Northern Regional GIS Council (FNRGC)

TRAX is a member or participates in the activities of the following organizations:

- Corning Chamber of Commerce
- Los Molinos Chamber of Commerce
- Red Bluff – Tehama County Chamber of Commerce

Tasks

- | | | |
|----|--|----------------|
| 1. | Attend and participate in California Transportation Commission meetings. | (Per schedule) |
| 2. | Participate in Regional Transportation Planning Agency meetings. | (Per schedule) |
| 3. | Attend city council and board of supervisors meetings as needed. | (As needed) |
| 4. | Review and comment on local transportation plans and projects | (Ongoing) |
| 5. | Hold trainings and technical workshops for stakeholders. | (As needed) |
| 6. | Participate in Caltrans training and coordination meetings. | (Ongoing) |

Products

- | | | |
|----|--|----------------|
| 1. | Meeting and trainings notes | (Per schedule) |
| 2. | Informational agenda items for TCTC/TCTAB | (As needed) |
| 3. | Coordinated transportation plans among agencies. | (Ongoing)) |
| 4. | Technical training and materials to reference. | (As needed) |

Work Element 600 GOV Funding				
Intergovernmental Coordination	RPA Funds	LTF	PPM	TOTAL
RTPA	\$12,000	\$0	\$10,000	\$22,000
TOTAL	\$12,000	\$0	\$10,000	\$22,000

Work Element 601 State and Federal Programming

Purpose

Work Element 601 reimburses TCTC staff for state and federal programming activities. TCTC staff is responsible for prioritizing and recommending state and federal funds for projects. Projects must be included in the RTP to be eligible for state or federal funds.

The purpose of the RTIP is to identify the region’s transportation improvement projects that are eligible for STIP funding. The RTIP is completed every two years to program available funds on priority projects on the state highway system and local streets and roads. The projects are reviewed and analyzed by the technical advisory committee (TAC). Upon TCTC adoption, the RTIP is submitted to the CTC and Caltrans on December 15th of odd years. The RTIPs are reviewed by CTC staff for inclusion into the STIP.

Previous Work

Programming activities are long-standing tasks of TCTC and are included in each OWP.

Tasks

1. TAC meetings to discuss the RTIP and provide local agencies with information for programming projects. (As needed))
2. Meetings with District 2 and stakeholders to discuss state highway needs and opportunities for partnership. (Per schedule)
3. Attend city council and board of supervisors meetings as needed. (As needed)
4. Review and comment on local transportation plans and projects (Ongoing)
5. Hold trainings and technical workshops for stakeholders. (As needed)
6. Participate in Caltrans training and coordination meetings. (Ongoing)

Products

1. Planning/programming documents submitted to CTC. (As needed))
2. Transportation planning activities and project monitoring related to RTIP. (Ongoing)

Work Element 601 Funding				
State and Federal Programming	RPA Funds	LTF	PPM	TOTAL
RTPA	\$30,000	\$0	\$30,000	\$60,000
TOTAL	\$30,000	\$0	\$30,000	\$60,000

Work Element 602 OWP

Purpose

Work Element 602 reimburses staff planning and preparing of the annual Overall Work Program (OWP). The OWP is a vital tool that ensures TCTC meets the mandated planning responsibilities required of all RTPAs.

WE 602 includes coordination and participation with Caltrans regarding the OWP. Local funds will be used to fund audits.

Previous Work

Preparing, adopting, and amending the annual OWP and the annual Overall Work Program Agreement (OWPA), are long-standing tasks of TCTC and are included each year.

Tasks

- | | | |
|----|--|--------------------|
| 1. | Management of Work Elements, including amendments. | (As needed)) |
| 2. | Prepare OWP invoices and quarterly reports. | (Quarterly) |
| 3. | Mid-year review. | (February) |
| 4. | Prepare the draft 2017 – 2018 OWP | (February – March) |
| 5. | Submit Annual Audits and State Controller Reports. | (May) |
| 6. | Finalize and Submit 2016-2017 OWP and OWPA | (June) |

Products

- | | | |
|----|---|----------------|
| 1. | 2016-2017 OWP quarterly invoices, reports, and related documents. | (Quarterly) |
| 2. | Annual audits. | (As adopted) |
| 3. | Correspondence. | (As needed) |
| 4. | Policy/project updates to TAC/TPAC/TCTC/TCTAB | (Per schedule) |
| 5. | Final adopted 2017-2018 OWP/OWPA. | (May) |

Work Element 602 Funding				
OWP	RPA Funds	LTF	PPM	TOTAL
RTPA	\$30,000	\$25,000	\$10,000	\$65,000
TOTAL	\$30,000	\$25,000	\$10,000	\$65,000

Work Element 602 PK TCTC/Packets & Meetings

Purpose

This Work Element reimburses staff for time related to TCTC/TCTAB meetings. Staff prepares the agenda, corresponding documents and presents items. These meetings provide decision makers with critical information as well as updates on current transportation issues. Preparing agenda items on statewide and local issues facilitates decision making and keeps the public informed on transportation matters.

Tasks

1. Provide support to TCTC/TCTAB, stakeholders, and the public. (Ongoing)
2. Coordinate meetings, programs, and activities between the County, cities, tribal governments, and state and federal agencies to achieve comprehensive planning. (Ongoing)
3. Present regional and local plans to TCTC/TCTAB for adoption and acceptance (As needed)
4. Prepare presentations for TCTC/TCTAB (Per schedule)

Products

1. Completed commission packet agendas and items. (Per schedule)
2. Minutes and website postings. (As needed)
3. Resolutions authorizing planning tasks. (Ongoing)

Work Element 602 PK Funding				
TCTC and TCTAB Packet/Meetings	RPA Funds	LTF	PPM	TOTAL
RTPA	\$25,000	\$5,000	\$10,000	\$40,000
TOTAL	\$25,000	\$5,000	\$10,000	\$40,000

Work Element 602 OUT Public Outreach and Education

Purpose

This work element provides resources necessary to inform and educate local agencies, tribal governments, organizations, stakeholders, and the public on important local and regional transportation issues. Educating and informing appropriate agencies, groups, and the public encourages feedback and facilitates consensus among stakeholders. Outreach includes using the media or social media to inform the public and stakeholders about TCTC planning efforts.

Tasks

1. Develop presentations for public meetings. (Ongoing)
2. Conduct outreach to under-represented and underserved populations as outlined in the Transit Title VI Program including the elderly, disabled, low income, minorities and community groups (Ongoing)
3. Post planning documents and information to the TCTC website (As needed)
4. Prepare press releases and public notices. (As needed)
5. Small group and one-to-one discussions with community groups and the public (As needed)

Products

1. Emails, web-postings, and attend community meetings/events. (Ongoing)
2. Presentations and outreach materials. (Ongoing)
3. Postings to website. (Ongoing)
4. Materials and handouts to enhance public outreach. (Ongoing)
5. Input on transportation issues from underserved populations. (Ongoing)

Work Element 602 OUT Funding				
Outreach and Education	RPA Funds	LTF	PPM	TOTAL
RTPA	\$2,000	\$0	\$2,000	\$4,000
TOTAL	\$2,000	\$0	\$2,000	\$4,000

Work Element 603 GIS and ITS

Geographic Information System and Intelligent Transportation Systems

Purpose

Work Element 603 provides funding to build, maintain, and improve the technology required to support and enhance transportation, land use, and transit planning in Tehama County. The technology includes Geographical Information System (GIS) and Intelligent Transportation Systems (ITS) planning, as well as the associated hardware, software, and training needed to perform and communicate planning efforts with other agencies, tribal governments, community groups, and the public.

GIS and the related technology play key roles in numerous projects of regional and statewide significance such as Blueprint Planning scenario modeling. TCTC/TCTAB uses technology and software to maximize communication and coordination with limited staff and resources. This element provides essential GIS hardware, software, and related technology for regional planning purposes and ensures existing technology does not become obsolete.

ITS planning can improve safety, mobility, and capacity in conjunction with, traditional transportation infrastructure projects.

Previous Work

TCTC provides funding through the OWP to support GIS programs for planning purposes.

- An extensive GIS database was compiled. These include topographical maps, current and archival imagery, environmental and other thematic data for use by TCTC and other agencies. Transportation layers such as trails, bikeways, roads, and other infrastructure have been created or updated for widespread use by Tehama County agencies, local and regional partners, and the public.
- TCTC continuously coordinates with and supports other county departments, including but not limited to emergency first responders, planning, administration, county counsel, public works, sheriff's, clerk/recorder/elections, assessor, and tax collectors offices

Tasks

1. Maintain base maps, including parcels, road centerlines, bikeways, trails, bridges, transit routes, transit stops, and other infrastructure within the public right-of-way. (Ongoing)
2. Develop or acquire new datasets that enhance transportation and transit planning technology, such as aerial photography, demographic databases and address data. (Ongoing)
3. Review and process annual ESRI software maintenance agreement and invoice. (September)
4. Enhance road and parcel layers to include address ranges. (December)
5. Coordinate and consult with tribal governments. (Ongoing)
6. Obtain needed hardware, software, to perform GIS planning. (Ongoing)
7. Coordinate with Caltrans D2 and regional stakeholders on ITS architecture. (Ongoing)
8. Explore applications for ITS in rural areas for transportation and transit. (Ongoing)

Products

1. GIS datasets available to agencies and public. (Ongoing)
2. GIS data and maps to support transportation and transit planning. (As needed)
3. Interactive online map services. (Ongoing)
4. Transportation and transit presentations for meetings and online posting. (Ongoing)
5. Color documents, photography and graphics related to transportation planning. (Ongoing)
6. Digital backups of transportation planning documents. (Ongoing)
7. Documents and data available to the public. (Ongoing)

Work Element 603 Funding				
GIS & ITS	RPA Funds	LTF	PPM	TOTAL
RTPA	\$10,000	\$10,000	\$2,000	\$22,000
<i>GW - GIS</i>	\$7,000	\$0	\$0	\$7,000
<i>GIS ESRI Software & Google Transit</i>	\$12,000	\$0	\$0	\$12,000
Total	\$29,000	\$10,000	\$2,000	\$41,000

Work Element 604 Multimodal Planning

Purpose

Work Element 604 provides transportation planning related to community airports, regional transit, and bicycle/pedestrian trails to enhance multimodal facilities. These efforts complement statewide goals to reduce greenhouse gas emissions and local goals to preserve and improve the quality of life in Tehama County. Transportation Development Act (TDA) activities and administration are funded by LTF.

The Social Service Transportation Advisory Council (SSTAC) is involved in the unmet transit needs process. Mobility improvements are discussed in the Tehama County Coordinated Public Transit–Human Services Transportation Plan.

The cities of Corning and Red Bluff will complete ground access aviation planning work as required. TCTC will monitor aviation plans for consistency with the Regional Transportation Plan (RTP). Planning efforts are consistent with complete streets concepts and “Health in All Policies” and are considered if feasible when planning transportation projects.

Previous Work

- TRAX (Tehama County Area Rural Express) launched Google Transit Trip Planner.
- Grant applications were awarded through the state and federal Safe Routes to School programs (Evergreen and Los Molinos schools).
- Updated of the Coordinated Human Services Transportation Plan.
- The cities of Corning and Red Bluff have prepared the California Aviation Capital Improvement Plans (CACIP) for their airports.

Tasks

1. Develop transit reports, transportation facilities and plan service improvements. (Ongoing)
2. Conduct annual unmet transit needs hearing process, including outreach with under-represented and under-served populations. (October)
3. Promote active transportation and complete streets into projects. (Ongoing)
4. Coordinate multimodal planning, with land use planning and developments. (Ongoing)
5. Utilize local agency capital improvement plans (CIP) to update the RTP. (September)

Products

1. Transit reports, statistics and performance monitoring data. (Monthly)
2. Recommendations from SSTAC. (As needed)
3. Updated airport capital improvement plans incorporated into the RTP. (September)
4. ATP/Complete Streets comments related to projects (As needed)

Work Element 604 Funding				
Multimodal Planning	RPA Funds	LTF	PPM	TOTAL
RTPA	\$44,000	\$30,000	\$10,000	\$84,000
TOTAL	\$44,000	\$30,000	\$10,000	\$84,000

Work Element 606 Sustainable Planning

Sustainable planning is designed to create vibrant healthy communities and preserve transportation improvements throughout Tehama County. Sustainable planning analyzes the impact transportation options have on communities and corridors and works to reduce those impacts. Sustainable planning explores goods movement, inter- and intraregional travel, seasonal travel and seeks ways to minimize their impacts. Sustainable planning is consistent with multimodal planning efforts to implement complete streets and trails. Sustainable planning works with agencies, cities, communities, community groups, agricultural organizations, and citizens to educate, gather and share information, coordinate, reduce impacts of transportation, and preserve transportation infrastructure.

Tasks

1. Work with the Los Molinos Chamber to preserve improvements funded by SR 99 Bond project. (Ongoing)
2. Support the active transportation planning efforts (Ongoing)
3. Work with the City of Corning to minimize the impacts of goods movement associated with the I-5 South Avenue interchange. (Ongoing)
4. Coordinate with Caltrans to include complete streets elements and improve multimodal transportation on state highways within Tehama County. (Ongoing)
5. Work with outlying communities on developing multimodal connections to key destinations/population centers. (Ongoing)
6. Educate citizens on transportation issues impacting their community and work together to come up with solutions. (Ongoing)

Products

1. Information and documents that help preserve SR 99 facilities. (As needed)
2. Increased multimodal transportation options on the state highway system. (Ongoing)
3. Documented community vision of needed transportation infrastructure. (Ongoing)
4. Identify Projects concepts and potential funding sources. (Ongoing)

Work Element 606 Funding				
Sustainable Planning	RPA Funds	LTF	PPM	TOTAL
RTPA	\$5,000	\$0	\$0	\$5,000
TOTAL	\$5,000	\$0	\$0	\$5,000

Work Element 607 Air Quality Planning

Purpose

The purpose of Work Element 607 is to focus transportation planning on air quality improvements. Tehama County is part of the Northern California Air Basin and has been designated non-attainment for Federal Ozone and PM-10 Standards. The federal Environmental Protection Agency (EPA) sets standards under the Federal Clean Air Act. In 1997 the new standards for ozone, PM₁₀ and PM_{2.5} were established. The Tuscan Buttes, in Tehama County, is a rural air quality non-attainment area for ozone.

Staff has commenced transportation planning and research regarding the programming of Congestion Management Air Quality (CMAQ) funding. This is a new process and a new transportation funding source for TCTC/TCTAB. Staff is coordinating with Caltrans District 2, the Caltrans office of Federal Transportation Management Program, and RCTF members that also receive CMAQ funding. The change in federal air quality attainment required modifications to the RTP.

Planning work is focused on meeting Environmental Protection Agency (EPA) and California Air Resource Board (CARB) requirements to reduce Nitrogen Oxides (NO_x) and Particulate Matter (PM) emissions in the state, as well as coordinating with the Tehama County Air Pollution Control District to review impacts of land development proposals, and public works and transit operations to comply with fleet replacement targets and deadlines.

Previous Work

Staff participated in the CTC workshops to update the guidelines for regional transportation plans. Staff reviewed draft guidelines and coordinated with RCTF on the content of the proposed guidelines.

Tasks

1. Participate in federal and state transportation-related air quality planning activities. (Ongoing)
2. Collaborate and network with RCTF members that currently receive CMAQ funds. (Ongoing)
3. Collaborate and educate regional stakeholders on eligible CMAQ projects. (Ongoing)
4. Coordinate with the Tehama County Air Pollution Control District regarding development projects and fleet emissions. (Ongoing)

Products

1. Emissions analysis, data and reports, and traffic counts. (Ongoing)
2. Submit programming documents to Caltrans as required. (TBD)

Work Element 607 Funding				
Air Quality Planning	RPA Funds	LTF	PPM	TOTAL
RTPA	\$10,000	\$0	\$0	\$10,000
TOTAL	\$10,000	\$0	\$0	\$10,000

Work Element 608 RTPA Handbook

Purpose

WE 608 will fund the update of the RTPA handbook. The handbook was prepared as a guide on the organization, function, and responsibilities, of the Tehama County Transportation Commission. It also includes planning and transit agreements and explains the many types of transportation funds and programs. It is a comprehensive overview of the transportation planning process in Tehama County.

Previous Work

The RTPA handbook was prepared in 2003, much of the handbook is still applicable; however some sections are outdated. Sections of the handbook can be replaced with brief explanations and links to electronic documents. Transportation funding, programs, and guidelines are ever-changing.

Tasks

- | | | |
|-----|---|---------------|
| 1. | Insert current TCTC/TCTAB mission statement and bylaws. | (July – June) |
| 2. | Update the transportation planning process for TCTC section. | (July – June) |
| 3. | Insert transportation acronyms and key concepts. | (July – June) |
| 4. | Update TCTC/TCTAB organization, commissioners, and staffing chart. | (July – June) |
| 5. | Prepare funding fact sheets for each type of transportation funds. | (July – June) |
| 6. | Update the STIP procedures section. | (July – June) |
| 7. | Update the TDA section. | (July – June) |
| 8. | Provide overview and link Coordinated Human Services Public Transportation Plan. | (July – June) |
| 9. | Update all other transit sections. | (July – June) |
| 10. | Update the section regarding air quality and how it relates to transportation. | (July – June) |
| 11. | Update the bicycle transportation plan to include all active plans in the county. | (July – June) |
| 12. | Prepare links to related plans such as airports, goods movement, and rail plans. | (July – June) |
| 13. | Update transportation commission/transit regulations including state legislation, cooperative agreements, and operational guidelines. | (July – June) |
| 14. | Update other sections with current information. | (July – June) |
| 15. | Publish all sections on the TCTC/TRAX website. | (July – June) |

Products

- | | | |
|----|---|------|
| 1. | An abbreviated printed document with electronic links to larger documents and plans. | June |
| 2. | Printed brief fact sheets for distribution. | June |
| 3. | Electronic handbook on the TCTC website with links to TCTC planning, transit, funding, and programming information and documents. | June |
| 4. | Updated TCTC website. | June |

Work Element 608 Funding				
RTPA Handbook	RPA Funds	LTF	PPM	TOTAL
RTPA	\$25,000	\$10,000	\$0	\$35,000
TOTAL	\$25,000	\$10,000	\$0	\$35,000

Work Element 611 Caltrans Informational Element

Caltrans' Overall Work Program Element
Fiscal Year 2016-2017

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

Work Element 702 RTP Coordination

Purpose

The purpose of Work Element 701 is to monitor implementation of the RTP by coordinating with local agencies and to receive input from stakeholders, including Native American Tribes, and the public regarding transportation issues. Projects must be included in the RTP to be eligible for state and federal funding. The RTP is a 20 year plan, updated every five years, that covers all transportation modes in Tehama County. This work element includes funding to keep the RTP current and ensure compliance with the Regional Transportation Plan Guidelines adopted by CTC.

Previous Work

The 2015 Tehama RTP was updated and adopted in 2015-16.

Tasks

- | | | |
|----|---|---------------|
| 1. | Coordination with local agencies | (Ongoing) |
| 2. | Coordinate with the Paskenta Band of Nomlaki Indians | (July – June) |
| 3. | Monitor RTP Guidelines for changes related to FAST Act. | (Ongoing) |
| 4. | Monitor RTP projects for delivery | (Ongoing) |
| 5. | Post new RTP amendments on TCTC website | (As needed) |

Products

- | | | |
|----|---|-------------|
| 1. | Progress reports on planning activities. | (As needed) |
| 2. | Reports on new issues and projects to be included in RTP. | (As needed) |

Work Element 702 Funding				
RTP Coordination	RPA Funds	LTF	PPM	TOTAL
RTPA	\$20,000	\$0	\$30,000	\$50,000
TOTAL	\$20,000	\$0	\$30,000	\$50,000

Work Element 708 Pavement Management

Purpose

The purpose of Work Element 708 is to plan the maintenance and repair of transportation facilities. Roadways and other facilities are inventoried and assessed. Tehama County has 826.23 miles of maintained roads that are paved and the remaining 263.02 miles are dirt or gravel. The County also has over 500 bridges in the local network. Pavement management encompasses a broad range of tasks to maintain pavement, bridge, and sign inventories to facilitate the overall improvement of the transportation network.

Pavement management incorporates life cycle costs into a more systematic approach to facilitate road maintenance and reconstruction projects. The needs of the entire network as well as budget projections are considered before projects are constructed.

Previous Work

Inspection of each county road every three years Categraph Software Pavement Management System (PMS) assists the Tehama County Public Works staff in evaluating, tracking, and monitoring pavement, bridge, and sign conditions based on field inspections.

Tasks

Tasks performed by pavement management staff include:

1. Inventory pavement conditions, identifying good, fair and poor pavements (Ongoing)
2. Assign ratings for road segments, based on traffic volumes, road functional class, and community demand. (Ongoing)
3. Schedule maintenance to maintain existing condition. (Ongoing)
4. Schedule resurfacing projects as funding becomes available. (Ongoing)

Products

1. Survey one-third of the paved county roads and update database. (July – June)
2. Reports prioritizing maintenance needs. (Ongoing)
3. Bridge inventories with sufficiency rating. (Ongoing)

Below LTF funds are from the County of Tehama’s apportionment

Work Element 708 Funding				
Pavement Management	RPA Funds	LTF	PPM	TOTAL
RTPA	\$23,000	\$10,000	\$22,000	\$55,000
TOTAL	\$23,000	\$10,000	\$22,000	\$55,000

2016 -2017 OVERALL WORK PROGRAM FUNDING SUMMARY

Work Element	RPA Funds	LTF	PPM	TOTAL
600 - RTPA COORDINATION	\$62,000	\$15,000	\$13,000	\$90,000
600 GOV - Intergovernmental Coordination	\$12,000	\$0	\$10,000	\$22,000
601- State and Federal Programming	\$30,000	\$0	\$30,000	\$60,000
602 - Overall Work Program	\$30,000	\$25,000	\$10,000	\$65,000
602 PK - TCTC/TCTAB	\$25,000	\$5,000	\$10,000	\$40,000
602 OUT - Outreach and Education	\$2,000	\$0	\$2,000	\$4,000
603 - GIS and ITS	\$10,000	\$10,000	\$2,000	\$22,000
GW - GIS	\$7,000	\$0	\$0	\$7,000
GIS ESRI	\$12,000	\$0	\$0	\$12,000
604 - Multimodal Planning	\$44,000	\$30,000	\$10,000	\$84,000
606 - Sustainable Planning	\$5,000	\$0	\$0	\$5,000
607 - Air Quality Planning	\$10,000	\$0	\$0	\$10,000
608 - RTPA Handbook	\$25,000	\$10,000	\$0	\$35,000
611 - Caltrans' Overall Work Program - Informational				
702 - Regional Transportation Plan Coordination	\$20,000	\$0	\$30,000	\$50,000
708 - Pavement Management	\$23,000	\$10,000	\$22,000	\$55,000
Total	\$317,000	\$105,000	\$139,000	\$561,000

Notes:

1. Rural Planning Assistance funds are 100% state funds, reimbursable, and are obligated for transportation planning purposes in accordance with Overall Work Program Guidance.
2. LTF funds are used for TDA activities, audits, CalACT NSSR. RCTF, and chamber dues.

Appendix A

Sample Eligible and Ineligible Regional Transportation Planning Activities

As the name indicates, transportation planning funds (Rural Planning Assistance RPA) are to be used for activities associated with the regional transportation planning process. A wide variety of regional transportation planning activities are eligible for transportation planning funds. This list is illustrative, not inclusive.

Eligible Activities include, but not limited to:

- Participate in federal and state clean air act transportation related air quality planning activities.
- Identify and analyze issues relating to integration of regional transportation and community goals and objectives in land use, housing, economic development, social welfare and environmental preservation.
- Develop and/or modify tools that allow for better assessment of regional transportation impacts on community livability.
- Consider alternative growth scenarios that provide information on compact development and related infrastructure needs and costs as it relates to regional transportation planning.
- Involve the public in the regional transportation planning process.
- Establish and maintain formal consultation with Native American Tribal Governments enabling their participation in local and state transportation planning and programming activities.
- Identify and document transportation facilities, projects and services required to meet regional and interregional mobility and access needs.
- Define solutions in terms of the regional multimodal transportation system, land use and economic impacts, financial constraints, air quality and environmental concerns (including wetlands, endangered species and cultural resources).
- Assess the operational and physical continuity of the regional transportation system components within and between metropolitan and rural areas, and interconnections to and through regions.
- Identify the right of way for future transportation projects, including unused right of way needed for future transportation corridors and facilities.
- Investigate methods to reduce vehicle travel and to expand and enhance travel services.
- Incorporate transit and intermodal facilities, bicycle transportation facilities and pedestrian walkways in regional transportation plans and programs where appropriate.
- Conduct regional transit needs assessments and prepare transit development plans and transit marketing plans as appropriate.
- Consider airport ground access transportation and transportation to ports, recreational areas and other major trip-generating sites in planning studies as appropriate.
- Develop life cycle cost analyses for all proposed transportation projects and services, and for transportation rehabilitation, operational and maintenance activities.
- Participate with regional, local and state agencies, the general public and the private sector in planning efforts to identify and plan policies, strategies, programs and actions that maximize and implement the regional transportation infrastructure.
- Conduct collaborative public participation efforts to further extend transportation planning to communities previously not engaged in discussion.
- Create, strengthen, and use partnerships to facilitate and conduct regional transportation planning activities among California Department of Transportation (Department), MPOs, RTPAs, Native American Tribal Governments, transit districts, cities, counties, the private sector and other stakeholders.

- Develop partnerships with local agencies responsible for land use decisions to facilitate coordination of regional transportation planning with land use, open space, job-housing balance, environmental constraints, and growth management.
- Utilize techniques that assist in community-based development of innovative regional transportation and land use alternatives to improve community livability, long-term economic stability and sustainable development.
- Use partners to identify policies, strategies, programs and actions that enhance the movement of people, goods, services and information on the regional, inter-regional, and state highway system.
- Ensure that projects developed at the regional level (not project specific) are compatible with statewide and interregional transportation needs.
- Review the regional project ranking process and programming guidelines ensuring comprehensive cost/benefit analysis of all project types are considered.
- Develop joint work programs with transportation and air quality agencies, including transit operators, to enhance coordination efforts, partnerships, and consultation processes; eliminate or reduce redundancies, inefficient or ineffective resource use and overlapping review and approvals.
- Identify and address regional transportation issues relating to international border crossings, and access to seaports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation areas, monuments and historic sites, military installations; and military base closures.
- Conduct planning activities (including corridor studies, and other transportation planning studies) to identify and develop candidate projects for the Federal Transportation Improvement Program (FTIP).
- Preserve existing transportation facilities, planning ways to meet transportation needs by using existing transportation facilities more efficiently, with owners and operators of transportation facilities/systems working together to develop operational objectives and plans which maximize utilization of existing facilities.
- Involve federal and state permit and approval agencies early and continuously in the regional transportation planning process to identify and examine issues to develop necessary consensus and agreement; collaborate with Army Corps of Engineers, National Fish and Wildlife Service, Environmental Protection Agency and other federal agencies responsible for permits and National Environmental Protection Act (NEPA) approvals and with state resources agencies for compliance with California Environmental Quality Act (CEQA).
- Document environmental and cultural resources, and develop and improve coordination between agencies using Geographic Information Services (GIS) and other computer-based tools.

Regional planning documents, consistent with federal and state requirements:

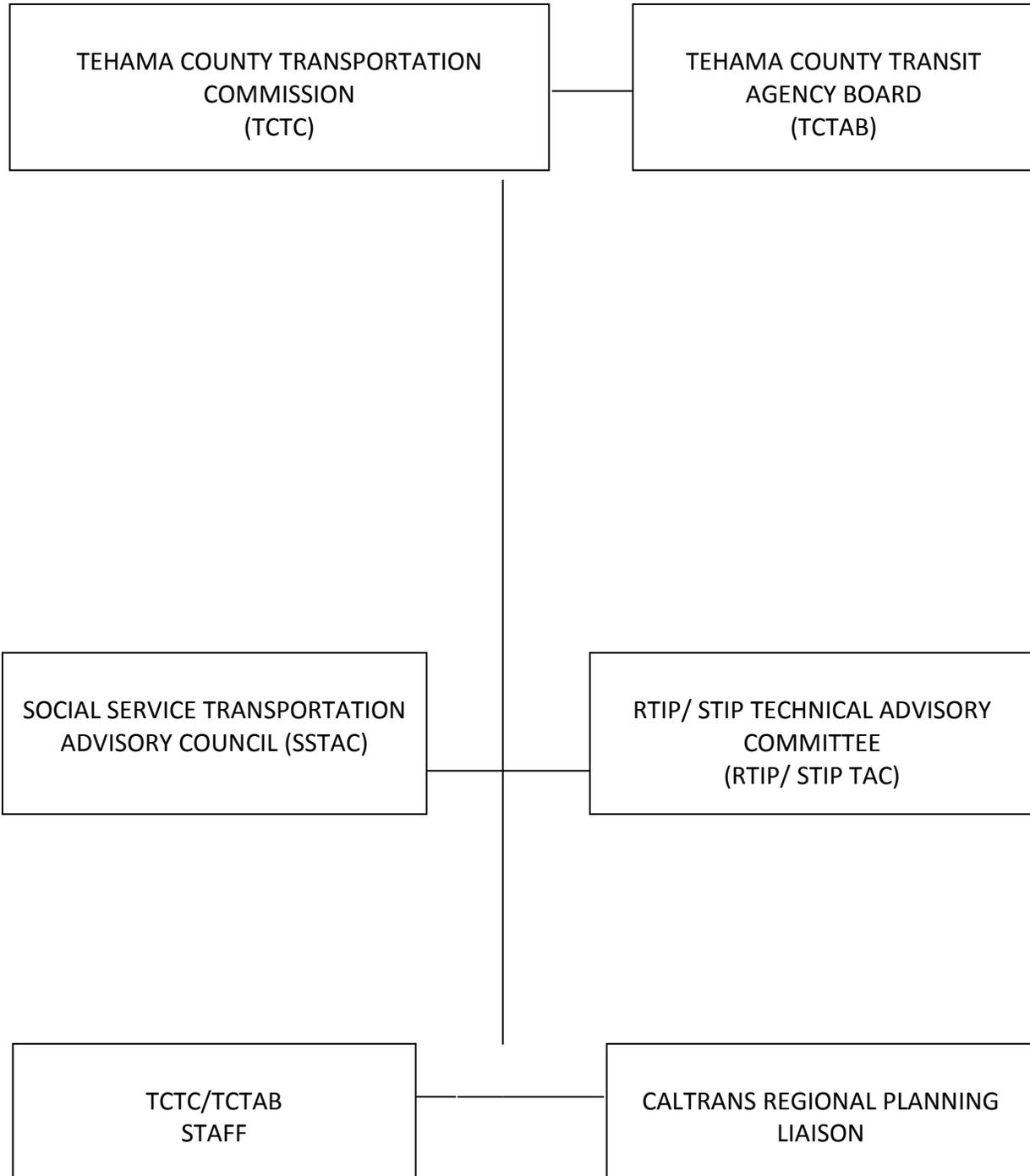
- Regional Transportation Plans (RTP).
- Transportation Improvement Programs (TIP).
- RTP and TIP environmental compliance.
- Overall Work Programs (OWP) and Amendments.
- Overall Work Program Agreements (OWPA) and Amendments.
- Master Fund Transfer Agreements (MFTA).
- Corridor studies.

Ineligible Activities include, but not limited to:

- Non-planning related TDA administration such as fulfilling TDA auditing requirements, processing TDA invoices and fund reports, TDA allocation and claims process, etc. (planning related activities such as unmet transit needs assessment are eligible if they support the regional transportation planning process and RTP).

- Non-planning related transit administration for 5310, 5311, JARC, New Freedom, etc. including application development and assistance (review of 5310 applications and programming of funds as it relates to the TIP process are eligible planning activities).
- RHNA Process (portions may be eligible, but not the RHNA process as a stand-alone task).
- Project development documents such as Project Initiation Documents and Project Study Reports.
- Review of project level EIRs is only eligible if it is to ensure consistency and compliance with the MPOs/RTPAs RTPs and other regional transportation planning plans and products.
- Implementation of a study or plan.
- Project Delivery activities.
- City or county level transportation studies unless it is regionally significant or has a direct effect on the highway/transit system.
- Lobbying.
- Project design, engineering, and construction.
- If you using toll credits as local match, MPOs' OWP administrative work element must be funded with an additional funding source. This is due to the OWP containing ineligible work elements (not funded with CPG), and other funding sources being managed through the OWP.
- Association membership dues and staff time attending CALCOG, NARC, AMPO, NSSR, etc. if planning activities are not segregated.

Appendix B
Tehama County Transportation Commission Organizational Chart



Appendix C California Map of MPO's RTPA's and Caltrans Districts

