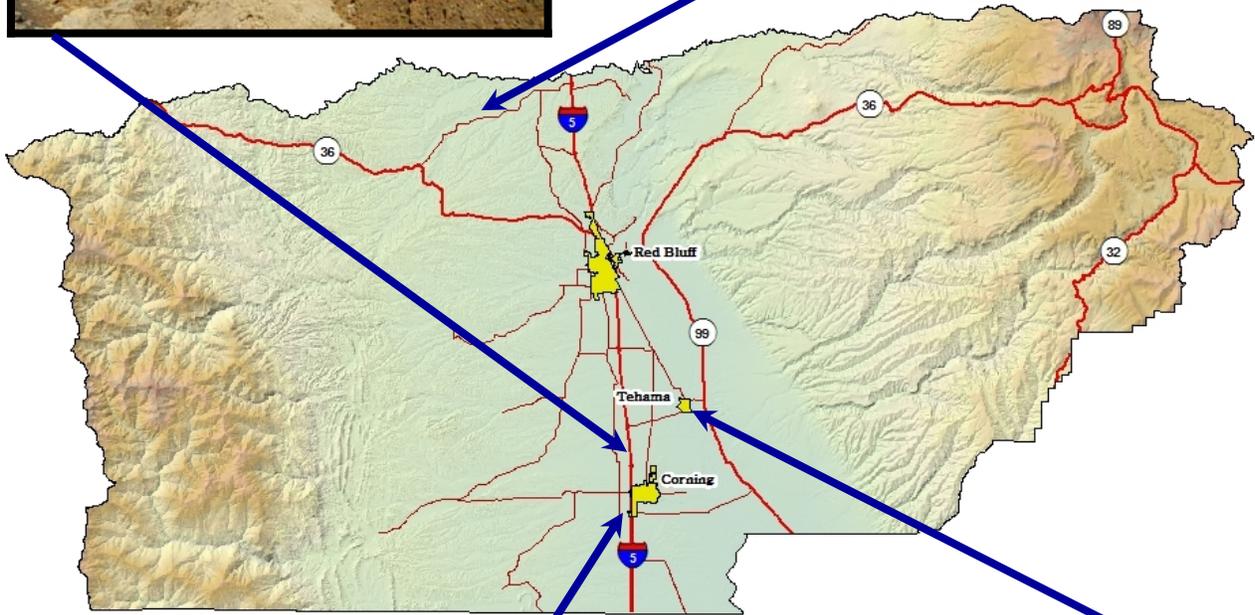


2015 REGIONAL TRANSPORTATION PLAN Tehama County Transportation Commission

99W Bridge at Thomes Creek



Bowman Road Bridge at SF Cottonwood



South Avenue Interchange on Interstate 5



Tehama Avenue Bridge at Tehama Slough



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1 EXECUTIVE SUMMARY



Automobile travel is clearly the dominant mode of transportation in Tehama County, however, fuel costs, changing technology, and other factors may alter transportation in the future. To ensure development of a coordinated and balanced transportation system, the Regional Transportation Plan (RTP) includes actions, funding recommendations, and policy direction necessary to meet the needs of transportation mode in Tehama County.

The RTP identifies existing and future transportation problems, proposes solutions, considers all modes of travel and identifies anticipated funding for projects and programs considering both the short-term (10 year) and long-term (20 year) time horizons. The RTP addresses all modes of transportation used by people and for goods movement, including streets and roads, public transit, bicycle and pedestrian, aviation, and rail. This plan also addresses social and environmental factors related to the regional transportation system.

1.1 POLICY ELEMENT

1.1.2 REGIONAL ISSUES, NEEDS AND GOALS

The main transportation issue in Tehama County is the limited and untimely funding to construct the roadway and bridges projects that are essential for safety and the long term preservation of the transportation system. At the same time, alternative transportation modes such as transit, walking, and bicycling, and transportation system management are expected to play a role in reducing congestion and improving air quality.

Regionally significant transportation issues facing Tehama County and the incorporated cities of Corning, Red Bluff, and Tehama including but are not limited to the following:

- Insufficient and unstable local, state, and federal transportation funding
- Maintaining a transportation system that enhances safety and the efficient movement of people and goods
- Coordination of land use, air quality, and transportation planning
- Funding and necessary resources for new technologies

The in the Policy Element goals, objectives, and a range of strategies are discussed in detail. The primary goal of the RTP is listed below.

Goal #1: Provide and maintain a safe and efficient transportation system for the movement of people and goods within the region and connecting to points beyond.

Performance measures are also included in the Policy Element. These measures are a relatively new tool in regional planning. Due to the unstable and limited transportation funding it is important to construct the most cost effective projects. The performance measures in this RTP update are the basis for the projects included in the Action Element of this plan.

Performance measures are aimed to identify how proposed projects will:

- Improve safety and operations
- Improve travel time
- Improve multimodal facilities

1.2 ACTION ELEMENT

The Action Element also includes a list of short term (2016-2026) and long term (2027-2036) projects to be implemented as funding becomes available. These projects are needed to improve the transportation systems operations, safety, and efficiency.

Based on the funding forecasted in the Financial Element, it is widely recognized that the region will not be able to construct all the projects included in the Action Element. In order to accomplish the primary goal of providing and maintaining a safe and efficient transportation system for the movement of people and goods within the region and connecting to points beyond, the Tehama County Transportation Commission seeks to program projects that will provide the best investment of public funds and assist the local agencies in bringing projects to completion.

The Action Element calls for an extensive list of improvements over the next twenty years. A challenging issue for Tehama County and the incorporated cities of Corning, Red Bluff, and Tehama, are the insufficient federal, state, or local revenues needed for transportation improvements and programs. TCTC and local agencies strive to provide needed transportation improvement with the limited available funds to the region.

1.3 FINANCIAL ELEMENT

The Financial Element outlines the financial assumptions and forecasts of the transportation costs and revenues necessary to implement the Action Element. The constrained funding scenario identifies the revenue that is reasonable expected to be available for the next ten years.

The Financial Element includes the following tables:

- Projected Revenues from Federal, State, and Local Sources
- Revenue vs. Cost by Mode
- Comparison of Roadway Cost to Expected Revenues
- Comparison of Bridge Costs to Expected Revenues
- Comparison of Bicycle and Pedestrian Costs to Expected Revenues
- Comparison of Transit Costs to Expected Revenues
- Comparison of Aviation Costs to Expected Revenues
- Alternative Fuel Projects

The financial element estimates projected available transportation revenues and costs for needed transportation projects, services, and system preservation. The fiscally-constrained projected revenue is \$251,069,245 in transportation projects and services for the short-term 2016-2026. An additional \$163,084,730 is the projected revenue for the long-term 2027-2036. Funding is not available to deliver all projects included in this 20-year Plan.

1.4 CALIFORNIA ENVIRONMENTAL QUALITY ACT

The RTP is considered a project per the California Environmental Quality Act (CEQA), as such TCTC must prepare an environmental document for the RTP. The RTP will not result in any changes to general plan land use designations or zoning districts, will not result in annexation of land, and will not allow development in areas that are not already planned for development in a general plan and zoning ordinance. Individual projects identified in the RTP will be subject to project level environmental review prior to approval and construction of the improvements. On the basis of the Initial Study evaluation, the RTP will not result in adverse environmental impacts; therefore, TCTC has prepared a Negative Declaration.

1.5 KEY CONCEPTS OF PLANNING

WHAT IS ACTIVE TRANSPORTATION?

Active Transportation - Active transportation includes human-powered transportation, such as walking, cycling, in-line skating, or skateboarding. There are many ways to engage in active transportation, whether it is walking to the bus stop, or cycling to school/work.

WHY IS AIR QUALITY PART OF TRANSPORTATION PLANNING?

Human activities have an impact on our environment, and transportation is no exception. While transportation is crucial to our economy and our personal lives, it is also a significant source of greenhouse gas (GHG) emissions that affect air quality. State and federal transportation funds are tied to policies to reduce greenhouse gas emissions.

WHAT IS AUTOMOBILE DEPENDENCE?

Automobile dependence implies that vehicles are the only practical means of transportation.

WHAT DOES COMPLETE STREETS MEAN?

Complete streets are designed and operated to encourage safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Complete streets make it easy to cross the street, walk to shops, bicycle, or ride the bus.

WHY IS IT IMPORTANT TO KNOW WHAT A DISADVANTAGED COMMUNITY IS FROM A TRANSPORTATION FUNDING PERSPECTIVE?

Demonstrating that a project benefits a disadvantaged community may give the project priority status for some types of funding. A disadvantaged community can be defined several ways depending on the program of funding source. Disadvantaged communities can be an area where median household income is less than 80% of the statewide; an area identified as the most disadvantaged 10% in the state; or an area where at least 75% of public school students are eligible to receive free or reduced-price lunches. CalEPA uses information generated by the California Communities Environmental Health Screening Tool CalEnviroScreen (CES 2.0) to identify disadvantaged communities. This tool was developed to identify communities in California most burdened by pollution from multiple sources and those most vulnerable to its effects, taking into account socioeconomic characteristics and underlying health status.

WHAT IS ENVIRONMENTAL JUSTICE IN TRANSPORTATION AND WHY IS IT IMPORTANT TO THE REGION AND OTHER RURAL AREAS?

Environmental justice in transportation is a federal and state requirement that promotes the involvement of low-income people, minorities, Native American tribal governments, and other under-represented communities in the planning of transportation projects. The goal is fair treatment for everyone impacted by the decision-making process.

Large metropolitan areas have greater influence, representation, and more resources than rural areas. Without environmental justice, rural areas would not have an equitable voice in the transportation decision-making process. The Tehama County Transportation Commission staff is an active member of Rural Counties Task Force (RCTF), a coalition of 26 rural regional transportation commissions (RTPA) and the North State Super Region (NSSR), a coalition of 14 northern rural counties. These organizations help rural counties have representation in transportation issues. TCTC Commissioners who also serve on the Board of Supervisors also participate in Rural County Representatives of California, a 34 member organization that champions policies on behalf of California's rural counties, and California State Association of Counties (CSAC).

WHAT IS GOODS MOVEMENT?

Goods movement is the transportation of products (goods) from where they are made or harvested to their final retail destination. Tehama County products are shipped across the United States and to more than 62 countries.

WHAT IS MULTIMODAL TRANSPORTATION?

Multimodal transportation provides people with a variety of transportation options from walking, cycling, skateboarding, driving, public transit, and horseback riding. Multimodal facilities assist those who do not drive, prefer not to drive, or cannot afford vehicles. Non-vehicular transportation is physical activity that reduces congestion and air pollution. Networks of sidewalks, bicycle facilities, and trails are needed for a multimodal system.

Multimodal is also used to identify more than one mode is used for goods movement. An example of multimodal goods movement would be Tehama County agricultural products transported on trucks to California ports, and then loaded onto cargo ships to be shipped overseas.

WHAT IS PAVEMENT MANAGEMENT AND WHY IS IT IMPORTANT IN OUR REGION?

Pavement management is the planning the maintenance of roadways.

A *pavement management system* is a tool used to improve pavement management decisions. Tehama County visually inspects roadways on a 3 year cycle.

WHAT IS PAVEMENT CONDITION INDEX (PCI)?

Pavement Condition Index is a numerical index between 0 and 100 used to indicate the condition of pavement. PCI was developed by the United States Army Corps of Engineers. The result of the analysis is a numerical value between 0 and 100, with 100 representing the best possible condition and 0 representing the worst possible condition. Research has shown that it is far more cost effective to keep a road in good condition than it is to do major rehabilitation once it has deteriorated.

WHAT IS REGIONAL BLUEPRINT PLANNING?

A Regional Blueprint Plan articulates regional consensus and potential scenarios efficient land use. It supports mobility and reduces dependency on single-occupant vehicle trips; accommodates an adequate supply of housing; reduces impacts on valuable farmland, natural resources, and air quality. It also considers the reduction of greenhouse gas emissions, increases water and energy conservation, promotes the economy, safety, and vibrant neighborhoods.

WHY ARE PERFORMANCE MEASURES USED IN TRANSPORTATION?

Performance measures demonstrate how well the regional policies, strategies, projects are improving the transportation network. Performance measures quantify movement towards goals.

HOW DOES REGIONAL, INTER-REGIONAL, AND MULTI-REGIONAL APPLY TO TRANSPORTATION IN TEHAMA COUNTY?

- Regional is the entire County and incorporated cities served by the TCTC, which includes all of the county and the incorporated cities.
- Inter-regional relates to actions among two or more regions.
- Multi-regional is to a group of more than two or more regions.

WHAT IS A CONSTRAINED PROJECT LIST OR AN UNCONSTRAINED PROJECT LIST?

The RTP has lists of transportation projects. The constrained projects are in the first 10 year cycle and have specific funding identified. The unconstrained projects are beyond the 10th year that could potentially be funded if funds become available.

WHAT IS THE DIFFERENCE BETWEEN A TRANSPORTATION PLAN AND TRANSPORTATION PROGRAMMING?

A transportation plan summarizes goals and projects to encourage safe and efficient operation of the transportation system. Transportation programming is the process of identifying, reserving, and gaining approval of transportation funds for a specific project.

WHAT DOES PROJECT DELIVERY MEAN?

Project Delivery is the time period from start-to-finish to complete a transportation project. It includes all phases of project development, such as planning, environmental, Right-of-Way, design, and construction.

1.6 GLOSSARY

AADT - Annual average daily traffic

AASHTO - American Association of State Highway and Transportation Officials

ADT - Average daily traffic

Caltrans - The California Department of Transportation is part of the state cabinet-level California Transportation Agency. Caltrans' mission is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. Caltrans manages the state highway system and is actively involved with public transportation systems throughout the state.

CAPM (Capital Preventative Maintenance) - The primary purpose of CAPM is to repair pavement exhibiting minor surface distress. Repair projects should be readily constructible in order to minimize traffic disruption and should provide relief from intensive maintenance activity. The intent of the program is to extend the service life of pavement with minor distress by a minimum of five years.

CEQA (California Environmental Quality Act) - A 1970 statute that requires state and local agencies to identify significant environmental impacts of proposed actions to avoid or mitigate impacts if feasible.

CHTP (Coordinated Public Transit – Human Services Transportation Plan) - The CHTP is a coordinated public transit – human services transportation plan that provides strategies for local needs related to the needs of individuals with disabilities, older-adults and persons of limited means.

CMAQ - (Congestion Mitigation and Air Quality Program) - A federal program to fund transportation projects or programs that contribute to air quality improvements.

CTC (California Transportation Commission) - The California Transportation Commission is responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California. The Commission also advises and assists the Secretary of the California State Transportation Agency and the Legislature in formulating and evaluating state policies and plans for California's transportation programs. The Commission is an active participant in the initiation and development of State and Federal legislation that seeks to secure financial stability for the state's transportation needs.

FHWA (Federal Highway Administration) - An administration of the U.S. Department of Transportation, responsible for the administration of planning and capital programs.

FTA (Federal Transit Administration) - The FTA provides financial aid to transit systems in both urbanized and non-urbanized areas.

GHG (Greenhouse Gas) - A gas in the atmosphere that absorbs and emits radiation within the thermal infrared range.

GIS (Geographic Information System) - A computer system capable of capturing, storing, analyzing, and displaying data in a geographic manner.

HSIP (Highway Safety Improvement Program) - A core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads.

ITS (Intelligent Transportation System) - Information and communication technology (applied to transportation infrastructure and vehicles) that improves safety, productivity, reliability, travel choices, social equity, environmental performance, and network operation.

LTF(Local Transportation Fund) - LTF funds are derived from ¼ cent of the general sales tax collected

LCTOP (Low Carbon Transit Operations Program) - Funds to provide operating and capital assistance for transit to reduce greenhouse gases with a priority on serving disadvantaged communities.

MOU (Memorandum of Understanding) - A legal document representing an agreement between two entities.

MPO (Metropolitan Planning Organization) - Federally mandated and funded transportation policy-making organization for urbanized areas over 50,000.

NAA (Nonattainment Area) - A nonattainment area is an area considered to have air quality worse than the National Ambient Air Quality Standards as defined in the Clean Air Act Amendments of 1970.

NAAQS (National Ambient Air Quality Standards) - Environmental Protection Agency standards applied to all outdoor air in the United States designed to protect human health. The Clean Air Act identifies two types of national ambient air quality standards. Primary standards provide public health protection to sensitive populations such as asthmatics, children, and elderly. Secondary standards provide public welfare protection, against visible damage to animals, crops, vegetation, and buildings.

OWP (Overall Work Program) - An annual program of planning projects and transportation planning activities. The OWP identifies responsible parties and funding.

PA&ED (Project Approval and Environmental Document) - The first phase for all transportation projects includes public outreach and support of improvements followed by drafting of cost, scope, and schedule, as well as environmental documents and clearance.

PM (Particulate Matter) - Also known as Particulate Pollution, is a mixture of extremely small particles and liquid droplets. It includes acids, such as nitrates and sulfates, organic chemicals, metals, and soil or dust particles.

PM (Postmile Marker) - California uses a postmile highway location system for all state highways and interstate highways which indicates the distance of the route through individual counties. Small white postmile marker signs are found along state highways.

RTIP (Regional Transportation Improvement Program) - This is a phased, multi-year program of planned transportation improvement projects, describing each project, funding amounts and sources, and time frame. Projects in the RTP are programmed in RTIP and approved by the California Transportation Commission.

RTP (Regional Transportation Plan) - A coordinated planning effort and solutions identifying regional transportation issues and solutions. State law requires each RTPA to prepare, adopt, and submit an RTP every five years.

RTPA (Regional Transportation Planning Agency) - The Tehama County Transportation Commission is established by Section 29535 of Government Code which designates a local transportation commission as the designated RTPA. Responsibilities include: administration and management, transportation planning and regional coordination of transportation alternatives and improved air quality, funding oversight, grant applications, and management.

SRRA (Safety Roadside Rest Area) - Are designated public rest areas directly adjacent to roadways.

SSTAC (Social Services Transportation Advisory Council) - Per California Public Utilities Code Section 99238, this group advises TCTC on the annual unmet transit needs process.

STA (State Transit Assistance Fund) - Transit funds from the statewide sales tax on diesel fuel.

STP (Surface Transportation Program) - Provides funding to states and agencies to preserve and improve federal-aid highways, bridges, pedestrian/bicycle facilities, and transit capital projects.

STIP (State Transportation Improvement Program) - A multi-year program identifying all transportation improvement projects. The STIP is comprised of all the regional RTIPs adopted by California Transportation Commission.

TDA (Transportation Development Act) - TDA provides two major funding sources for the development and support of public transit. In counties with populations less than 500,000 LTF may be used for streets and roads maintenance after transit needs that are reasonable to meet have been funded



Bus stop at Corning State Park, Toomes Ave.

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2 INTRODUCTION



2.1 TEHAMA COUNTY TRANSPORTATION COMMISSION

The Tehama County Transportation Commission (TCTC) is the state-designated Regional Transportation Planning agency (RTPA) for the Tehama County region. TCTC reviews transportation needs, identifies/programs transportation improvements for transportation and transit operations/infrastructure. TCTC administers over \$16,000,000 annually in local, state, and federal funds for the planning, construction, operation, and maintenance of transportation infrastructure throughout the region.

Transportation investments impact public safety, economic opportunity, personal mobility, public health, environmental quality, and various other factors that collectively define quality of life. The benefits and opportunities of transportation investment should be analyzed to reflect the needs and values of communities during the planning process.

Over time, transportation planning, policies, and investments are the challenges of spreading limited funding across diverse community needs, priorities, and expectations. Transportation planning has far-reaching impacts and the county and cities strive to develop a regional approach to meet transportation needs.

TCTC's has a unique regional role as it shapes communities through investments and support. TCTC also provides a forum for local governments to work together with state and federal partners to meet regional transportation needs.

TCTC is governed by a six-member commission, comprised of elected officials from the cities of Corning, Red Bluff, and Tehama, and Tehama County.

Transportation Commissioners' role to establish policy and approve investments on behalf of the region. Additional information regarding TCTC, Commissioners, staff, regional plans and programs is available online at:

<http://www.tehamacountypublicworks.ca.gov/Transportation/index.htm>.

2.2 PURPOSE AND CONTENT OF THE RTP

The purpose of an RTP is "to encourage and promote the safe and efficient management, operation, and development of a regional multimodal system that, when linked with appropriate land use planning, will serve the mobility needs of goods and people." With limited exceptions, regional transportation projects must be included in an adopted RTP in order to be eligible for federal and state funding.

Key elements of the RTP include:

- Regional vision and goals, supported by short and long-range objectives and course of action;
- Evaluation of regional mobility needs in light of population, housing, and job forecasts;
- A list of transportation improvements with potential construction year and potential funding sources.

An environmental document has been prepared for the RTP in accordance with the California Environmental Quality Act (CEQA, Public Resource Code 21000).

2.3 PLANNING REQUIREMENTS FOR 2015

TCTC is required to update the RTP every five years. Guidelines regarding the preparation of the RTP are updated to reflect evolving priorities and requirements at the state and federal level. New state/federal laws, policies, executive orders, and programs affect the content of the RTP.

Legislation affecting the 2015 RTP cycle includes Fixing America's Surface Transportation Act (FAST Act). The nation's surface transportation program (federal transportation bill) is a performance and outcome-based program. This approach transforms the federal aid highway program by refocusing federal resources on national transportation goals. FAST Act requires the transportation planning processes to incorporate performance goals, measures, and targets into the process of identifying transportation improvements and project selection.

2.4 TRANSPORTATION DECISION MAKERS

The planning, financing, construction, operation, and maintenance of the regional transportation system is accomplished by decision makers at all levels of government. For a list of stakeholders, see Appendix A. Each partner has distinct responsibilities that must be coordinated to ensure long-term system performance. Generally, these responsibilities can be divided into the following levels:

- Federal – The President and Congress create national transportation policies and allocate funds to states through the federal transportation bill (FAST Act) and discretionary programs. Funding is administered by the United States Department of Transportation (U.S. DOT), which is comprised of multiple divisions. Caltrans and TCTC work primarily with regional offices of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

- State – The California State Legislature institutes state policies for transportation spending and programs. Annually, the Governor and Legislature appropriate transportation funds through the budget. The California Transportation Commission (CTC) is responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California. The Commission also advises the Secretary of the California State Transportation Agency and legislature in formulating and evaluating state policies and plans for California transportation programs. The CTC is also active in the initiation and development of state and federal legislation that seeks to secure financial stability for the state's transportation needs.

Caltrans is responsible for planning, designing, constructing, and maintaining the state highway system. Caltrans nominates projects for funding to the CTC through the Interregional Transportation Improvement Program (ITIP).

- Tribal Government – Tribal governments establish plans and policies for tribal lands and prepare transportation projects based on tribal transportation improvement programs.

- Regional – TCTC plans, coordinates, and administers state and federal transportation funds for the County and incorporated cities. In addition to the RTP, TCTC develops the Regional Transportation Improvement Program (RTIP) which are projects funded and adopted by the CTC into the State Transportation Improvement Plan (STIP).

- Local – Local governments, counties, and cities have authority over roadways and land uses within their respective jurisdictional boundaries. The above-mentioned stakeholders recommend projects for potential state or federal funding to TCTC for inclusion in the RTP.

2.5 PUBLIC PARTICIPATION, INTER-AGENCY COORDINATION AND PLANNING CONSISTENCY

In addition to public outreach, the RTP planning process includes various opportunities for the public and agencies to participate in developing this plan. The details of this process can be found in TCTC's most recently adopted public participation plan. For the public participation plan and outreach materials, see Appendix B.

2.5.1 PUBLIC PARTICIPATION PLAN

Adopted in July 2015, TCTC's Public Participation Plan details the policies and strategies used to ensure citizens have the opportunity to evaluate and comment on plans, programs, and projects, including the RTP.

Specific outreach activities include, but are not limited to the following:

- TCTC meetings – Regular progress reports and interim deliverables were distributed and presented during regular meetings. As appropriate, these meetings included formal public hearings;
- Presentation to City Councils and County Board of Supervisors;
- TCTC 2015 Public Participation Plan for the RTP adopted;
- Web postings – All deliverables and draft documents were posted to TCTC's website and the County homepage to maximize public access, and encourage comments;
- Public notices – Announcement regarding the RTP and accompanying environmental document were published in the local newspaper.

In addition to these core outreach efforts, RTP planning updates and invitation for comments were encouraged during day-to-day community and interagency interactions.

2.5.2 INTER-AGENCY AND INTERGOVERNMENTAL COORDINATION AND PLANNING CONSISTENCY

The 2010 Regional Transportation Plan Guidelines encourage consistency of action between all levels of government having an interest in the region.

TCTC is the lead agency for the RTP; however, the plan is the result of extensive discussion, data exchange, and consensus-building among federal, state, tribal, and local agency partners. TCTC seeks to integrate the needs and priorities of partners and entities that are invested or otherwise impacted by regional transportation policy and investment strategies. The details of this process are described in the Public Participation Plan.

Interagency coordination and planning reduces redundancies, leverages resources, reinforces implementation activities, and improves performance outcomes. To ensure planning consistency, TCTC considers a broad range of plans and programs, including but not limited to:

General Plans (especially the Circulation and Housing Elements)

Coordinated Public Transit - Human Services Plan

Airport Land Use Compatibility Plans

Urban Water Management Plans

Air Quality State Implementation Plans (SIPs)

Local Coastal Programs (if applicable)

Habitat Conservation Plans

Public Agency Trail Plans (if applicable)

MPOs/RTPAs should also consult State prepared transportation planning documents such as:



The 2015 RTP was compared to the above plans as required by the Guidelines, and the 2005 California State Wildlife Action Plan (SWAP). Tehama County traverses three of the designated regions of SWAP including the North Coast and Klamath, Central Valley and Bay Delta, and Sierra Nevada and Cascades regions.

Notices were sent to local, state, and federal agencies having an interest in the region, including those responsible for land use, natural resources, environmental protection, conservation, and historic preservation.

Federally recognized Native American tribal governments and the Caltrans Tribal Liaison were contacted and invited to participate in the identification of transportation project needs, the development of regional policies, and review of draft documents.

2.6 REGIONAL TRANSPORTATION PLANNING PROCESS

Each RTP builds upon previous efforts while taking into account recent accomplishments within an evolving demographic, political, economic, and environmental setting. Between RTP updates planning efforts or studies focus on specific corridors, modes, or policy areas serve to expand the regional base of knowledge and data that leads to a meaningful and effective planning process.

RTP planning is also a collaborative process requiring ongoing communication between all levels of government, community stakeholders, and the public. RTP planning includes public presentation, hearings, interagency notifications, and review and comment periods. The collaborative nature of the process does not stop and start with each planning cycle.

This section outlines the building blocks of this RTP and the general process that invite community and affected stakeholders to participate in the plan development. A brief overview of how the RTP is implemented through short-term transportation improvement projects and programs is discussed below.

2.6.1 BUILDING BLOCKS OF THE RTP

TCTC undertakes multiple planning efforts and data analysis to prepare the RTP, such as:

TCTC Commissioners

As elected officials with an understanding of the regulatory and fiscal realities of transportation funding in direct and frequent contact with the public on a wide range of topics, commissioners are uniquely qualified to consider the challenges, opportunities, and alternatives facing the region.

Tehama Tomorrow>> Regional Blueprint

This GIS based scenario planning tool incorporates community values and priorities. The “what if” analysis regarding future growth and development scenarios were prepared based on public comment.

North State Transportation for Economic Development Study

Completed in October 2013, this sixteen-county study calculated the economic impact of planned transportation improvements; evaluated the degree of alignment between transportation and economic planning; and identified opportunities to coordinate transportation and economic development initiatives to enhance economic activity and regional prosperity.

Transit Needs Assessment and Unmet Transit Needs Finding

Annually TCTC evaluates the region's public transit system needs. This evaluation looks at the size and location of transit dependent or transit disadvantaged (e.g. elderly, disabled, and persons of limited means), evaluates the level of services compared to needs identified from the public, and determines that these needs are either reasonable or not reasonable to meet based on adopted performance measures.

Disadvantaged Communities

Described in the Regional Overview, the RTP incorporates an expanded view of social equity. All segments of the population, regardless of income, race, age, disability, or other distinguishing characteristic, have equal access to mobility options and other essential needs.

Tehama County Coordinated Public Transit – Human Services Transportation Plan

This plan seeks to improve transit coordination in the region; address the transportation needs of older adults, persons with disabilities, and low-income individuals; and establishes priorities to facilitate funding decisions for specialized transportation services. Transit projects that are eligible for some federal funds must be included in this plan. The 2015 Plan engaged representatives of public, private, and non-profit transportation and human services providers as well as participation by members of the public.

Transportation/Transit Technology

TCTC engages technology to improve the safety and efficiency of transportation facilities and public transit. The opportunity to incorporate technology is reviewed on a project basis, based on cost and benefits.

2.7 RTP IMPLEMENTATION

As a long-range plan, the RTP discusses regional issues and provides a general direction. A transportation investment strategy is presented with project cost estimates and projects listed in the plan are eligible to receive local, state, and federal funding.

It is important to note RTP projects listed in the “unconstrained list” do not have specific funding. Only short-term projects within the 2016-2026 time frame are prepared for implementation, pending availability of current transportation resources.

The State Transportation Improvement Program (STIP) is a five-year capital improvement program of transportation projects. The CTC updates the STIP biennially.

The STIP programming cycle begins with the release of a fund estimate in July of odd-numbered years, adoption of the fund estimate (FE) typically in August. The FE identifies the amount of new funds available for the programming of transportation projects.

In 2015, the FE had a negative balance and projects were deleted from the STIP, or delayed until funding becomes available.

Table 2.1 Regional Planning and Programming Process				
Document	Planning Horizon	Contents	Responsible Agency	Update Requirements
RTP	20+ years	Vision, Goals, and Projects for the Region	TCTC	Every 5 years
OWP	1 year	Planning Activities and Studies	TCTC	Annually
RTIP	5 years	Transportation Projects	TCTC	Every 2 years
ITIP	5 years	Transportation Projects	Caltrans	Every 2 years
STIP	5 years	Transportation Projects	CTC	Every 2 years
FTIP	4 years	Federally-funded and Regionally Significant Transportation Projects	MPOs	Every 2 years
SHOPP	5 years	Maintenance, Rehabilitation, Operations, and Safety Projects	Caltrans	Every 2 years

After the fund estimate is adopted, the regional transportation planning agencies (RTPA's) prepare RTIPs for 75% of the funding and submit to CTC. Caltrans prepares the Interregional Transportation Improvement Program (ITIP) for their share (25%) of funding and submit to CTC. State and regional agencies work together to leverage funding and maximize benefits.

Caltrans also biennially prepares a four-year State Highway Operation and Protection Program (SHOPP) that prioritizes maintenance, rehabilitation, operation and safety projects throughout the state. The SHOPP is based on the ten-year program and is funded "off the top" prior the STIP.

The CTC considers the RTIP, ITIP, and SHOPP when preparing the STIP. The STIP identifies transportation projects which are programmed and funded. The STIP includes state transportation funds and federal funds administered by the state on behalf of the federal government.

The STIP is also used to create the Federal Transportation Improvement Program (FTIP). Any transportation project having federal funds or that is considered regionally significant (regardless of the funding source) must be included in the FTIP. Caltrans prepares the FTIP for rural counties. Agencies' requests for federal funds cannot exceed the amount of funding provided within the FTIP.

For additional information regarding programming of transportation funds, see the latest version of 'Transportation Funding in California' prepared by Caltrans Division of Transportation Planning, available online at:

http://www.dot.ca.gov/hq/tpp/offices/eab/fundchrt_files/Transportation_Funding_in_CA_2014.pdf

3 REGIONAL OVERVIEW



Tehama County is located in the northern Sacramento Valley, approximately halfway between Sacramento and Oregon. Tehama County is bordered by Shasta County to the north, Trinity and Mendocino counties to the west, Glenn and Butte counties to the south, and Plumas County to the east. The western boundary of Tehama County is located in the Pacific Coast Range, and the eastern boundary is in the Cascade Mountains. The county is approximately 2,950 square miles and 1,887,807 acres. The topography consists of rolling foothills, fertile valleys, flat-topped buttes, and vast rangelands. Tehama County is bisected by the Sacramento River Valley, a 20-mile-wide swath through the central portion of the county and contains large amounts of national forests in the hills and mountains to the east and west.

There are two major north-south highways and one east-west highway in Tehama County that serve regional traffic. I-5 is in the middle of the Sacramento Valley providing direct access to the cities of Red Bluff and Corning. State Route (SR) 99 enters Tehama County on the southeastern side from Butte County. The Modal Assessment contains further explanation on the highways in Tehama County.

There are three incorporated cities within the region, Corning, Red Bluff, and Tehama. In 1856, the City of Red Bluff was established as the county seat. Its location along the Sacramento River made it an ideal location to serve as a transportation hub to export agricultural and lumber products by steamships up and down the river. Corning, the second largest city, was incorporated in 1907. Corning serves as an agricultural hub for olives, plums, almonds, walnuts, and peaches, as well as cattle and sheep. The City of Tehama, established in 1846, is the oldest and smallest incorporated city at approximately 0.8 square miles. Tehama was originally established as a trading hub due to its proximity to the Sacramento River. Directly following is a map of the region.

3.1 TRENDS AND CHALLENGES

Investments can be reactive (i.e. a response to demand as it occurs) or to proactive to shape the the region in accordance with community values and priorities, fiscal sustainability and other objectives.

Figure 3.1 - Map of Tehama County

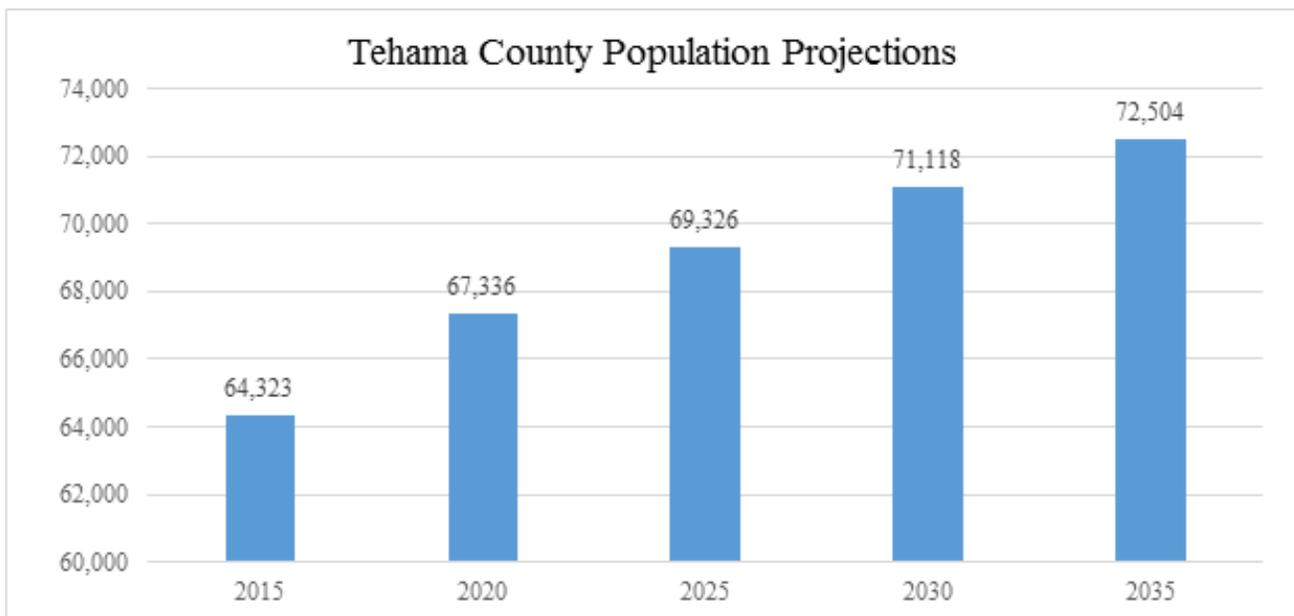


3.2 POPULATION AND GROWTH

The California Department of Finance estimates the 2015 total regional population to be 64,323 with 14,260 living in the City of Red Bluff, 7,638 living in the City of Corning, and 420 living in the City of Tehama. The remaining 42,005 Tehama County residents live outside the three cities, in and around the unincorporated communities of the Bend, Bowman, Capay, Dairyville, Dales Station, El Camino, Flourney, Gerber, Kirkwood, Lake California, Las Flores, Los Molinos, Manton, Mill Creek, Mineral, Paskenta, Paynes Creek, Ponderosa Sky Ranch, Proberta, Rancho Tehama, Richfield and Vina. Much of Tehama County is sparsely populated with 21.5 persons per square mile compared to the state at 239. <http://quickfacts.census.gov/qfd/states/06/06103.html>.

The region’s population has remained relatively constant from 2010 to 2015 experiencing minimal growth. The 2015 California Department of Finance estimates the countywide population only increased by 1,732 persons from 2010 to 2015. The California Department of Finance, which provides population projections at five year increments, predicts the population to be 72,504 by 2035. This projection would represent an 11% increase over the 2015 population, or a 0.53% annual growth rate. Based on historical trends, TCTC anticipates the growth rate of Tehama region to remain below 1% for the duration of this plan as displayed in Figure 2.2.

Figure 3.2 Tehama County Population Projections



3.3 DEMOGRAPHICS

3.3.1 POPULATION

Listed below are current population figures from the California Department of Finance, released May 1, 2016.

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

3.3.2 ECONOMICS

The current economic base of the region is a mixture of agriculture, forest products, commercial warehousing, and tourism. The following data is from the American Community Survey for 2014.

Table 3.2 Economics		
	Tehama County	State
Unemployment	8.70%	7%
Persons below Poverty Level	18.60%	16.40%
Median Household Income	\$42,369	\$61,489
Public Land Ownership in Tehama County	29%	52.10%
% of Workforce Employed by Government	19.40%	14.10%
% with High School Degree	82.50%	81.50%
% with a Bachelor's Degree or Higher	14.10%	31%

3.3.3 HOUSING

Per American Community Survey data, there were 27,022 housing units in Tehama County in 2013 of which 23,374 are occupied. Tehama County residents are more likely to own their home compared to California as a whole. Among occupied units, 67.5% are owner-occupied and 32.5% are renter-occupied compared to California at 54.2% and 45.8% respectively. The median value of owner occupied units in Tehama County is \$177,100, which is half of the statewide median of \$366,400. There are fewer persons per household in Tehama County, 2.66 compared to the statewide average of 2.94 despite the fact that only 9.4% of housing in Tehama County is considered multi-unit compared to 31% statewide. Lower density housing impacts development patterns and transportation infrastructure.

Table 3.3 Housing		
	Tehama County	State
Housing Units in Tehama County	27,022	13,781,929
Owner-occupied	67.50%	54.20%
Renter-occupied	32.50%	45.80%
Median Value of Owner-Occupied	\$177,100	\$366,400
Persons per Household	2.66	2.94
Multi-Unit	9.40%	31%

3.3.4 DISADVANTAGED COMMUNITIES

As a whole, the region has many of the characteristics of a disadvantaged community. Below are statistics from Tehama County compared to the state. This data helps define disadvantaged communities and was derived from the American Community Survey.

Table 3.4 Disadvantaged Communities		
	Tehama County	State
Unemployment	8.70%	7%
Persons below Poverty Level	18.60%	16.40%
Median Household Income	\$42,369	\$61,489
Public Land Ownership in Tehama County	29%	52.10%
% of Workforce Employed by Government	19.40%	14.10%
% with High School Degree	82.50%	81.50%
% with a Bachelor's Degree or Higher	14.10%	31%

Efforts have been made at the state level to ensure investments of public funds are being used to address the needs of disadvantaged communities. Various funding sources for transportation use disadvantaged communities as criterion for ranking eligible projects. Depending on the program, there are several ways to identify disadvantaged communities.

The California Global Warming solutions Act of 2006 required the Air Resources Board to adopt a statewide program to reduce greenhouse gas emissions in the state to 1990 levels by 2020. In addition to reducing greenhouse gases, 25 percent of the funds allocated for Greenhouse Gas Reduction must go to projects that provide a benefit to disadvantaged communities.

CalEPA uses information generated by the California Communities Environmental Health Screening Tool CalEnviroScreen (CES 2.0) to identify disadvantaged communities. This tool was developed to identify communities in California most burdened by pollution from multiple sources and those most vulnerable to its effects, taking into account socioeconomic characteristics and underlying health status. CalEnviroScreen uses census tracts to delineate communities and currently uses 2010 census information. Tehama County has eleven census tracts. Census #6103000800 (Gerber and Proberta) has the highest CES 2.0 score in Tehama County placing it within the 75th percentile statewide and qualifies as a disadvantaged community. Census Tract #6103001100 (west of Corning) came in just below the 75th percentile. Census Tract #6103000400 (along SR 36 just west of Red Bluff) has the lowest score (or least disadvantaged) in Tehama County and is in the 35th percentile statewide.

The region receives Low Carbon Transportation Operations Program (LCTOP) funds. LCTOP is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities.

LCTOP is administered by Caltrans in coordination with Air Resource Board (ARB) and the State Controller's Office (SCO). Caltrans is responsible to ensure that the statutory requirements of the program are met in terms of project eligibility, greenhouse reduction, disadvantaged community benefit, and other requirements of the law. TCTC used the first year's allocation of \$20,762 to install new bus shelters in the disadvantaged communities of Gerber, Proberta, and surrounding areas.

3.3 AGRICULTURE

Local businesses and agricultural industries rely on the goods movement to transport 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. According to the 2014 Tehama County Crop report, the total value of the region's agricultural production in 2014 was \$380,340,300, an increase of 25.9% from the 2013 values. This was the sixth consecutive year of increases. Table 3.5 highlights values of the region's commodities.

3.4 TRANSPORTATION

3.4.1 VEHICLE MILES TRAVELED

Due to the economic recession vehicle miles traveled has been on a decreasing and flat trend over the past few years. The regional daily vehicle mileages for the county and cities has decreased 10% from the peak in 2007 to 2013.

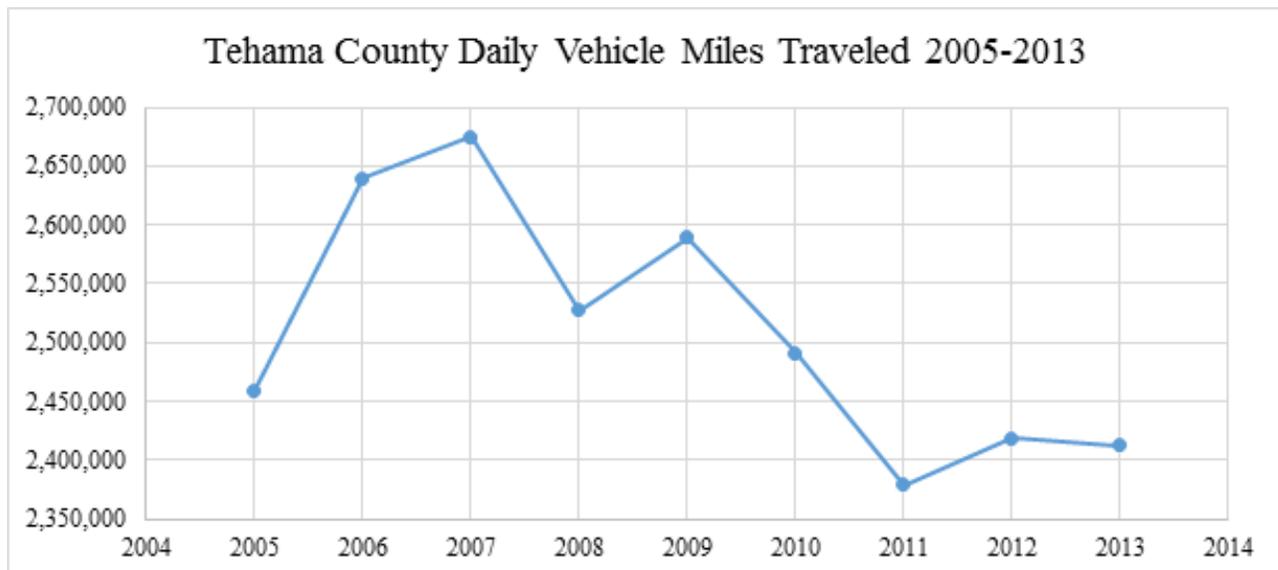
Table 3.5 Regional Commodities	
Product	Value
Milk	\$16,420,200
Walnuts	\$169,375,600
Hay/Grains	\$1,924,700
Pasture and Range	\$13,223,300
Corn	\$711,200
Prunes	\$18,250,300
Livestock	\$40,694,800
Almonds	\$48,216,400
Alfalfa	\$1,867,500
Table Olives	\$30,117,200
Olives, Oil	\$6,298,400
Timber	\$10,406,000
Nursery Stock	\$9,779,100

3.4.2 MODE CHOICE

In rural regions, personal vehicles are the primary transportation mode. Reliance on the automobile can cause congestion. Alternative modes, including public transit, bicycling, walking, and ridesharing in combination with land use strategies are encouraged to decrease emissions and congestion.

According to American Community Survey, most travel to work in the region is by driving alone (75.3%) or carpooling (13.7%). It is estimated that 5.6% of all workers in the region work from home. The remaining work trips are split by the following modes: public transit (1%), walking (2.6%), and taxicab, motorcycle, bicycle, or others means (1.9%).

Figure 3.3 Tehama County Daily Vehicle Miles Traveled 2005 - 2013



3.4.3 COUNTY-TO-COUNTY COMMUTE PATTERNS

There are notable multi-county commute patterns between Tehama and bordering counties. County-to-county travel data compiled by the Census Transportation Planning Products in Table 3.6 shows the commute patterns of workers age 16 and older.

Destination	Origin				
	Tehama	Shasta	Butte	Glenn	Sacramento
Tehama	16,195	1,265	910	730	10
Shasta	2,895	64,250	190	90	80
Butte	1,600	225	78,155	1,675	320
Glenn	540	125	1,085	8,115	45
Sacramento	211	150	640	15	502,115
Total	21,441	66,015	80,980	10,625	502,570

There are significantly more workers that commute from Tehama County to nearby counties than commute into Tehama County. Tehama County workers commute north to Shasta County (2,895) and south to Butte (1600) and Glenn (540) counties. The largest influx of workers to Tehama County is from Shasta (1,265) followed by Butte (910) and Glenn (730) counties. Housing affordability and rural lifestyle make Tehama County a desirable place to live, however the lack of local jobs prompts residents to commute outside of the region.

3.4.4 GOODS AND FREIGHT MOVEMENT

Every trip begins on a city street or county road. Every component of California's transportation system is critical to providing an interconnected system to support the movement of people and goods, which is vital to the regional economy (2014 California Local Streets and Roads Assessment).

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

- Air: Local airports support airfreight and package movement services.
- Rail: Two active rail lines (Union Pacific and Burlington Northern) serve Tehama County. Rail spurs located in industrial areas provide limited freight loading and unloading. In the cities of Corning, Red Bluff, and Tehama multiple rail crossings interfere with vehicle travel on several key arterials.
- Trucking: The majority of regional goods movement is (and will continue to be) performed by truck. Critical corridors in Tehama County include Interstate 5, which is one of the first six 'Corridors of the Future' identified by the U.S. Department of Transportation in need of multi-state congestion relief initiatives. State Routes 99/36 are considered 'High Emphasis Routes' critical to interregional travel.

3.4.5 NORTH STATE TRANSPORTATION FOR ECONOMIC DEVELOPMENT STUDY

The 2013 North State Transportation for Economic Development Study analyzed the economic benefit of locally produced goods. The study explored the interactions between transportation and the economy. About 15% of the region's commodities are locally consumed; the balance is exported to national and international markets. The region offers a low cost of doing business (lower taxes, labor, and housing costs) and same-day access to several major markets and ports, including Sacramento, Stockton, Oakland, and the San Francisco Bay Area.

The report recommends the development of regional strategies that can be addressed by coordinating with other public agencies, investment of transportation dollars and coordination with the private sector. The strategies include:

- A project prioritization process based on mobility and economic performance metrics;
- A short list of ‘total package’ projects that solve mobility and economic development benefits as well as leverage funding from multiple partners and sectors;
- A short list of ‘game changer’ transportation projects that would effectively remove known obstacles to regional economic development objectives;
- A proactive strategy for the prevention of non-weather related closures and catastrophic failures on the interregional transportation system; and
- Facilitation of coordinated movement of goods and freight.

3.4.6 CALIFORNIA FREIGHT MOBILITY PLAN

The Caltrans Office of Freight Planning completed the California Freight Mobility Plan in December 2014. The plan identifies freight routes and transportation facilities that are critical to the state’s economy and environment. It includes a list of freight and goods movement projects. Capacity increasing, system preservation, and operations and management projects are listed as necessary improvements to the freight and goods movement transportation system. Solutions within Tehama County include:

- Address congestion and bottlenecks, particularly on Interstate 5 and in and around the City of Corning where four large truck stops are located;
- Relay real-time roadway and traffic conditions to travelers; and
- Proactively maintain pavement, bridges, and other assets.

3.5 REGIONAL BLUEPRINT PLANNING

3.5.1 EXECUTIVE SUMMARY

The intent of regional Blueprint planning is to foster comprehensive planning. Comprehensive planning is a process that determines community goals and objectives in terms of community development. The outcome of comprehensive planning is a compilation of tools and information to guide public policy in terms of transportation, utilities, land use, recreation, and housing. Comprehensive planning encompasses large geographical areas, a broad range of topics, and covers a long-term time horizon. It is an approach which engages community members in the planning process to identify community values to establish a shared vision for future development. Blueprint planning uses visual aids to make comprehensive planning more tangible for community members and decision makers.

The Blueprint planning process does not determine which future development patterns should be implemented. Blueprint planning provides the tools for elected officials, planners, and the public to make informed decisions. It visually displays potential growth patterns based on scenarios consistent with the adopted general plans of each jurisdiction. Blueprint planning shows that changes to local land use patterns could achieve significant benefits to the region’s transportation system and air quality.

In 2007, Caltrans awarded the Tehama County Transportation Commission the first of five Blueprint planning grants. The funding started the dialogue and provided a regional framework for collaboration in Tehama County. Extensive public outreach was a backbone of this process, and a series of presentations were made to numerous communities and organizations. Blueprint flyers and paper surveys were posted in 22 locations throughout the county and 270 responses were received from the on-line survey. The primary goals of the Blueprint planning process include but are not limited to:

1. Improve the mobility of people and goods through a “combination of strategies and investments to foster growth, reduce congestion, and contribute to the regional economy.
2. Avoid and minimize impacts to agricultural lands, natural resources, water, open space, and air quality.
3. Promote economic competitiveness and quality of life with improved transportation infrastructure.
4. Seek community support, including tribal governments, local governments, and under-represented groups, to develop a regional vision.

A growth modeling tool (Uplan), was used to forecast where growth could occur in the future. Uplan is a modeling tool that gives community residents the ability to see how the choices that they make regarding land use and transportation will affect their communities. Commercial development and population growth can be converted into demand for land by applying conversion factors for employment and housing. The model uses the land use designations from the cities’ and county general plans to forecast where future growth could occur. It demonstrates how planning and design choices, made by a community, have impacts on development patterns, modal choices, redevelopment potential, and livability to name a few. By being aware of the consequences of different development choices, citizens can improve their economies, environments, and quality of life.

After the Uplan model identified where growth could occur then Geographic Information System (GIS) was used to plot the projections on a map. GIS can be used to show everyone what future development “can” look like based on modeling of forecasted population.

The scenario planning is a “what if analysis” as a result of public input and stakeholder input. Through public outreach, it became evident that preserving agricultural lands, open space, and natural resources is a top priority of Tehama County residents (See Table 3.5). Further development in the rural areas will significantly impact existing residents in rural areas. Finding a balance of preservation and planning for rural housing is a challenge facing Tehama County.

The scenarios shown below are examples of potential growth patterns:

- Scenario A: Strong Cities and Communities encourages housing and commercial development to occur in existing communities where infrastructure, services, and transportation options are already in place.
- Scenario B: I-5 Corridor/Specific Plans focuses on building new communities along I-5, especially in the northern part of the county.
- Scenario C: The Historic Trend is a future projection of the region if historic and existing land use planning trends continue.

The Strong Cities and Communities scenario has the least impact to agricultural land, natural resources, and open space compared to both the Historic Trend and I-5 Corridor/Specific Plans scenarios. Preservation of agricultural lands ensures continuance of the region’s economic competitive advantages of same day access to several markets and ports, as well as lower costs of business (lower taxes, labor, and housing costs). To preserve agricultural land, the Strong Cities and Communities scenario designates 4,202 more housing units to be built in cities and communities compared to the Historic Trend. More walkable vibrant downtowns and community centers would likely result from this development pattern.

The I-5 Corridor/Specific Plans scenario closely follows the intent of the 2009 Tehama County General Plan. This scenario utilizes special planning areas created by the county’s general plan to form new communities along the northern I-5 corridor.

The I-5 Corridor/Specific Plans scenario impacts the same amount of agricultural land as the Historic Trend scenario. A negative impact to agricultural lands is also a negative impact to the region's economy. Agricultural goods produced in Tehama County are shipped to 62 countries throughout the world. The 2014 Tehama County Crop Report stated the total value of agricultural production was \$380,340,300, an increase of 26% from 2013. Community surveys ranked perseveration of agricultural lands as a top priority. For these reasons the I-5 Corridor/Specific Plan scenario is less desirable than the Strong Communities and Cities scenario.

The Historic Trend scenario uses residential and commercial development patterns from a 10 year period (2000-2010) to project development patterns out to 2050. The Historic Trend encourages a high percentage of low and very low density housing spread throughout the county.

The Historic Trend scenario impacts 46% more agricultural land and 33% more open space and natural resource land than the Strong Cities and Communities scenario. Without proper planning and policies in place, continuing along this path would degrade agricultural lands, open space, and negatively impact the region's economy.

It is important to remember that local decisions and development patterns have a big impact on local mobility. In addition to mobility benefits, location-efficient communities allow households to manage their transportation costs, the second-highest expense after housing. When the urban footprint is smaller, the impacts of growth and development on lands essential for agriculture, grazing, natural resource production, wildlife habitat, healthy ecosystems, and outdoor recreation are minimized. Efficient location of neighborhoods also supports a more active lifestyle which strongly correlates to health and well-being of residents.

The complete Tehama Tomorrow Blueprint Plan, adopted by the Tehama County Transportation Commission on September 30, 2015 is inserted in Appendix C.

3.6 EXISTING AND FUTURE CONDITIONS

3.6.1 STREETS AND ROADS

Streets and roads represent the primary means of local and interregional travel in the region, and are essential for mobility, goods movement, public transit, pedestrians and cyclists as well as airport ground access. Access provided by streets and roads greatly influences development and land use patterns. The term roadway includes highways, streets, and paved and unpaved roads.

Current System

The region has approximately 1,197 centerline road miles maintained by the cities and county. The City of Red Bluff maintains 62 miles (5.2%), City of Corning 40.4 miles (3.4%), City of Tehama 5.7 miles (.5%), and Tehama County 1,089.4 miles (91%).

An interregional and regionally significant corridor, Interstate 5 is the backbone of the region's transportation network, carrying upwards of 45,000 trips per day. It is also part of a 1,382 mile north-south travel and freight corridor stretching from the Mexican to Canadian border. Residents rely on the goods movement system to bring consumer goods to the region. The north state acts as a major international trade gateway for the rest of California and the United States (I-5 Transportation Concept Report). It is designed by the Federal Highway Administration as a Major Freight Corridor and a "Corridor of the Future." I-5 dissects the middle of Tehama County connecting the cities of Corning and Red Bluff.

State Route 36 is an east/west route in Tehama County. SR 36 west of Red Bluff provides access to federal recreational lands and serves as an alternate route to California's northern coastal areas at its terminus with SR 101. SR 36 east of Red Bluff provides access to Lake Almanor, Lassen Volcanic National Park, and the City of Susanville (population 15,546) before terminating at intersection with US 395.

State Route 89 is a north/south route from SR 36 in Tehama County, through Lassen Volcanic National Park, and eventually terminating at intersection with I-5 in Siskiyou County.

State Route 99 is a critical north/south route in California for the movement of people and goods (SR 99 Transportation Concept Report). State Route 99 parallels I-5 and connects Butte and Tehama Counties. SR 99 is the primary connection to Chico (population 87,671) from the north. SR 99 is the main street of the community of Los Molinos before terminating at the intersection of SR 36 in Red Bluff. Truck traffic on SR 99 peaks at 16% of the total traffic in the county. SR 99 is one of the priority global gateway corridors in California. The nation relies heavily on this system for access to agricultural products. The 2015 Interregional Transportation Strategic Plan (ITSP) designated it as a Priority Interregional Highway.

Pavement Conditions

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

Figure 3.4 Pavement Condition Index (PCI)

Pavement Condition Index (PCI)		
Pavement Condition Index Range	Condition	Type of Work Necessary to Achieve Good - Excellent Road Conditions
70 - 100	Good - Excellent	Preventative Maintenance
50 - 69	At Risk	Thin Hot Mix Asphalt (HMA) Overlay
25 - 49	Poor	Thick Hot Mix Asphalt (HMA) Overlay
0 - 24	Failed	Reconstruction

Source: 2014 California Local Streets and Roads Needs Assessment

Table 3.7 Pavement Condition Index (PCI) by Local Agency				
Agency	Center Line Miles	Lane Miles	2014 PCI	Condition
City of Corning	40.4	80.8	56	At Risk
City of Red Bluff	62	130	45	Poor
City of Tehama	5.7	11.4	62	At Risk
Tehama County	1089.4	2178.7	65	At Risk
Overall	1197.5	2400.9	62	At Risk

The 2014 California Local Streets and Roads Needs Assessment estimates the region’s average PCI to be 62, putting the region in an “at risk” category for California. The pavement condition of Tehama County roadways has been declining since 2008. In 2008, the region had a PCI of 69. PCI in the region is now 62. A PCI score of 70 and above is considered “good.” The statewide needs assessment estimated that Tehama County will need \$437 million over the next ten years to bring the pavement condition up to “good” condition.

It is a priority of TCTC to preserve and efficiently manage the region's roadways system. The "fix it first" approach has been taken by many jurisdictions and is supported by TCTC, the county, and incorporated cities. This is consistent with the state's special legislative session focusing on transportation funding. The fix it first approach entails preventative maintenance which keeps the road network in good repair instead of waiting until the infrastructure and pavement condition is in such poor condition that more costly complete rehabilitation is needed.

Bridges

According to the 2014 California Streets & Roads Needs Assessment there are over 500 bridges within the county and incorporated cities. Of those bridges, 91 are eligible for rehabilitation and 56 are eligible for replacement.

Bridges on rural roads are essential to the transportation network. Farms, orchards, ranches, agricultural processing facilities, and residences are often located on rural roads. Maintaining bridges so that the most direct route can be used to transport goods to the market is essential to being competitive in the current economy.

Transportation Improvements Implemented Since Last RTP

The region has seen the following major improvements to the transportation system:

City of Red Bluff

- Walnut Street Enhancement & Rehabilitation
- Red Bluff Downtown Street Rehabilitation
- Durango RV Park Trail for Fishing Access
- River Park Bikeway and Walking Path
- Various ADA improvements
- Jackson Heights Elementary Safe Routes to School Project

City of Corning

- South Avenue Interchange Improvements at I-5 Phase 1
- Solano and Marguerite Avenue Traffic Signal Installation
- Solano Street Improvements Project – includes pedestrian/bike facilities
- Solano Street/99W CDBG paving project
- South Street, Peach Street, and Fig Lane Overlay
- Airport Improvement Project
- Award of \$4.6M Park Bond with construction of park, skate park, multiple soccer fields, and open space for families
- Centennial High School Safe Routes to School Project
- Olive View and Maywood School Safe Routes to School Project
- Corning High School Safe Routes to School Project

City of Tehama

- Tehama Avenue Bridge Replacement (City of Tehama)
- Third and D Street Overlay
- 5th Street to Gyle Road Reconstruction and Drainage Improvements

Tehama County

- SR 99 Bond Project in Los Molinos Phase 1 & 2
- Replaced Red Bank Creek Bridge at Rawson Road Seismic Structure
- Replaced Cottonwood Creek Bridge at Bowman Road Seismic Structure
- Replaced Taylor’s Wash Bridge at Lake California Drive
- Construct bike path from Taylor’s Bridge to Caltrans Park & Ride Lot
- Replaced McCoy Road Bridges at Dibble Creek (south and middle fork)
- Replaced 99W Bridge at Thomes Creek
- Hall and Hoag Road Intersection Realignment
- Bowman and Broadhurst Road Intersection Safety Improvements
- South Avenue Shoulder Widening Project
- Oranewood Road Vertical Curve Safety Project
- Rancho Tehama Curve Realignment
- San Benito Curve Realignment
- 99W Overlay
- San Benito Avenue Overlay
- Evergreen School Safe Routes to School Project
- Purchased Existing Transit Facility and Adjacent Property
- Install Cameras on all Transit Vehicles
- Construction of Phase 1 Transit Facility Improvements
- Install Security Systems and Lighting for Transit Facility
- Purchased Replacement Transit Buses
- Rehabilitate Six Bus Shelters
- Purchase and Installation of 28 Bus Shelters
- Expand TRAX Service to Rancho Tehama
- Establish TRAX Lifetime Pass for Riders 70 and Older
- Secured Transit Funding for Pilot Services for Connections to Shasta College Campus on Diamond Avenue and Glenn Ride in Orland

Streets and Roads Analysis

Table 3.8 Streets and Roads Analysis	
Strengths	Weaknesses
Minimal traffic congestion	Decreasing pavement conditions
Leveraging available transportation funds with other funding sources and agencies	Insufficient and unstable transportation funding
	Excessive state/federal funding requirements and restrictions
	Numerous functionally obsolete bridges
	Large number of bridges need replacement
	Lack of data on interregional travel patterns and goods movement
Opportunities	Threats
Complete streets strategies reduce vehicle miles traveled	State and federal policy, performance metrics, and project evaluation criteria detrimental to rural areas when competing for limited discretionary transportation funds
Local, state and federal priorities to reduce travel demand through transit and multimodal infrastructure	Many of California's counties are 'self-help' counties that have local sales tax or other local revenue streams to further leverage limited shares of state and federal discretionary transportation funds
	Potential implementation of the road user charge (RUC) could negatively impact the rural areas by increasing cost to travel

The observations above are not intended to be comprehensive, but rather to highlight challenges and opportunities related to regional mobility. Projects listed in the Action Element will enhance mobility, improve transit facilities, and address above challenges as funding becomes available.

3.6.2 PUBLIC TRANSIT

TRAX (Tehama Rural Area eXpress) provides regional transit services to the residents of Tehama County, the cities of Corning, Red Bluff, and Tehama, and many rural communities. The need for affordable, convenient, and dependable transit service continues to grow.

TCTC adopted the Coordinated Public Transit - Human Services Transportation Plan to guide the system in an efficient manner to meet the needs of persons with disabilities, seniors, and low income populations. This plan assessed the transit needs within the constraints of available resources to identify strategies to improve mobility.

A Federal Transit Administration (FTA) funded Transit Facility Site Selection Study was completed and the County has implemented the plan by the purchasing existing transit facility and the adjacent property. Purchasing the facility lowers the monthly overhead cost of the transit system, and prepares for future growth. Proposition 1B funds for transit capital and safety improvements were used to purchase and remodel the facility.

To serve community members, twenty bus shelters were installed in FY 2010-11 with funds from a federal discretionary grant. Twenty-four additional shelters were purchased with transit economic stimulus fund and installed in 2015. Shelters provide protection from extreme summer temperatures and wet winter weather.

Public transit includes a range of services for the general public as well as specialized services for disabled and elderly individuals. Public transit provides a widely accessible and affordable mobility option and is one of the primary strategies used to provide congestion relief and reduce vehicle miles traveled and greenhouse gas emissions.

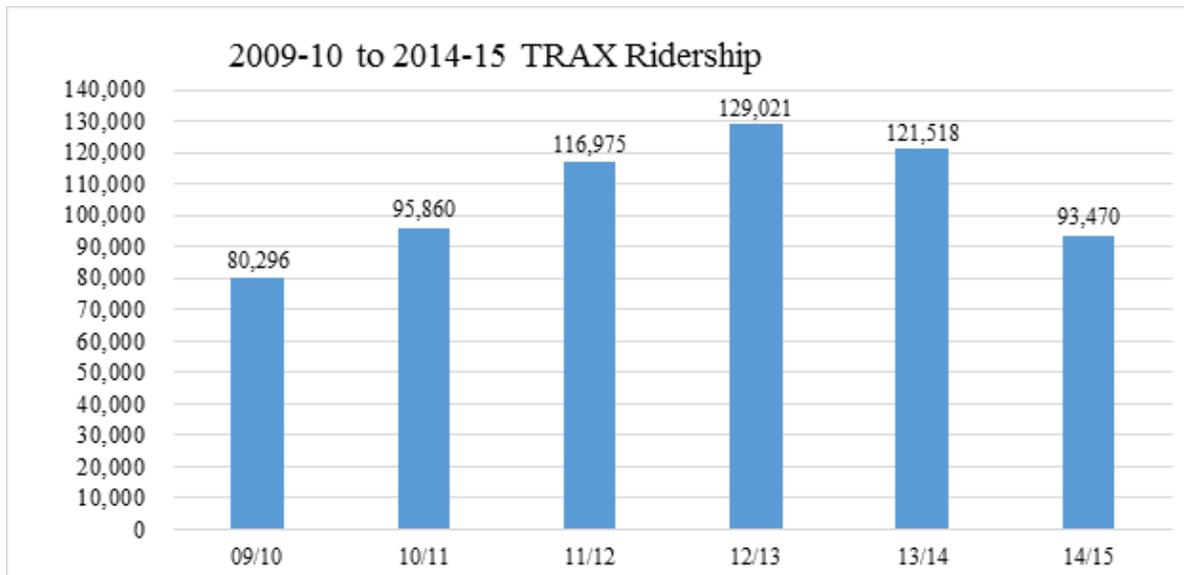
TRAX (Tehama Rural Area eXpress)

In 1996, TRAX service commenced. Policy decisions are determined by the Tehama County Transit Agency Board (TCTAB). Transit management is the responsibility of the Transportation Division of Tehama County Public Works Department. Daily bus operations and maintenance are performed by a transit contractor. The TRAX service area includes the cities of Corning, Red Bluff and Tehama, as well as the unincorporated communities along Highway 99E and Highway 99W.

TRAX operates eight fixed routes Monday through Friday, consisting of city routes in Red Bluff and Corning and regional routes providing linkage with unincorporated communities.

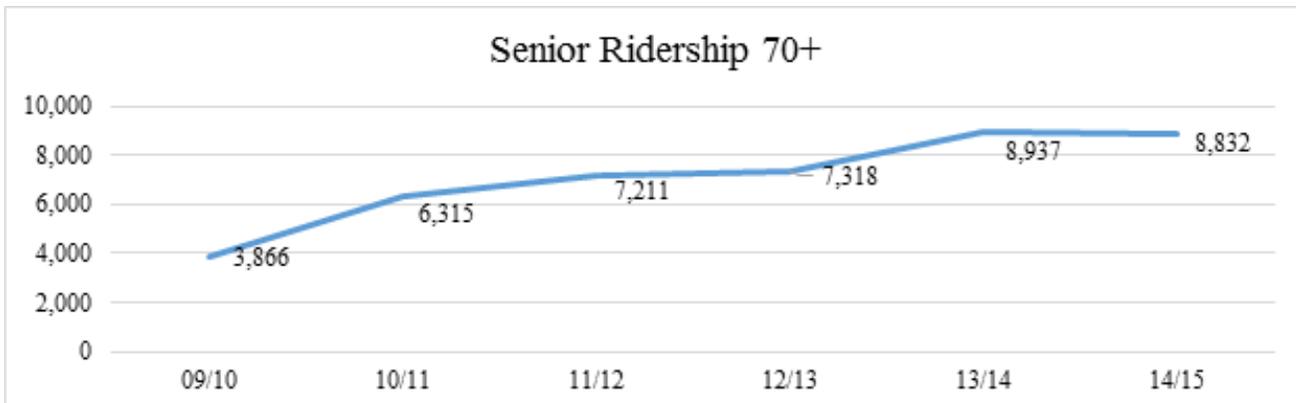
All TRAX buses have bike racks, wheelchair lifts, and relatively short wheelbases to operate in rural areas. ADA complementary paratransit service is provided on the same vehicles as fixed route. Regional routes allow for deviation up to ¾ of a mile from the regular route, when necessary, to serve certified American with Disabilities Act (ADA) individuals. A geographic information system (GIS) analysis using census block groups found that 61% of Tehama County residents live within ¾ mile of a transit route.

Figure 3.5 Annual TRAX Ridership



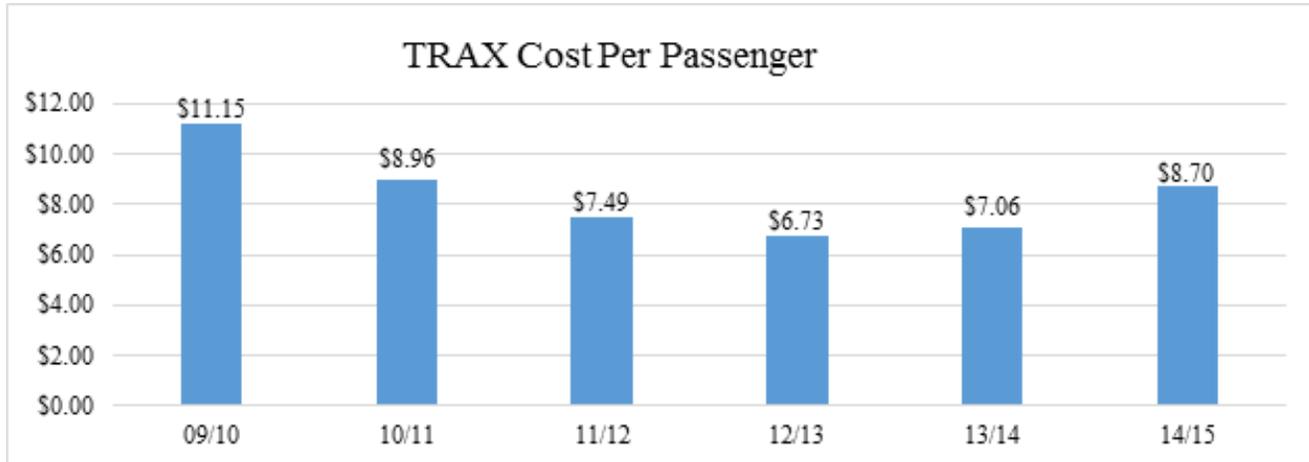
Newly installed shelters, additional routes, and a redesigned website with Google transit increased annual transit ridership levels as shown above. Over four consecutive years transit ridership levels grew, 19.4%, 22%, and 10.3% with ridership peaking in FY 2012-13 at 129,021. Unemployment rates and a change in policy in 2008 allowing riders 70 and older to receive a free lifetime pass may have also contributed to increased ridership. The 70 and over riders made up 9.4% in 2014-15. Decreases in fuel prices and an increase in transit fares in 2014-2015 subsequently reduced ridership.

Figure 3.6 Senior Ridership 70+



Transit service is essential to the wellbeing of Tehama County residents. The young and elderly tend to be the two largest segments of public transit ridership. According to the 2013 American Community Survey, 24% of Tehama County's population is under 18 and 17.5% is 65 or older. Together these segments account for 41.5% of the population.

Figure 3.7 Analysis of cost per passenger for the TRAX fixed route system.



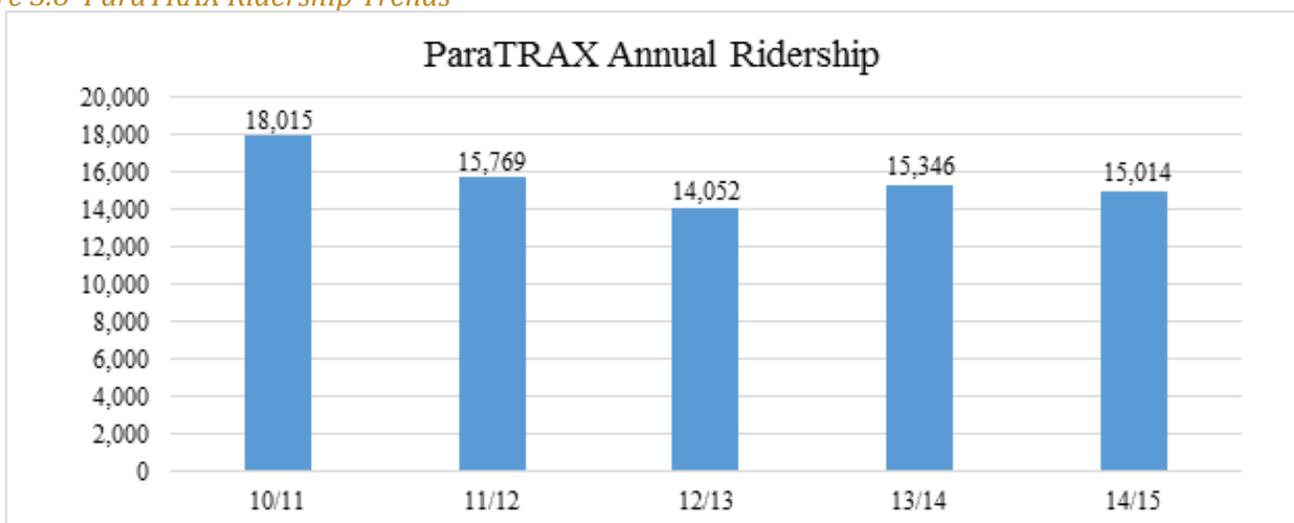
Cost per passenger is the adopted performance criteria for transit. Increases in operating costs due to new transit routes, expansion of service area, or hours of operation should be offset by additional ridership. If the increase in operating costs is offset by increased ridership, the cost per passenger will remain constant or decrease. If new service has a cost per passenger within 50% of current fiscal year cost per passenger by route, then it is considered feasible to meet. The cost per passenger was on a downward trend from 2009 to 2013 before increasing to \$8.70 per passenger (See Figure 2.7). The 2014-2015 cost per passenger of \$8.70 is significantly lower than the \$17.66 goal established for the fixed route system.

ParaTRAX

ParaTRAX is a demand response (dial-a-ride) program, which provides a curb-to-curb service to certified individuals with disabilities and seniors in the greater Red Bluff area. ParaTRAX operates Monday through Saturday. The City of Red Bluff pays for the Saturday service which is above and beyond requirements of the Americans with Disabilities Act.

ParaTRAX ridership levels peaked at 18,117 before decreasing each subsequent year through 2012/2013. Many seniors 70 and older choose to use their senior passes and ride TRAX for free, as such ParaTRAX ridership levels have declined some since 2010-11.

Figure 3.8 ParaTRAX Ridership Trends



Despite the decline in ridership since 2010, the cost per passenger has decreased. The declining gas prices and more efficient operation of the ParaTRAX system has kept operating costs low which has resulted in decreased costs per passenger (See Figure 2.9).

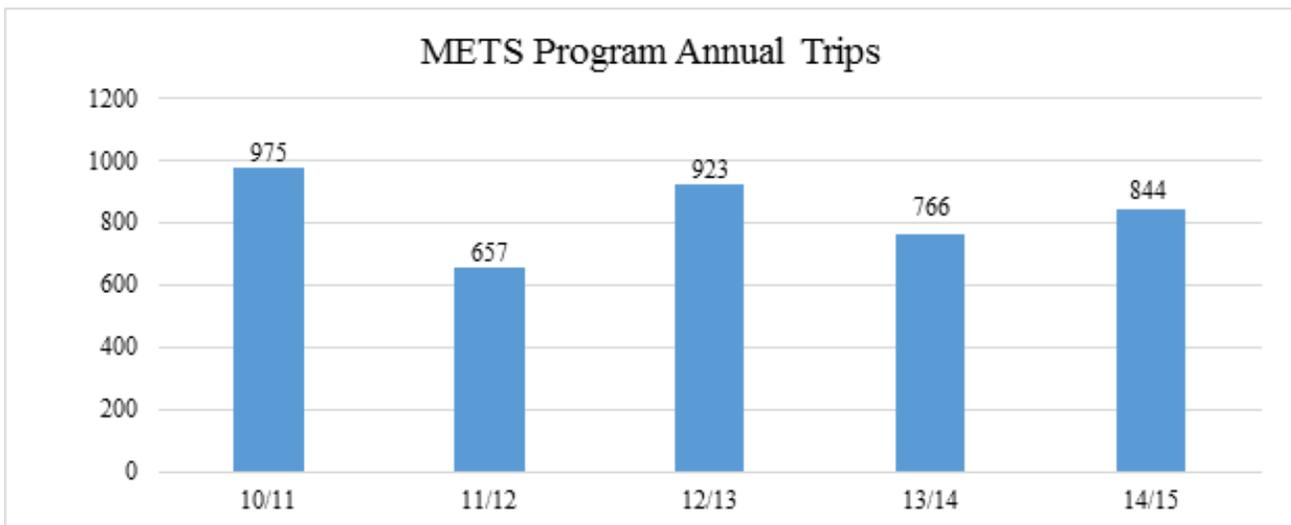
Figure 3.9 ParaTRAX cost per passenger trends.



Medical Transportation Service (METS)

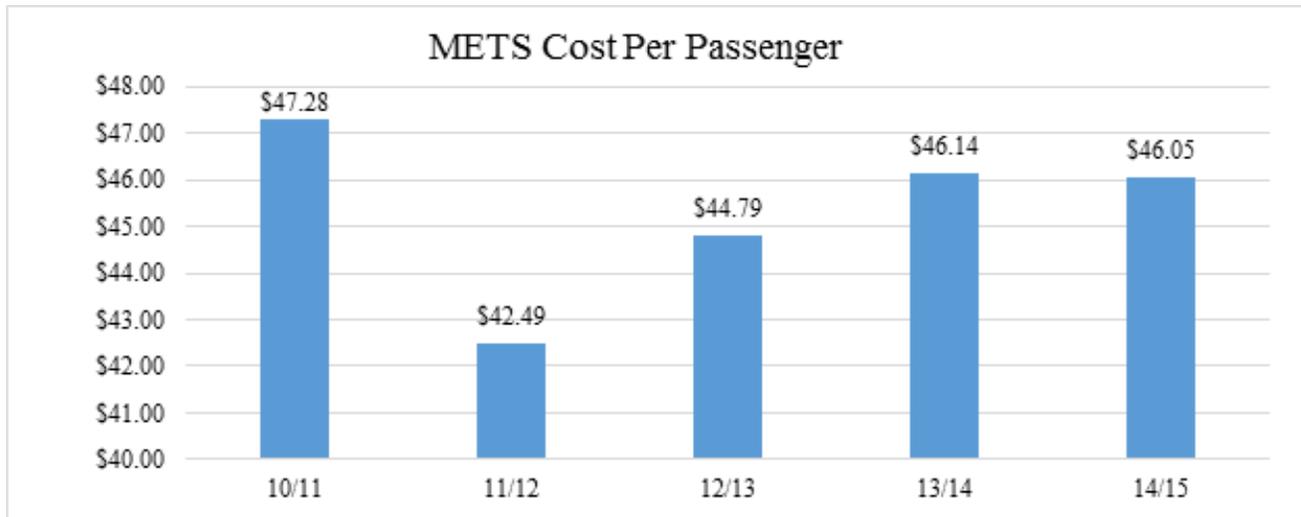
The Medical Transportation Service (METS) is a transportation program that utilizes volunteer drivers to transport eligible residents to and from medical appointments. The program was established in 1983 to provide transportation to medical appointments for Tehama County residents who have no other means of transportation. Volunteer drivers are reimbursed for mileage based on the rate established annually by the Internal Revenue Service.

Figure 3.10 METS Program Annual Trips



The METS cost per passenger has been constant over the past few years (See Figure 10). METS transports clients within Tehama County, and to Shasta, Glenn and Butte counties. The average distance per trip to medical services in Shasta, Butte, and Glenn counties has remained constant as well. The cost per passenger is impacted most by the cost to operate the service and the reimbursement rate for volunteer drivers set by the Internal Revenue Service.

Figure 3.11 METS Cost Per Passenger



Public Transit Analysis

Table 3.9 Public Transit Analysis	
Strengths	Weaknesses
New and improved bus stop facilities	Reduced ridership on afternoon and evening routes
Modern buses with minimal disruptions to service	Limited Saturday service and no Sunday service
Excellent dispatch and customer service provided by Paratransit Services	Regional land use patterns are not conducive for transit service
61 % of the region's population lives within 3/4 mile of transit route	Communities not on SR 99 and 99W corridors are difficult to serve resulting in higher costs per passenger
Opportunities	Threats
Coordination with surrounding transit agencies	Insufficient and unstable transit funding
Federal Grants	Large distances between communities means higher operations costs
Potential funding for GHG reduction	GHG reduction restrictions and regulations
Partnering with county departments to meet the needs of their clients	Fluctuating fuel costs and high insurance costs
Connections to Chico and Redding	Travel time by transit takes longer than private vehicles

The observations above are not intended to be comprehensive, but rather to highlight challenges and opportunities related to regional mobility. Projects listed in the action Element will enhance mobility, improve transit facilities, and address above challenges as funding becomes available.

3.6.3 ADDITIONAL TRANSIT PROVIDERS

Susanville Rancheria

Susanville Rancheria provides Monday through Saturday fixed route service between Susanville and Redding via Red Bluff. Service from Tehama County to Redding was implemented in 2009 by the Susanville Indian Rancheria Public Transportation Program. The service travels from Susanville to Red Bluff on State Route 36, before continuing on to Redding. The service makes three round trips between Red Bluff and Redding each day between 10:30 AM and 4:30 PM before returning to Susanville via SR 36.

Tehama County Senior Nutrition Program

The Tehama County Senior Nutrition Program provides home delivered meals and congregate meals to elderly residents in the greater Red Bluff area. Three vans were used to deliver 31,390 meals in 2013-14. In addition to delivering meals, the program offers rides back to the Red Bluff Community Center. A total of 954 trips were provided to seniors in 2013-14.

Greenville Rancheria

Although the Greenville Rancheria is located in Plumas County, there is a medical center located in Red Bluff that is available for members of the Maidu Tribe as well as the general public. The tribal government provides medical transportation in both Tehama and Plumas counties for those needing to reach the medical and dental clinics.

School Transportation

School buses operated by or under contract to various school districts serve as another source of transportation for students during the academic school year with numerous stops along major transportation corridors.

Taxi Service

Red Bluff Sunset Cab Company offers traditional taxi service.

Senior Ride On

Senior Ride On is a private business that provides non-emergency transportation for seniors age 55 and older. The service is provided for a fee on a first come, first served basis and is not able to accommodate wheelchairs. The service is available Monday through Friday from 8:00 AM to 5:00 PM.

North Valley Services

North Valley Services is a private non-profit agency that provides services to developmentally disabled individuals in Tehama, Glenn, and Lassen Counties. North Valley Services provides a variety of services to nearly 260 clients regionally. Clients are transported daily to various programs using TRAX or ParaTRAX when feasible, or by the North Valley Services fleet when public transit is unable to meet the client's specific needs. North Valley Services has been successful in the Federal Transportation Administration (FTA) 5310 grant applicant on a continual basis, leveraging local funds with Federal Transportation Administration dollars to purchase replacement vehicles.

3.6.4 MULTI-REGIONAL SERVICES

Commercial Bus Lines

Commercial bus service is available in Tehama County from Greyhound Bus Lines, Amtrak and Mt. Lassen Motor Transit.

Greyhound

Greyhound Bus Lines is the largest provider of intercity bus transportation, serving more than 3,800 destinations across North America. Greyhound serves Tehama County by stopping at Sunshine Food & Gas located on SR 36 east of downtown Red Bluff. Multiple boarding times are available each day for interregional travel.

Amtrak

While there are no train stations in Tehama County, Amtrak uses buses to pick up passengers in Red Bluff at the Red Bluff Bus and Ride at Rio and Walnut Streets. A train ticket is required to use this service. See Rail section for more information.

Charter Service

Mt. Lassen Motor Transit is a locally owned service, which provides a variety of transportation services including scenic tours, day trips, and charter service. The service can be used to reach destinations throughout Northern California, Oregon, and outside of the United States through purchased travel packages.

Shuttle Service

First Class Shuttle offers shuttle service for airline passengers arriving and departing out of Redding Municipal Airport and Sacramento International Airport.

Transit Accomplishments since last RTP

- Purchased a total of six new buses, four with American Recovery and Reinvestment Act funds and two with state Proposition 1 Bond funds
- Completion of Access to Transit Rider Facility Study
- Completion of Tehama County Transit Facility Site Study
- Started new routes, with new schedule
- New website with Google Transit
- Purchase and installation of 20 bus shelters as part of the 5311 capital grant
- Purchase of the existing transit facility and adjacent property
- Purchase and installation of 24 bus shelters with American Recovery and Reinvestment Act and Proposition 1 Bond funds
- Started pilot route to Rancho Tehama (2014) with Congestion Management Air Quality (CMAQ) funding

3.6.5 ACTIVE TRANSPORTATION

Active transportation is human energy, such as bicycling or walking. The updated term is consistent with recent changes in federal funding programs and better distinguishes the role of individual choice and regional policies, programs, and investments in supporting walkable communities.

Active transportation plays an essential role in connectivity between modes. Many public transit trips begin and end with walking or cycling.

As part of coordinated multimodal strategy, walking/cycling helps alleviate traffic congestion, and reduces vehicle miles traveled associated with air quality impacts.

Active transportation bicycle facilities are generally divided into four classes:

- Class I – A dedicated facility, paved or unpaved, physically separated from motorized vehicular traffic by an open space or barrier.
- Class II – A bike lane on a roadway, delineated by pavement striping, markings, and signing for the preferential or exclusive use of bicyclists.
- Class III – Provides for shared use of the roadway shoulder with pedestrian or motor vehicle traffic. This is the most common and practical facility in rural areas due to limited resources.
- Class IV – Provides a bikeway for the exclusive use of bicycles and includes a required separation between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

Current Facilities and Services

Tehama County has a growing system of multi-use trails, bicycle lanes, and other facilities. A description of bicycle and pedestrian infrastructure is found in the Tehama County 2008 Bicycle Transportation Plan. The plan is available on the Tehama County website at <http://www.tehamacountypublicworks.ca.gov/transportation/documents/bikeways%20plan.pdf>.

The City of Corning prepared a bicycle/pedestrian plan funded by a Caltrans planning grant. The city hired Echelon Transportation Group to complete an active transportation plan. The City of Red Bluff has designed Class II bikeways for Walnut Street and Monroe Street and is seeking funding for construction.

http://corning.org/Bicycle_and_Pedestrian_Transportation_Improvement_Plan_2016.pdf

Tehama County has promoted complete streets policies as evidenced by the bicycle and pedestrian infrastructure constructed since the last RTP. Efforts to improve walkability for residents continues as two bicycle/pedestrian projects are in the design phase. A Safe Routes to School grant was received to connect Los Molinos Elementary School to the high school. In Red Bluff, TCTC and Caltrans are discussing the installation of sidewalks and Class II bike lanes on SR 36/ Antelope Boulevard.

TCTC is using GIS technology to create maps of all the trails and bikeways in the region. By mapping and measuring the current infrastructure, future progress can be measured. GIS is used as a planning tool to visualize connectivity and infrastructure needs.

TCTC encourages bicycle and pedestrian safety through planning and capital funding, dispersing funding opportunities, and by administering the federal CMAQ funds used to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, and particulate matter. Construction of bicycle and pedestrian facilities can be eligible for CMAQ funding. TCTC provides support and technical assistance to the county and cities regarding improvements and transportation funding.

Active Transportation Accomplishments Since Last RTP

- River Park Bikeway and Walking Path
- Tehama County Bicycle Transportation Plan
- Durango RV Park Trail for fishing access
- Los Molinos SR 99 Bond Project bike lanes and sidewalk
- Lake California Drive Bikeway
- Shasta College Pond Trail
- Evergreen School Safe Routes To Schools Class I Path
- Creation of GIS-based network of active transportation facilities including bicycle parking

Table 3.10	
Active Transportation Analysis	
Strengths	Weaknesses
City of Corning completed an Active Transportation Plan	Active Transportation Grants - highly competitive, matching funds, and restrictive requirements
Sacramento River Discovery Center volunteers promote walking and cycling	Lack of right-of-way along major arterials and collectors
Shasta College Trails	Bridges lack width to support bike lanes
Bike Lanes (built and planned) in GIS System	Lack of connectivity between trail systems
Opportunities	Threats
Funding available through discretionary grants to build bikeways and trails	Safety concerns (vehicle vs. bike/pedestrian)
Pathways to key shopping and recreational areas	Insufficient and unstable transportation funding
Adopt complete street policies	Lack of funding to construct and maintain improvements
Potential funds from GHG reduction efforts to construct active transportation projects	Physical barriers, such as the Sacramento River, railroads, and Interstate 5

The observations above are not intended to be comprehensive, but rather to highlight challenges and opportunities related to regional mobility. Projects listed in the Action Element will enhance mobility, improve transit facilities, and address above challenges as funding becomes available.

3.6.6 AVIATION

Municipal airports serve many functions in rural communities. They are used for fighting wild-land fires, agriculture crop spraying, and commercial delivery transfer point such as UPS and Fed-Ex, and general business or recreational flying. There are two city owned general aviation airports within Tehama County, the Corning Municipal Airport and the Red Bluff Municipal Airport.

Aviation planning occurs primarily at the state level and by individual airports. The California Aviation System Plan (CASP) is prepared by the Caltrans Division of Aeronautics and updated every five years. Per California Public Utilities Code Section 21701, the CASP is to be developed in consultation with regional transportation planning agencies.

The primary purpose of the plan is to identify and prioritize needed airport capacity and safety related infrastructure enhancements that impact the safety and effectiveness of the California Aviation Transportation System. The plan is available online at Caltrans website: (<http://www.dot.ca.gov/hq/planning/aeronaut/documents/casp/>).

Current Facilities and Services

The Corning Municipal Airport is classified as a community airport. The Corning airport has a 2,700-foot long runway, is 50 feet wide, with 25 feet wide taxiways. Airport lighting is pilot controlled which saves the city maintenance and utility costs throughout the year. The airport has an estimated annual operations count of 5,220 (2015) with 25 aircraft and 6 ultra-light based at the airport year round. Corning operations are comprised of transient and local general aviation, and air taxi.

The Red Bluff Municipal Airport is also classified as a community airport, providing full service for general aviation. The 100 foot wide runway has a length of 5,684 feet, accommodating instrument flight rules and visual flight rules. The facility is in excellent condition due to improvements to the runway, taxiways, apron

apron area and fueling facilities completed in 1998 and funded by Federal Aviation Administration (FAA), California State Aeronautics, and local sources.

Red Bluff airport has an estimated annual operations count of 26,150 with 105 aircraft and 15 helicopters based at the airport year round. The operations are comprised of transient aviation, local aviation, air taxi, and military activities. One of the airport’s greatest need is increased commercial hangar space. Commercial hangar space is needed to generate additional revenue and accommodate the demand for increased operations.

The city is also working with FAA to extend the current runway. The 2013 Red Bluff Municipal Airport Layout Plan states that in 2008 the runway was shortened to meet FAA safety requirements. Prior to the runway shortening, jet aircraft operated at the airport on a regular basis. The layout for a 300 foot runway extension to the south is included in the plan for future consideration if demand arises.

Privately maintained airfields serve the recreational and business needs of a handful of private pilots. Small airfields exist in or near the communities of Cottonwood, Lake California, Ponderosa Sky Ranch, Rancho Tehama, and Vina. Additionally, the California Department of Forestry operates two state permitted heliports, one at the Vina Fire Station and one at Lyman Springs.

PJ Helicopters has a private facility near the Red Bluff Municipal Airport. The company offers services to utility, construction, water diversion, law enforcement, agriculture, forestry, and helicopter repair services.

Commercial passenger service is available at City of Redding Municipal Airport in Shasta County. National and international connections can be made from the Sacramento International Airport.

Public airports allow the region’s business community to participate in state, national, and international markets. The presence of an airport and passenger air services is often considered a requirement for attracting new business and industries to an area. Other key functions and benefits include emergency preparedness and response, aviation-related business development, and tourism.

Table 3.11 Aviation Analysis	
Strengths	Weaknesses
Well maintained airports	Limited local and FAA grant funds for improvements
TRAX bus service to Red Bluff Municipal Airport	No commercial air service
Privately owned airport shuttle services to Sacramento International Airport	
Parcel delivery services utilize Red Bluff Municipal Airport	
Opportunities	Threats
Local events at airports	
Growth of industrial area near airports	

Observations are general and not intended to be comprehensive. Projects listed in the Action Element improve aviation facilities as funding becomes available.

3.6.7 RAILROADS

Rail services in the region are privately funded. Current facilities include two rail corridors owned, operated, and funded by Union Pacific Railroad (UPRR) and Burlington Northern (BSNF). A third rail line splits off just south the community of Gerber. This rail line is owned by Genesee & Wyoming Inc., known as California Northern Railroad. The closest Amtrak stations for the region are in Redding and Chico.

At the state level, the California State Rail Plan was adopted in May 2013.

(http://www.californiastaterailplan.dot.ca.gov/docs/Final_Copy_2013_CSRP.pdf). The state identifies insufficient population levels and a lack of interest from Union Pacific Railroad as reasons for deferral of rail studies for areas north of Sacramento.

The most recent regional rail plan, completed in 1995, is the Northern Sacramento Valley Intercity Passenger Rail Study. This feasibility study investigated the viability of intercity rail service between Sacramento, Chico, and Redding. Two options were studied.

- Option A includes intercity rail between Sacramento and Chico, with more frequent service between Marysville/Yuba City.
- Option B is the same as Option A with the addition of an intercity rail extension to serve Red Bluff and Redding. Option B estimated that by the year 2020, 147 passengers in Redding would be using the service each day. The farebox recovery for the proposed service would range between 19 and 22 percent.

The Grade Separation Program, managed by Caltrans Local Assistance, provides funding to separate roadway from the railroad tracks. The Public Utilities Commission prioritizes projects submitted for funding to this program annually.

Railroad Projects

There are limited funding sources available to the region for design and construction of grade separation projects which would be done primarily for safety. There are locations throughout the county and cities that would benefit from railroad crossing improvements. The railroad strongly opposes new at-grade crossings. Whenever a new railroad crossing is identified, an existing crossing must be identified as a candidate for closure and removal.

Current System

Amtrak Coast Starlight passenger service runs on UPRR controlled tracks through Tehama County but does not stop. The closest stops are located in Redding at 3:14 AM northbound and 2:21 AM southbound or Chico at 1:55 AM northbound and 3:50 AM southbound. These early stop times reduce the convenience of train travel in Northern California. Train service to Los Angeles, Oakland, Sacramento, Portland, and Seattle is available and connections can be made at these locations.

An interesting fact is the Coast Starlight's daily round trip is the second most popular long-distance train in the Amtrak system. For many years, demand has often exceeded capacity during summer and holiday travel periods.

Amtrak also operates state-supported feeder bus connections to the state supported Capitol Corridor Route in Sacramento and San Joaquin Route in Sacramento/Stockton. The Amtrak bus stops at the Red Bluff Bus and Ride four times a day for southbound and twice daily for northbound. A train ticket is required to board the bus.

Table 3.12 Rail Analysis	
Strengths	Weaknesses
Amtrak feeder bus service is available at convenient times throughout the day at the Red Bluff Bus and Ride	The public has to travel to Redding or Chico to access passenger rail service
	Passenger trains frequently run late - shared tracks with freight trains
	Train tickets can only be purchased online or over the phone
Opportunities	Threats
Renewed funding in passenger rail service due to potential reductions of GHG emissions	Increases in freight traffic impact passenger service
	North state passenger rail service is a low state priority
	Congestion on South Main Street in Red Bluff due to railroad overcrossing

Observations are general and not intended to be comprehensive. Projects listed in the Action Element improve aviation facilities as funding becomes available.

4 ACTION ELEMENT



This chapter presents a plan to address the needs and issues for each transportation mode, in accordance with the goals, objectives, and policies set forth in the Policy Element. It is within the Action Element that projects and programs are categorized as short or long-term improvements, consistent with the identified needs and policies. These plans are based on the existing conditions, forecasts for future conditions and transportation needs discussed in the Existing Conditions Section and Policy Element and are consistent with the Financial Element.

4.1 PLAN ASSUMPTIONS

In addition to the above-mentioned, it is necessary to base the Action Element on a series of planning assumptions, as presented below:

Environmental Conditions – No change is assumed in attainment status for air or water quality affecting transportation projects.

Travel Mode – The private automobile will remain the primary mode of transportation for residents and visitors. Public transportation will remain a vital service for the commuters, students, elderly, low-income, and for persons with mobility limitations. Bicycle and pedestrian travel will increase modestly, for both recreational and utility purposes.

Changes in Truck Traffic – The proportion of truck traffic on State highways will remain relatively steady during the planning period. Primary goods movement corridors are along Interstate-5 and SR 99.

Recreational Travel – Recreation-oriented local travel will continue to have a major impact on State highways in the County as well as intra-county visitor travel. Interstate-5 is the primary corridor for recreational travel; however, all major highways in the County connect visitors with recreational opportunities.

Transit Service – Future planning efforts will likely lead to the expansion of services in Tehama County, however, future expansion is anticipated to have a modest impact to overall traffic levels. Demand for public transit will increase as the population ages.

Population Growth – The Tehama County population will increase at a rate not greater than the California Department of Finance projections of below 1 percent annually. Population growth of neighboring Shasta does exceed 1 percent annually and may impact traffic levels. Population of other neighboring counties is expected to remain small.

Planning Requirements – New state and federal requirements with respect to climate change and GHG emissions will continue to shape the planning process in the future. This RTP is a dynamic document which will be updated as requirements change.

Geography – Increases in population of adjacent counties (Glenn, Butte, Shasta, Lassen, and Plumas) will potentially affect both through and recreational traffic in Tehama County. The greatest assets of the County continue to be its production agriculture businesses, natural resources, and the many recreational opportunities it has to offer.

4.2 PROJECT PURPOSE AND NEED

The purpose of the RTP is to provide a vision for the region, supported by transportation goals, for ten-year (2026) and twenty-year (2036) planning horizons. The ten-year planning blocks allow for consistency with the State Transportation Improvement Program (STIP), which operates on 5-year cycles. The RTP documents policy direction, actions, and funding strategies designed to maintain and improve the regional transportation system using the following methods:

- Assessing the current modes of transportation and the potential of new travel options within the region.
- Identifying projected growth corridors and predicting the future improvements and needs for travel and goods movement.
- Identifying and documenting specific actions necessary to address the region’s mobility and accessibility needs, and establishing short-term and long-term goals to facilitate these actions.
- Identifying and integrating public policy decisions made by local, regional, State, and Federal officials regarding transportation expenditures and financing.

For Tehama County, each project listed in the RTP project lists contributes to system preservation, operational improvements, safety, and/or multimodal enhancements. These broader categories capture the intended outcome for projects during the life of the RTP and serve to enhance and protect the “livability” of residents in the County. This document uses the following definitions:

System Preservation – This category indicates a project will maintain the integrity of the existing system so that traveler access and mobility are not hindered. Improvements may include repairs to bridges and airport runways, as well as upgrades to existing rail lines, signs, traffic control devices, and pavement markings. In addition, because Tehama County is rural and contains incorporated cities and communities, the lack of maintenance funding has resulted in a large amount of “deferred maintenance” that has actually lapsed into a serious need to rehabilitate or reconstruct roadways to maintain system preservation. Rehabilitation entails primarily overlay and/or other repair work that can also be considered a safety improvement. The majority of road projects listed indicate either “rehabilitation” or “reconstruction” to maintain system preservation.

Safety Projects – Safety improvements are intended to reduce the chance of conflicts between modes, prevent injury to motorists using the transportation system, and ensure that motorists can efficiently travel to their destinations. Safety improvements may include roadway and intersection realignments to improve sight-distance, pavement or runway resurfacing to provide for a smooth travel surface, signage to clarify traffic and aviation operations, congestion relief, obstacle removal so that traffic flows are not hindered, improvements to pedestrian and bicycle facilities, bridge replacements, repairs and reinforcement.

The desired outcome is to reduce collisions on County facilities and the societal costs in terms of injury, death, or property damage.

Multimodal Enhancement – This type of improvement focuses on non-auto modes of travel such as bicycling, walking and transit. Projects designated as multimodal are designed to enhance travel by one or more of these modes, provide for better connectivity between modes, and improve non-auto access to major destinations and activity centers. Typical projects include bike lanes, shared bike routes, sidewalks, bus shelters or benches, and signage.

4.3 REGIONAL PRIORITIES

In Tehama County, the limited available funding is focused on maintaining existing roadways, transit, non-motorized facilities (pedestrian/bicycle), airport facilities, and programs. The replacement and rehabilitation of bridges is a priority has the County of Tehama as over 500 structures. If a capacity increasing project becomes a regional priority, it would only be initiated when complete revenue sources become available. Capital projects are typically funded through competitive grants, Prop 1B Bonds, or the STIP.

The recommended multimodal improvements for the transit system, aviation facilities, bikeway and pedestrian facilities, and the goods movement system will serve to implement a balanced multimodal transportation network, improve air quality by reducing VMT and GHG emissions, and help accommodate future travel demand in the County. This chapter also addresses recommended action programs for Transportation Systems Management (TSM), Transportation Demand Management (TDM), and Intelligent Transportation Systems (ITS).

4.4 SYSTEM PRESERVATION

Insufficient and unstable transportation funding is extremely problematic for rural agencies. Tehama County and the incorporated cities of Corning, Red Bluff, and Tehama have been challenged by the declining revenues available for maintenance of local streets and roads. Every effort is made to leverage transportation funding, for the benefit of maintenance of local facilities. The primary focus of the local agency is the implementation of safety and operational improvements, and the maintenance of existing roadways with limited funding ability.

4.5 TRANSPORTATION SAFETY

Addressing transportation safety in a regional planning document can improve health, financial, and quality of life issues for the public. There is a need to establish methods to proactively improve the safety of the transportation network. In response to this, California developed a Strategic Highway Safety Plan (SHSP) in 2006. The document has since been updated in order to clarify some action items. The plan sets forth one primary safety goal: 'reduce roadway fatalities to less than one per one hundred million VMT.' The SHSP identifies 15 "Challenge Areas" with respect to transportation safety in California. In 2008, California completed the SHSP, with 152 actions to implement the strategies listed in the 15 Challenge Areas. The California SHSP Challenge Areas are summarized in Appendix D.

Therefore, the policy element of this RTP includes safety goals and objectives that comply with the California Strategic Highway Safety Plan. Transportation improvement projects that specifically address safety for all types of transportation modes are included in the project list tables in this chapter.

4.6 TRANSPORTATION SECURITY/EMERGENCY PREPAREDNESS

Transportation security is another element that is incorporated into the RTP. Separate from transportation safety, transportation security/emergency preparedness addresses issues associated with large-scale evacuation due to a natural disaster or terrorist attack. Emergency preparedness involves many aspects, including training/education, planning appropriate responses to possible emergencies, and communication between fire protection and County government staff.

In the event of a natural disaster, TRAX (Tehama Rural Area eXpress) vehicles could be made available to transport evacuees, particularly those with limited mobility.

The best preventative measures with respect to this document for an emergency evacuation is the continued implementation of projects in the RTP that upgrade roadways, airport facilities, and public transit.

4.7 RTP PROJECT LISTS

4.7.1 ROADWAY IMPROVEMENT PROJECTS, CONSTRAINED (APPENDIX E)

A total of \$140,522,000 has been programmed for roadway improvement projects over the next 10 years.

Table 4.1 Roadway Improvement Projects, Constrained						
PPNO/ Project #	Route	Project Name	Funding	Total Cost (\$1,000)	Const. Year	Project Intent
Caltrans Projects						
0E360	TEH-005	Corning NB and SB Rest Areas	SHOPP	\$ 6,000	2016	Maintenance
4F710	TEH-005	Red Bluff Ramp Paving	SHOPP	\$ 1,000	2016	Pavement Rehabilitation
4F710	TEH-005	Red Bluff Ramp Paving	SHOPP	\$ 1,000	2016	Pavement Rehabilitation
1H190	TEH-005	SRRA Surveillance Upgrades	SHOPP	\$ 120	2016	ITS
4G330	TEH-032	Deer Crk Paving	SHOPP	\$ 1,000	2016	Pavement Rehabilitation
2H490	TEH-005	Red Bluff Slab Replacements	SHOPP	\$ 281	2019	Pavement Rehabilitation
0H200	TEH-032	Colby Curve Improvements	SHOPP	\$ 2,735	2018	Operational
4G560	TEH-036	Red Bluff Drainage	SHOPP	\$ 2,525	2020	Maintenance
4G280	TEH-036	Dry Feather Culverts	SHOPP	\$ 140	2016	Maintenance
0H110	TEH-036	Meister Curve Improvement	SHOPP	\$ 1,426	2018	Operational
4G540	TEH-036	W Red Bluff Paving	SHOPP	\$ 6,600	2021	Pavement Rehabilitation
3E720	TEH-036	East Red Bluff Paving	SHOPP	\$ 4,920	2017	Pavement Rehabilitation
4G03U	TEH-036	Lassen Lodge Curve Improvement	SHOPP	\$ 9,410	2017	Operational
0H390	TEH-036	Morgan Summit CCTV/RWIS	SHOPP	\$ 750	2017	ITS
1H740	TEH-036	Morgan Summit Curve Improvement	SHOPP	\$ 4,324	2022	Operational
2H390	TEH-036	Childs Meadows Chip Seal	Maint.	\$ 2,036	2017	Maintenance
2H110	TEH-099	Corning Culvert Rehab	Maint.	n/a	2017	Maintenance
1H320	TEH-099	Los Molinos Curb Ramps/Sidewalks	SHOPP	\$ 4,729	2019	Pedestrian Access
1H970	TEH-036	Ward Curve Improvement	SHOPP	\$ 2,883	2026	Operational
Caltrans Total				\$ 51,879		
County of Tehama Projects						
2567		99W Corning City Limits to Glenn County Line	STIP	\$ 5,500	2018	STAA/Goods Movement/I-5 Alternate

	99W from Gyle Road to South Main St.	STIP/Local	\$ 10,000	2018	STAA/Goods Movement/I-5 Alternate
2569	99W from South Main St. to I-5 Overcrossing	STIP, Fed. Demon.	\$ 1,989	2019	STAA/Goods Movement/I-5 Alternate
2162	McCoy Rd Phase 3	STIP	\$ 1,525	2019	Operational
	South Avenue Reconstruction	Local/STIP	\$ 18,000	2020	Rehabilitation
	Margeurite Avenue @ South Avenue	HSIP/Local	\$ 1,082	2020	Safety
	Finnell Avenue @ 99W	HSIP/Local	\$ 1,082	2020	Safety
	Baker Road Recon. Widening, Turn Lane	Local/STIP	\$ 5,000	2021	Rehabilitation
	Hooker Creek @ Bowman Road	HSIP/Local	\$ 1,104	2021	Safety
	Bowman Road Reconstruction	Local/STIP	\$ 20,000	2022	Rehabilitation
	Rancho Tehama Road Reconstruction	Local/STIP	\$ 10,000	2022	Rehabilitation
	Lake California Drive Reconstruction	Local/STIP	\$ 7,000	2024	Rehabilitation
	South Avenue @ Kirkwood Road	HSIP/Local	\$ 1,149	2025	Safety
	Kirkwood Road Reconstruction, widening, and geometric change to South Avenue	Local	\$ 862	2026	Rehabilitation
County of Tehama Total			\$ 84,293		
City of Corning Projects					
City of Corning's Downtown Solano Street Improvements were under construction when RTP was prepared.					
City of Tehama Projects					
	B, C, E, F, G, H, I, 2nd, 4th, Tehama Avenue, E. Gyle and Cavalier Drive	Local/STIP	\$ 2,150	2017	Rehabilitation/Safety/Operational
City of Tehama Total			\$ 2,150		
City of Red Bluff Projects					
	Monroe Street rehabilitation and ADA access	Local	\$ 1,200	2020	Rehabilitation
	Walnut Street rehabilitation & ADA access	Local/STIP	\$ 1,000	2021	Rehabilitation
City of Red Bluff Total			Total \$ 2,200		

4.7.2 ROADWAY IMPROVEMENT PROJECTS, UNCONSTRAINED (APPENDIX F)

Table 4.2 Roadway Improvement Projects, Unconstrained					
Route	Project Name	Funding	Total Cost (\$1,000)	Const. Year	Project Intent
5	Expand freeway to six lanes, Glenn County Line to Liberal Avenue	TBD	TBD	2027-2036	Capacity Expansion
5	Expand freeway to six lanes, Liberal Avenue to South Red Bluff	TBD	TBD	2027-2036	Capacity Expansion
5	Expand freeway to six lanes, South Main Street to .1 mile south of Nine Mile Hill Overcrossing	TBD	TBD	2027-2036	Capacity Expansion
5	Expand freeway to six lanes, .1 Mile South of Nine Mile Hill Overcrossing to Bowman Road	TBD	TBD	2027-2036	Capacity Expansion
5	Expand freeway to six lanes, Sunset Hills to SHA Co Line	TBD	TBD	2027-2036	Capacity Expansion
5	NB Bowman On/Off Ramp Round about	TBD	TBD	2027-2036	Operational
5	Expand freeway to six lanes. Requires outside widening of bridge over Cottonwood Creek	TBD	TBD	2027-2036	Capacity Expansion
36	Curve Improvements, locations TBD	TBD	TBD	2027-2036	Safety
36	Pullouts, locations TBD	TBD	TBD	2027-2036	Safety
36	Realignment, In Red Bluff. Union Pacific Railroad crossing and Main Street	TBD	TBD	2027-2036	Operational
36	Convert from 2 lanes with center turn lane to 4 lanes with center turn lane, Baker Road to Crittendon Streets	TBD	TBD	2027-2036	Capacity Expansion
36	Intersection relocation, Walton Street / SR 36 intersection	TBD	TBD	2027-2036	Operational
36	Sidewalks, Crosswalks, Bicycle Improvements	TBD	TBD	2027-2036	Pedestrian/Bicycle
36	Pullouts, locations TBD	TBD	TBD	2027-2036	Operational
99	Widen to 4 lane expressway, Butte County Line to South Avenue	TBD	TBD	2027-2036	Capacity Expansion
99	Realign to 4 lane expressway, South Avenue to I-5	TBD	TBD	2027-2036	Capacity Expansion
TBD	Bike Facility in Tehama County portion	TBD	TBD	2027-2036	Bicycle
5	1 CCTV at South Avenue on I-5	TBD	TBD	2027-2036	ITS
5	CCTV Camera could mitigate vandalism to Corning HAR	TBD	TBD	2027-2036	ITS
5	CMS FSBT, Tehama Avenue	TBD	TBD	2027-2036	ITS
5	CMS #17 FNBT - Upgrade to Model 500, Riverside OC	TBD	TBD	2027-2036	ITS
5	CCTV SB shoulder, South Red Bluff	TBD	TBD	2027-2036	ITS
32	CCTV, Deer Creek Bridge	TBD	TBD	2027-2036	ITS
32	RWIS, Deer Creek Bridge	TBD	TBD	2027-2036	ITS
36	1 CCTV and 1 RWIS at Morgan Summit	TBD	TBD	2027-2036	ITS

36	CMS FEBT - Model 510, at Baker Road	TBD	TBD	2027-2036	ITS
36	Signal synchronization, in Red Bluff Main Street to I-5	TBD	TBD	2027-2036	ITS
36	HAR Flasher, Addt'l Red Bluff Flasher FEBT and FWBT	TBD	TBD	2027-2036	ITS
36	HAR Flasher EMS FEBT BBS Installed Replace with CMS FEBT, Mulberry Avenue	TBD	TBD	2027-2036	ITS
36	HAR Flasher EMS FWBT Upgrade w/BBS, St. Mary's Road	TBD	TBD	2027-2036	ITS
36	CCTV, JCT 36 and 32	TBD	TBD	2027-2036	ITS
99	CMS FNBT - Model 510, JCT 36 and 99	TBD	TBD	2027-2036	ITS
99	CMS FSBT - Model 510, JCT 36 and 99	TBD	TBD	2027-2036	ITS
	Barham Road @ Liberal Avenue Intersection Improvements	TBD	TBD	2027-2036	Safety
	99W @ Gyle Road Intersection Improvements	TBD	TBD	2027-2036	Safety
	Plymire Road @ Baker Road Intersection Improvements	TBD	TBD	2027-2036	Safety
	Walnut Street @ Wilder Road Intersection Improvements	TBD	TBD	2027-2036	Safety
	South Avenue @ Rowles Road Intersection Improvements	TBD	TBD	2027-2036	Safety
	Corning Road @ Rawson Road Intersection Improvements	TBD	TBD	2027-2036	Safety
	99W @ Liberal Avenue Intersection Improvements	TBD	TBD	2027-2036	Safety
	99W @ Tyler Road Intersection Improvements	TBD	TBD	2027-2036	Safety
	Evergreen Road Reconstruction	TBD	TBD	2027-2036	Safety
	Gyle Road Reconstruction	TBD	TBD	2027-2036	Safety
	Tehama County Grade Separation Projects	TBD	TBD	2027-2036	Safety
	Bend Ferry Road Reconstruction	TBD	TBD	2027-2036	Operational Improvement
	Jellys Ferry Reconstruction North	TBD	TBD	2027-2036	Operational Improvement
	Jellys Ferry Reconstruction South	TBD	TBD	2027-2036	Operational Improvement
	Hooker Creek and Bowman Road Interchanges	TBD	TBD	2027-2036	Interchange Improvements
	Sunset Hills Drive Interchange Reconstruction	TBD	TBD	2027-2036	Reconstruct Interchange
	5th, D, 3rd Streets	TBD	TBD	2027-2036	Safety/Operational Imp.
	B Street Realignment (North B Street)	TBD	TBD	2026-2035	Safety
	Blackburn Avenue (widening and reconstruction)	TBD	TBD	2027-2036	Rehabilitation
	Solano Street, Houghton and Toomes Avenues (widening and reconstruction)	TBD	TBD	2027-2036	Rehabilitation

	Solano Street Operational Improvements	TBD	TBD	2027-2036	Operational Improvement
	South Avenue Interchange Improvements Phase II	TBD	TBD	2027-2036	Operational Improvement
	99W, Solano to South Avenue (reconstruction)	TBD	TBD	2027-2036	Rehabilitation
	Stripping and Roadway Illumination-Citywide	TBD	TBD	2027-2036	Safety
	Traffic Signal: Solano Street and Third Street	TBD	TBD	2027-2036	Operational Improvement
	Traffic Signal: Oren Avenue at Solano Street (Hoag Road)	TBD	TBD	2027-2036	Operational Improvement
	Traffic Signal: Marguerite Avenue at Blackburn Avenue	TBD	TBD	2027-2036	Operational Improvement
	Traffic Signal: Third Street at Blackburn Avenue	TBD	TBD	2027-2036	Operational Improvement
	Traffic Signal: Solano Street at Houghton Avenue	TBD	TBD	2027-2036	Operational Improvement
	Traffic Signal: Fig Lane at Marguerite Avenue	TBD	TBD	2027-2036	Operational Improvement
	Traffic Signal: Fig Lane at Hwy 99W	TBD	TBD	2027-2036	Operational Improvement
	Solano Interchange East Side Improvements: relocate sign, street/drainage improvements	TBD	TBD	2027-2036	Operational Improvement
	Railroad Crossing @ South Main/UP Overcrossing replacement	TBD	TBD	2027-2036	Operational Improvement
	Traffic Signal: South Jackson @ Aloha	TBD	TBD	2027-2036	Operational Improvement
	Traffic Signal: South Jackson @ Oak	TBD	TBD	2027-2036	Operational Improvement
	Traffic Signal: South Jackson @ Luther	TBD	TBD	2027-2036	Operational Improvement
	Luther Road, South Jackson Street to Airport Reconstruction	TBD	TBD	2027-2036	Rehabilitation
	S. Jackson St. Overlay (Luther - Vista Way)	TBD	TBD	2027-2036	Rehabilitation
	South Main St Overlay (SR36 to UPRR Crossing)	TBD	TBD	2027-2036	Rehabilitation
	Baker Road and Walnut Street Intersection Improvements	TBD	TBD	2027-2036	Safety
	South Main Street Interchange Recon.	TBD	TBD	2027-2036	Operational Improvement
	Walnut St. @ Paskenta Road Intersection Improvements	TBD	TBD	2027-2036	Safety/Operations
	Vista Way Extension to Montgomery St. w/ Ramp Connections	TBD	TBD	2027-2036	Operational Improvement
	Luther Road @ S. Main Intersection Reconstruction (Luther Rd: Main St. to Mill St. and Main St.: UPRR to Luther Rd.)	TBD	TBD	2027-2036	Rehabilitation
Cities/County	Maintenance and Operation of local streets		\$99,278		Maintenance

4.7.3 BRIDGE IMPROVEMENT PROJECTS, CONSTRAINED (APPENDIX G)

A total of \$113,316,000 has been programmed for bridge improvement projects over the next 10 years.

The Jellys Ferry Road Bridge across the Sacramento River to provide connectivity to trails and parks. This seismic structure will include facilities for pedestrians and bicycles.

Table 4.3 Bridge Improvement Projects, Constrained					
PPNO	Project Name	Funding	Total Cost (\$1,000)	Const. Year	Project Intent
Caltrans Projects					
0H360	Tehama County Bridge Maintenance	MAINTENANCE	\$ 452	2016	Preventative Maint.
0H360	Tehama County Bridge Maintenance	MAINTENANCE	\$ 452	2016	Preventative Maint.
0H360	Tehama County Bridge Maintenance	MAINTENANCE	\$ 452	2016	Preventative Maint.
2H080	TEH-SHA Bridge Deck Friction Overlay	MAINTENANCE	\$ 700	2016	Preventative Maint.
2H080	TEH-SHA Bridge Deck Friction Overlay	MAINTENANCE	\$ 700	2016	Preventative Maint.
2H080	TEH-SHA Bridge Deck Friction Overlay	MAINTENANCE	\$ 700	2016	Preventative Maint.
2H080	TEH-SHA Bridge Deck Friction Overlay	MAINTENANCE	\$ 700	2016	Preventative Maint.
2H080	TEH-SHA Bridge Deck Friction Overlay	MAINTENANCE	\$ 700	2016	Preventative Maint.
2H080	TEH-SHA Bridge Deck Friction Overlay	MAINTENANCE	\$ 700	2016	Preventative Maint.
1H340	Willow Creek Bridge Drainage Easement	SHOPP	\$ 180	2016	Preventative Maint.
1H340	Willow Creek Bridge Drainage Easement	SHOPP	\$ 180	2016	Preventative Maint.
1H340	Willow Creek Bridge Drainage Easement	SHOPP	\$ 180	2016	Preventative Maint.
1H340	Willow Creek Bridge Drainage Easement	SHOPP	\$ 180	2016	Preventative Maint.
0H360	Tehama Bridge Maintenance	MAINTENANCE	\$ 452	2016	Preventative Maint.
4G530	Scour Counter-Measures	SHOPP	\$ 1,400	2020	Preventative Maint.
4F590	Red Bluff/Sac Bridge Seismic	SHOPP	\$ 22,100	2020	Preventative Maint.
4G530	Scour Counter-Measures	SHOPP	\$ 1,400	2020	Preventative Maint.
4G530	Scour Counter-Measures	SHOPP	\$ 1,400	2020	Preventative Maint.
4G530	Scour Counter-Measures	SHOPP	\$ 1,400	2020	Preventative Maint.
Caltrans Total			\$ 34,428		
County of Tehama Projects					
2378	Jellys Ferry Road Bridge (Ped/Bike) @ Sacramento River	HBP, LBSRP	\$ 46,615	2017	Bridge Replacement
2379	Evergreen Road Bridge @ Cottonwood Creek	HBP, STIP	\$ 12,383	2018	Bridge Replacement
2331	McCoy Low Water Crossing and approaches	HBP, STIP	\$ 6,847	2019	Bridge Replacement
	Kirkwood Road Bridge @ Jewett Creek	HBP, STIP	\$ 2,381	2020	Bridge Replacement
	Columbia Ave Bridge @ Jewett Creek	HBP, Toll Credits	\$ 1,386	2020	Bridge Replacement
8C-0280	Flores Ave @ Oat Creek	STIP, HBP, Toll Credits	\$ 4,020	2021	Bridge Replacement w/ Road Improvements
8C-0041	Lowrey Road @ SF Elder Creek	HBP, Toll Credits	\$ 1,154	2022	Bridge Replacement
8C-0257	Tyler Road @ Oat Creek	HBP, Toll Credits	\$ 976	2023	Bridge Replacement
8C-0050	Shasta Blvd @ NF Mill Creek	HBP, Toll Credits	\$ 1,523	2024	Bridge Replacement
8C-0290	Mt. Shasta Ave @ NF Hall Creek	HBP, Toll Credits	\$ 418	2026	Bridge Replacement
County of Tehama Total			\$ 77,705		
City of Red Bluff Projects					
2527	Baker Road Bridge @ Brickyard Creek	STIP, HBP	\$ 1,183	2019	Bridge Replacement
City of Red Bluff Total			\$ 1,183		

Bridge at 99W at Thomes Creek



4.7.4 BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECTS, CONSTRAINED (APPENDIX H)

A total of \$3,461,000 has been programmed for bicycle/pedestrian improvement projects over the next 10 years.

Table 4.4					
Bicycle and Pedestrian Improvement Projects, Constrained					
PPNO/ Project #	Project Name	Funding	Total Cost (\$1,000)	Construction Year	Project Intent
Caltrans Projects					
3E720	East Red Bluff Paving - sidewalks pending	CMAQ Pending	\$800	2017	Pedestrian/Bicycle
Discussions for potential partnership underway when RTP was prepared					
County of Tehama Projects					
	Gerber Bus Stop Access	LCTOP	\$15	2018	Pedestrian/ Bicycle/transit
2570	SR99 Los Molinos Phase 3	STIP	\$1,200	2020	Pedestrian/Bicycle
Total			\$1,215		
City of Red Bluff Projects					
	Walnut St./Monroe Class 2 Bikeway	ATP/CMAQ/Lo cal	\$500	2020	Pedestrian/Bicycle
	Diamond Avenue College Connection	ATP/CMAQ - Environmental Phase	\$200	2020	Pedestrian/Bicycle
	Vista Way Bikeway (Montgomery Road. to Luther Road via Airport Road)	ATP	\$100	2021	Pedestrian/Bicycle
Total			\$800		
City of Corning Projects - per Bike/ped plan					
	ATP Proj. #1	ATP	\$46	2018	Pedestrian/Bicycle
	ATP Proj. #2	ATP	\$600	2019	Pedestrian/Bicycle
Total			\$646		

4.7.5 BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECTS, UNCONSTRAINED (APPENDIX I)

Table 4.5				
Active Transportation Projects, Unconstrained				
Project Name	Funding	Total Cost (\$1,000)	Construction Year	Intent
City of Corning Projects form Cornings Bicycle/Pedestrian Plan				
Solano Street from Solano (East City Limits) to Old Hwy 99W	TBD	TBD	2027-2036	Access Improvement
Highway 99W (Colusa to South Ave)	TBD	TBD	2027-2036	Access Improvement
City of Red Bluff Projects below Projects are from the existing Countywide Bikeways Plan				
Sale Lane Sidewalk/Bike Lane to Sacramento River Discovery Center	TBD	TBD	2027-2036	Access Improvement
Lake Red Bluff Bikeway	TBD	TBD	2027-2036	Access Improvement
Reeds Creek River Walk (Washington St. to Paskenta Road)	TBD	TBD	2027-2036	Access Improvement
Johnson St. Bikeway (Walnut St. to Baker Road via Walbridge St.)	TBD	TBD	2027-2036	Access Improvement
Vista Way Bikeway (Montgomery Road. to Luther Road via Airport Road)	TBD	TBD	2027-2036	Access Improvement
Washington St. Bikeway (Willow St. to Walton St.)	TBD	TBD	2027-2036	Access Improvement
Adobe Park Bikeway (Dog Island Park to Ide Adobe State Park)	TBD	TBD	2027-2036	Access Improvement
Adobe Road Bikeway	TBD	TBD	2027-2036	Access Improvement
County of Tehama and Multijurisdictional Projects				
Bowman Road Bikeway (Evergreen School to I-5)	TBD	TBD	2027-2036	Access Improvement
Tehama-Los Molinos Bikeway (City of Tehama and Tehama County)	TBD	TBD	2027-2036	Access Improvement
Baker Road Bikeway (SR 36 to Walnut St.) (City of Red Bluff and Tehama County)	TBD	TBD	2027-2036	Access Improvement

4.7.6 TRANSIT PROJECTS, CONSTRAINED (APPENDIX J)

A total of \$3,563,000 has been programmed for transit improvement projects over the next 10 years.

Table 4.6 Transit Projects, Constrained					
Agency	Project Name	Funding	Total Cost (\$1,000)	Implement. Year	Intent
County	Pilot Program to connect with Glenn Ride for connections to Chico	CMAQ	\$7	2017	Connectivity
County	Transit Service to Shasta College Red Bluff	CMAQ	\$18	2016	Connectivity
County	Fleet Replacement	PTMISEA	\$400	2017	Bus Replacement
County	Transit Facility Remodel	PTMISEA, CTAF	\$1,117	2016-17	Rehabilitation of Transit Facility
County	Transit Operations and Maintenance	LTF, 5311, STA	\$21	2015-2025	Operations and Maintenance
County	Fleet Replacement	LTF, Farebox, CMAQ	\$2,000	2020-2025	Fleet Replacement
Total			\$3,563		

4.7.7 TRANSIT PROJECTS, UNCONSTRAINED (APPENDIX K)

Table 4.7 Transit Projects, Unconstrained				
Project Name	Funding	Total Cost (\$1,000)	Const. Year	Intent
Transit Service to Chico	TBD	TBD	2027- 2036	Transit Expansion
Transit Service to Redding	TBD	TBD	2027- 2036	Transit Expansion
Modernization of Transit Fleet	TBD	TBD	2027- 2036	Fleet Replacement
Transit Operations and Maintenance	TBD	TBD	2027- 2036	Transit Operations

4.7.8 AVIATION PROJECTS, CONSTRAINED (APPENDIX L)

A total of \$1,980,000 has been programmed for aviation improvement projects over the next 10 years.

Table 4.8 Aviation Projects, Constrained				
Project Name	Funding	Total Cost (\$1,000)	Const. Year	Intent
City of Red Bluff Projects per CIP and Layout Plan				
Airfield pavement evaluation and rehabilitation	AIP	\$1,300	2017	Aviation Improvements
Hangar site design and construction	AIP	\$500	2020	Aviation Improvements
Airport land use compatibility planning	AIP	\$50	2022	Aviation Improvements
Total		\$1,850		
Card Controlled Access Gates and Perimeter Fence	AIP	\$130	2017	Aviation Improvements
Total		\$130		

4.7.9 AVIATION PROJECTS, UNCONSTRAINED (APPENDIX M)

Table 4.9				
Aviation Projects, Unconstrained				
Project Name	Funding	Total Cost (\$1,000)	Construction Year	Intent
City of Corning Projects - per CIP				
Emergency Access Road Extension	TBD	TBD	2027-2036	Aviation Improvements
Fuel Farm Replacement	TBD	TBD	2027-2036	Aviation Improvements
Design Only Terminal Area Improvements	TBD	TBD	2027-2036	Aviation Improvements
Hangar Taxiways	TBD	TBD	2027-2036	Aviation Improvements
Lime Treated Shoulder Stabilization	TBD	TBD	2027-2036	Aviation Improvements
T-Hangars (12 Units)	TBD	TBD	2027-2036	Aviation Improvements
Water/Fire Protection System	TBD	TBD	2027-2036	Aviation Improvements
Seal and Mark Runway	TBD	TBD	2027-2036	Aviation Improvements
City of Red Bluff Projects - per CIP and Layout Plan				
Repair large and small aircraft storage and operations hangar buildings	TBD	TBD	2027-2036	Aviation Improvements
Continued oversight of land use issues surrounding the airport	TBD	TBD	2027-2036	Aviation Improvements
Further development of vacant airport property to enhance airport revenues	TBD	TBD	2027-2036	Aviation Improvements
Pursue pavement maintenance, seal coating, crack sealing, and repair activities	TBD	TBD	2027-2036	Aviation Improvements
Airport design and engineering services	TBD	TBD	2027-2036	Aviation Improvements
Airspace and obstruction analysis	TBD	TBD	2027-2036	Aviation Improvements
Airport master planning and airport capital imp. plan	TBD	TBD	2027-2036	Aviation Improvements
Helipad location and design	TBD	TBD	2027-2036	Aviation Improvements
Electrical improvements	TBD	TBD	2027-2036	Aviation Improvements
Construction inspection and documentation	TBD	TBD	2027-2036	Aviation Improvements
Pavement management system	TBD	TBD	2027-2036	Aviation Improvements
Rates and charges analysis	TBD	TBD	2027-2036	Aviation Improvements
Apron layout and design	TBD	TBD	2027-2036	Aviation Improvements
Drainage improvements	TBD	TBD	2027-2036	Aviation Improvements
Fencing and security improvements	TBD	TBD	2027-2036	Aviation Improvements
Apron improvements	TBD	TBD	2027-2036	Aviation Improvements
General aviation terminal design and Construction	TBD	TBD	2027-2036	Aviation Improvements
Airport operational and management support	TBD	TBD	2027-2036	Aviation Improvements

4.8 PLANNING FOR STATE ROUTE 99

The State Route 99 (SR 99) Transportation Concept Report is a long-term 20-year planning document that route needs. It also begins the discussion of long term investments for the corridor. This is a first step in planning for and/or improving a route and provides information that guides the decision-making process.

The TCR was completed in 2009 by Caltrans District 2 in cooperation with the Tehama County Transportation Commission (TCTC); Tehama County; cities of Corning, Red Bluff, and Tehama; communities of Vina, Dairyville, and Los Molinos, and the tribal governments of Greenville Rancheria, Paskenta Band of Nomlaki Indians, Redding Rancheria, United Maidu Nation, and Wintu Tribe of Northern California.

During the development of the SR 99 TCR, a comprehensive outreach plan and data collection effort was conducted for the corridor. Outreach included public workshops; presentations to the TCTC, Tehama County Board of Supervisors, Corning, Red Bluff, and Tehama City Councils; internet website; and tribal government consultation. The data gathered for the report assisted with the fact sheets and technical analysis.

During the 1960's, a major realignment was proposed for SR 99 from the Butte/Tehama County line to I-5. This proposed realignment was to be classified as a freeway. Freeway agreements were signed by Tehama County and the State of California and right-of-way acquired for the proposed project. As the years went by, no further action occurred on this project and in 1978 the California Transportation Commission rescinded the freeway adoption, and shortly after the right of way was sold. During the following 30 years, a number of alignments were proposed by Caltrans, local agencies, and the public, but no agreement was reached as to a preferred alternative.

The analysis provided in the TCR report indicated that substantial and expensive improvements would be needed for SR 99 in order to accommodate traffic growth during the next 20 years. The report also indicated that within 50 years, SR 99 would need to be expanded to 4-lanes to accommodate increased traffic and be consistent with statewide plans. The TCR explored three alignment concepts each with four-lane facilities. All three concepts that were explored would require significant investments, impact agricultural land, and have environmental effects. The three concepts explored in the TCR are as follows:

- Making the existing route four lanes
- Make South Avenue four lanes
- Build a new four-lane road to Interstate 5 (I-5)

The report states in several places that there was no consensus to the proposed alignments for the route, and recommended further studies be undertaken in order to effectively evaluate the future of SR 99. TCTC supports the need for a feasibility study regarding the future of SR 99.

As indicated by stakeholder comments in the TCR and the lack of consensus, it will be necessary for all phases of the study to be extremely transparent. This transparency will need to include the scope of work for the study, as well as frequent stakeholder and public participation. Based on the lack of consensus, alternate solutions should also be considered in addition to a single four lane alignment. This study may benefit from the Value Analysis process, a tool frequently used by Caltrans as a method to think outside the box.

4.9 PROGRAM - LEVEL PERFORMANCE MEASURES

In 2015 the Rural County Task Force (RCTF) completed a study on the use of performance measure indicators for the 26 Regional Transportation Planning Agencies in California. This study evaluated the current statewide performance monitoring metrics applicability to rural and small urban areas. In addition, the study identified and recommended performance measures more appropriate for the unique conditions and resources of rural and small urban places, like Tehama County. These performance measures are used to help select RTP project priorities and to monitor how well the transportation system is functioning, both now and in the future. The identified metrics appropriate for rural and small urban areas through the study were incorporated into the California Transportation Commission's (CTC) 2016 State Transportation Improvement Program (STIP).

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

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

Application of Performance Measures

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

4.9.1 PERFORMANCE MEASURE 1- CONGESTION/DELAY/VEHICLE MILES TRAVELED

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

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

Desired outcome and RTP/State Goals:

- Measure of overall vehicle activity and use of the roadway network.
- Input maintenance and system preservation.
- Input to safety.
- Input health based pollutant reduction, input GHG reduction.
- (RTP Goals 1,2,3,6,7).

4.9.2 PERFORMANCE MEASURE 2- MODE SHARE/SPLIT

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

Desired outcome and RTP/State goals:

- Multimodal.
- Efficiency.
- GHG reduction.
- (RTP Goals 1,3,6,7).

4.9.3 PERFORMANCE MEASURE 3- SAFETY

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

Desired outcome and RTP/State goals:

- Establish baseline values for the number of fatal collisions and injuries per ADT on select roadways over the past three years.
- Monitor the number, location and severity of collisions. Recommend improvements to reduce incidence and severity.
- Work with Caltrans to reduce the number of collisions on Tehama County State highways.
- Completion of projects identified in TCRs and RTP.
- (RTP Goals 1,2,3,4,6,7).

4.9.4 PERFORMANCE MEASURE 4- TRANSIT

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

Desired outcome and RTP/State goals:

- Increase productivity.
- Increase efficiency.
- Reduce the cost per passenger.
- (RTP Goals: 1,2,3,4,6,7).

4.9.5 PERFORMANCE MEASURE 5- TRANSPORTATION SYSTEM INVESTMENT

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

Desired outcome and RTP/State goals:

- Safety.
- System Preservation.
- Accessibility.
- Reliability.
- Productivity.
- Return on Investment.
- (RTP Goals: 1,2,3,4,6,7).

4.10 TRANSPORTATION SYSTEM IMPROVEMENTS

As a method of developing responses to the transportation needs and issues discussed in the earlier portions of this document, this RTP includes a list of transportation system improvements for each mode of transportation applicable to Tehama County. Projects for each type of transportation facility are divided into financially constrained and financially unconstrained improvements.

Financially constrained projects are funded over the short and long term periods as demonstrated in the Financial Element. The unconstrained project list could be considered a “wish list” of projects that would provide benefit to the region. It is unlikely for all the projects on the unconstrained list to receive funding over the next 20 years. However, that does not preclude a project from the unconstrained list from being funded. Revenues such as Proposition 1B provide a significant level of funding for the I-5 South Avenue Interchange Phase 1 to be constructed. In addition, significant improvements were constructed in Los Molinos on SR 99 as a result of Prop 1B funding. Economic Recover Funds were used to overlay approximately three miles of 99W and slightly over one mile on San Benito Avenue. These projects are examples of transportation improvements constructed from non-traditional revenues.

4.11 TRANSPORTATION SYSTEMS MANAGEMENT

Transportation systems management (TSM) is a term used to describe low-cost actions that maximize the efficiency of existing transportation facilities and systems. Urbanized areas can implement strategies using various combinations of techniques. However, in relatively rural areas like Tehama County, many measures that would apply in metropolitan areas are not practical.

With limited funding, Tehama County must look for the most cost effective approach on an individual project basis. Existing TSM systems are used to increase the efficiency of traffic flow and movement through intersections. Long-range TSM considerations can include:

Signing and striping modifications.

Parking restrictions.

Paving and restriping parking areas to facilitate off-street parking.

Installing or modifying signals to provide alternate circulation routes for residents.

Re-examining speed zones on certain streets.

These types of actions will remain part of the RTP and General Plan planning process for the next 20 years.

4.12 INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

ITS, as defined in law, refers to the employment of “electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.” The implementation of ITS is a priority for the U.S. Department of Transportation. A key component of that nationwide implementation is the National ITS Architecture, a framework devised to encourage functional harmony, interoperability, and integration among local, regional, State, and Federal ITS applications.

Key ITS applications, either existing or recommended for Tehama County, include:

Transit and traveler information (for example, 2-1-1 is a live and on-line 24-7 informational referral service for Tehama County residents; there are also web-based travel information such as Google Transit).

Highway advisory radio.

Commercial vehicle operations systems (for example, weigh-in-motion systems at roadside weighing and inspection stations).

Automated vehicle location (AVL) systems for transit vehicles.

5 POLICY ELEMENT



The purpose of the Policy Element is to provide guidance to regional transportation decision makers and promote consistency among state, regional, and local agencies. Consistent with the 2010 RTP Guidelines, the Policy Element is intended to:

- Describe transportation issues in the region;
- Identify and quantify regional needs in short term and long range planning horizons (Government Code Section 65080 (b) (1));
- Maintain internal consistency with the Action Element, Financial Element, and fund estimates.

5.1 REGIONAL VISION

This chapter describes transportation issues in the Tehama County region and provides goals, objectives, and policies to assist in setting transportation priorities.

A vision defines an organization's purpose. Goals are broad statements that describe a desired product or end result toward which efforts are focused. Objectives are measurable movement toward a goal. Strategies represent a course of action. A policy is a direction statement to guide actions.

TCTC will strive to maintain the current transportation system, meet evolving mobility needs, and avoid traffic congestion/other transportation challenges. This will be accomplished through strategic and timely transportation system improvements and leveraging of funding. A collaborative effort toward transportation-efficient land use patterns from all stakeholders is needed for the greater good.

Whether the region can financially meet future transportation needs is a question yet to be answered. State and federal funding to improve transportation has declined for more than two decades and local revenues provide only a fraction of the overall cost for transportation improvements.

5.1 REGIONAL GOALS, OBJECTIVES AND STRATEGIES

To accomplish the regional vision, the following goals, objectives and a range of implementation strategies have been identified.

The RTP goals, objectives, and policies were developed to endure that Tehama County Region can maintain the regional transportation system within the financial constraints of State, Federal, and local funding sources. This Element is consistent with fund estimates in the Financial Element.

GOAL #1

Provide and maintain a safe and efficient transportation system for the movement of people and goods within the region and connect to points beyond.

Objective 1.1

Preserve the existing transportation system with a pavement condition index (PCI) of 68 or better.

Strategies

- a. Promote a Fix-it First policy when prioritizing projects.
- b. Encourage local agencies to have a pavement management system.
- c. Collect and maintain data on pavement conditions and performance.

Policy:

Pursue funding that moves the region toward Goal 1.

Performance Measures

- a. Cities and county pavement condition index (PCI).
- b. Availability of pavement condition data.

GOAL #2

Optimize the use of existing interregional and regionally significant roadways to improve safety, prolong functionality, and maximize return-on-investment.

Objective 2.1

Maintain roadways in a manner that balances cost and facility life-cycle.

Strategies

- a. Collaborate with state and federal partners to fund timely maintenance on the interregional network and regionally significant roadways (long range).
- b. Consider the full life-cycle cost of new and replacement infrastructure and evaluate project alternatives that could lessen future maintenance costs.
- c. Specific Plan areas should maintain all infrastructure and will not become part of the county's maintained mileage system.
- d. Continue long-standing practice to not accept state highway road miles into the county maintained mileage system.

Policy:

Identify and eliminate unsafe conditions on roadway.

Objective 2.2

Increase the efficient movement of people and goods.

Strategies

- a. Utilize roadway design and traffic operations management to facilitate traffic flow.
- b. Implement safety and operational improvements such as turning or acceleration/deceleration lanes.
- c. Support cost-effective travel demand management strategies that reduce the number and distance of single-occupancy vehicle trips.
- d. Implement intelligent transportation systems (ITS) technologies to smooth traffic flow and inform travel decision making.

Policy:

Traffic impacts of proposed land uses shall be evaluated and mitigated in relation to the RTP.

Performance Measures

- a. Volume to capacity ratio on regionally significant corridors
- b. Travel mode share (percentage of trips by single occupancy vehicle, carpool, public transportation, bicycle, and walking)

GOAL #3

Strategically improve the interregional and regionally significant roadways to keep people and freight moving safely, effectively, and efficiently.

Objective 3.1

Maximize funding available for transportation and mobility improvements in the region.

Strategies

- a. Advocate transportation funds be used for transportation purposes only at a local and state level, and utilize the region's limited funds to leverage state and federal funds.
- b. Work with regional partners (such as Rural Counties Task Force and sixteen-county North State Super Region) to bring about consistent and sustainable transportation funding sources.
- c. Secure grant funding for planning studies.
- d. Position the region to compete for discretionary state and federal transportation funds by developing 'shovel-ready' projects.
- e. Explore potential local transportation revenue options.

Policy:

Representatives from the region should attend meetings and work collaboratively with Rural Counties Task Force, North State Super Region, RCRC CSAC, League of California Cities and CTC to help identify and promote new sources of maintenance funding.

Objective 3.2

Maintain adequate traffic capacity on the core interregional network.

Strategies

- a. Employ targeted operational improvement projects to increase safety, relieve traffic bottlenecks, and improve travel time reliability.
- b. Incorporate ITS elements that maximize existing capacity in projects as feasible
- c. Preserve roadway right-of-way needed for future roadway improvements.
- d. Consider transportation enhancements on arterial roadways that would relieve local travel demand on the core interregional network.

Policy:

Access to new development and newly created parcels should meet applicable local standards under applicable plans and ordinances.

Performance Measures

- a. Level of Service of regional roadways.
- b. Average peak period travel time and speed.
- c. Average nonpeak period travel time and speed.

GOAL #4

Align financial resources to meet the highest priority transportation needs.

Strategies

- a. Maintain pavement management, bridge, and culvert data bases.
- b. Partner with local, state, federal, and private entities.

Policy:

Plan and implement projects to meet objectives.

GOAL #5

Promote transportation improvements that preserve agricultural lands and engage land use coordination that discourages sprawl and leap-frog development, and/or increases in the transportation-system life-cycle costs.

*As denoted in the adopted Blueprint Plan, blueprint Planning shows that changes to local land use patterns could achieve significant benefits to the regions transportation system and air quality.

Objective 5.1

Discourage sprawl and land use practices that negatively impact agriculture and the transportation system.

Strategies

- a. Meet with community leaders during development review.
- b. Participate in local events that emphasize the viability and importance of local agriculture.
- c. Use GIS/Blueprint Planning practices developed through the Tehama Tomorrow Blueprint Plan.

GOAL #6

Create vibrant, people-centered communities.

Objective 6.1

Support local governments in implementing pedestrian and bicycle facilities.

Strategies

- a. Support the development and use of active transportation choices (i.e. bicycling and walking, including connections to public transportation).
- b. Identify and map the region's disadvantaged populations to enhance mobility.
- c. Develop transportation safety data and seek funding to resolve identified safety issues (long range).

Policy:

Pursue funding resources to move region toward Goal #6.

Strategies

- a. Avoid inducing growth and development where community services, public utilities, and transportation infrastructure capacity do not exist or are inadequate to support it
- b. Support and encourage local agencies to implement the five 'D' factors known to reduce vehicle miles traveled and associated emissions (i.e. Density, Diversity of land use, Design of streets and development, Destination accessibility, and Distance to transit) (short range).

Objective 6.2

Enhance community health, safety, and well-being.

Strategies

- a. Support the development and use of active transportation choices (i.e. bicycling and walking, including connections to public transportation).
- b. Identify and map the region's disadvantaged populations to enhance mobility.
- c. Develop transportation safety data and seek funding to resolve identified safety issues (long range).

Policy:

Pursue funding resources to move region toward Goal #6.

Performance Measures

- a. CO2 emissions per capita from vehicles and light trucks.
- b. Bicycle and pedestrian collision rates.
- c. Maintain bicycle and pedestrian GIS inventories.

GOAL #7

Provide an integrated, multimodal range of practical transportation choices.

Objective 7.1

Develop an integrated, multimodal range of local transportation choices.

Strategies

- a. Improve connectivity between public transportation, bicycling, and walking.
- b. Fill gaps between sidewalks, trails, bike lanes, and integrate improvements into projects as appropriate.

Objective 7.2

Develop an integrated, multimodal range of interregional transportation choices.

Strategies

- a. Facilitate multimodal connectivity between local and interregional modes, including intercity bus transportation, passenger rail, and air.

Performance Measures

- a. Travel mode share (single occupancy vehicle, carpool, transit, bicycle, and walking).
- b. Number of miles in non-motorized network.
- c. Number of households and jobs within 1/2 mile of transit.
- d. New development projects consider transportation issues.

GOAL #8

Promote public access and awareness in the planning and decision-making processes.

Objective 8.1

Utilize a broad range of public participation strategies.

Strategies

- a. Present information during public meetings at locations and times that are accessible and convenient to the general public.
- b. Develop and maintain an agency website.
- c. Post online resources such as regional plans, agendas, and minutes.

Performance Measures

- a. Level of public participation.
- b. Public Participation Plan is available at: (<http://www.tehamacountypublicworks.ca.gov/transportation/rtp/public%20participation%20plan.pdf>)

GOAL #9

Practice agricultural, environmental, and resource stewardship.

Objective 9.1

Identify and minimize the direct and indirect adverse impacts of transportation on the environment, including but not limited to: agricultural land, air quality, healthy watersheds, and essential wildlife habitat.

Strategies

- a. Include agricultural, natural resource, and land management agencies in the regional transportation planning processes.
- b. Seek input from agricultural groups to identify transportation impacts on agriculture.
- c. Seek funding for environmental impact mitigation and enhancement activities.
- d. Seek funding solutions for situations requiring long-term mitigation monitoring.
- e. Advocate for the reform and streamlining of the environmental process.

Performance Measures

- a. Number of acres of prime agricultural lands in production and/or conservation.
- b. Pounds of CO₂ per year per capita (automobiles and light trucks only).

6 FINANCIAL ELEMENT



The financial element identifies current and expected revenue resources available to implement the short range (1-10 yr.) projects defined in the action element of the RTP (Chapter 4). The funding in the short range project list is financially constrained and is either programmed or is reasonably assumed to be available in the year identified. This chapter also anticipates long-range funding based on financial information we know today, but these projections are subject to change and should be updated with each subsequent RTP cycle. Each funding resource identified in the financial element is aligned with eligible projects for that specific resource. The intent of the financial element is to define realistic funding constraints and opportunities. The projections that appear in this chapter have been adjusted to reflect the extraordinary funding crisis with programs such as the STIP and others relying on gas tax revenue.

6.1 PROJECTED REVENUES

Table 5.1 presents the expected revenue sources and funding for the next 20 years, in the short range (0-11 years) and long range (11-20) planning horizons. All estimates account for expected inflation based on the consumer price index and adjusted to the year of construction. Long range projections are subject to change as funding levels may fluctuate based on sales and excise tax revenue, legislation and program and policy change.

Table 6.1			
Projected Revenues from Federal, State, and Local Sources* for Tehama County			
Revenue Category	Revenue 2016 RTP		
	Short-Range (1-10 yr)	Long-Range (11-20 yr)	Total
Active Transportation Program (ATP)(1)	\$ 1,000,000	\$ 1,000,000	\$ 2,000,000
Annual Distribution for Aviation (2)	\$ 200,000	\$ 200,000	\$ 400,000
California Transit Assistance Fund (CTAF)	\$ 98,770	\$ -	\$ 98,770
California Energy Commission	Unknown	Unknown	\$ -
Community Development Block Grant (CDBG)	\$ 3,300,000	\$ 3,300,000	\$ 6,600,000
Congestion Management Air Quality (CMAQ)(3)	\$ 5,520,291	\$ 5,520,000	\$ 11,040,291
Development Impact Fee (4)	\$ 4,586,230	\$ 4,586,230	\$ 9,172,460
Federal Demonstration Dollars	\$ 1,989,000	\$ -	\$ 1,989,000
Federal Lands Access Program (FLAP)	\$ -	\$ 31,533,000	\$ 31,533,000
Federal Transit Administration (FTA)	\$ 3,900,000	\$ 3,900,000	\$ 7,800,000
Highway Bridge Program (HBP)(5)	\$ 43,100,000	\$ 10,000,000	\$ 53,100,000
Highway Safety Improvement Program (HSIP)(6)	\$ 4,500,000	\$ 4,500,000	\$ 9,000,000
Highway Users Tax Account (HUTA)(7)	\$ 44,245,500	\$ 44,245,500	\$ 88,491,000
Local Transportation Funds (LTF-Article 8)(8)	\$ 11,300,000	\$ 11,300,000	\$ 22,600,000
Local Transportation Funds (LTF-Streets and Roads)(9)	\$ 8,654,500	\$ 8,840,000	\$ 17,494,500
Low Carbon Transit Operations Program (LCTOP)	\$ 830,000	\$ 830,000	\$ 1,660,000
PTMISEA (10)	\$ 666,954	\$ -	\$ 666,954
Regional Surface Transportation Program (RSTP)(11)	\$ 9,100,000	\$ 9,100,000	\$ 18,200,000
Secure Rural Schools (12)	\$ 5,000,000	\$ 5,000,000	\$ 10,000,000
State Highway Operation Protection Program (SHOPP)(13)	\$ 83,848,000	\$ -	\$ 83,848,000
State Transit Assistance (STA)	\$ 3,300,000	\$ 3,300,000	\$ 6,600,000
State Transportation Improvement Program (STIP)(14)	\$ 14,780,000	\$ 14,780,000	\$ 29,560,000
Transit Fare Box Revenue (15)	\$ 1,150,000	\$ 1,150,000	\$ 2,300,000
Total Transportation Revenue	\$ 251,069,245	\$ 163,084,730	\$ 414,153,975
(1) Based on Corning ATP and 6/1/16 TAC discussion.			
(2) Based on \$10K/airport.			
(3) Based on 3/1/16 estimated apportionments 2016-2020, then averaged through 2036.			
(4) DIF based on policy and historic development permits see calculator in Financial element spreadsheet.			
(5) Based on project lists and estimated future projects.			
(6) Based on project lists and estimated future projects.			
(7) Based on historic estimates.			
(8) Based on historic estimates.			
(9) Based on historic estimates.			
(10) Public Transportation Modernization, Improvement, and Service Enhancement Account Program			
(11) Based on state estimates.			
(12) Based on estimated apportionments.			
(13) Derived from Caltrans supplied project list "2016 County Map Detail-Tehama".			
(14) Estimate based on \$665K/year from past 5 STIP FE new capacity estimates. This has been adjusted to reflect the current 2016 STIP adopted 5/19/16 in short range revenue estimate.			
(15) Based on \$115k/year in "FINANCIAL" workbook.			

6.2 COST SUMMARY

Table 5.2 contains a summary of the RTP improvement costs identified for each modal category in the RTP. Estimates in red represent areas where projected costs are greater than projected revenues. As can be seen from Table 5.2, this funding gap occurs in several categories throughout both the short range and long range planning period.

Mode	Funding Source	Projected Revenue by Mode		Projected Cost by Mode		Revenue Minus Costs by Mode	
		Short Range	Long Range	Short Range	Long Range*	Short Range	Long Range
Roadway	RIF, Demo, HSIP, HUTA, LTF, RST, P, SRS, SHOPP, STIP	\$ 180,003,230	\$ 125,884,730	\$ 140,522,145	N/A	\$ 39,481,085	\$ 125,884,730
Bridge	HBP	\$ 43,100,000	\$ 10,000,000	\$ 113,315,539	N/A	\$ (70,215,539)	\$ 10,000,000
Transit	LTF, STA, FTA, Farebox, CTA, LCTOP, PTMISEA,	\$ 21,245,724	\$ 20,480,000	\$ 3,563,000	N/A	\$ 17,682,724	\$ 20,480,000
Bicycle and Pedestrian	ATP	\$ 6,520,291	\$ 6,520,000	\$ 3,461,000.00	N/A	\$ 3,059,291	\$ 6,520,000
Airport Capital	AIP	\$ 200,000	\$ 200,000	\$ 1,980,000	N/A	\$ (1,780,000)	\$ 200,000
Total		\$ 251,069,245	\$ 163,084,730	\$ 262,841,684	\$ -	\$ (11,772,439)	\$ 163,084,730

6.3 REVENUE VS. COST BY MODE

6.3.1 ROADWAYS SUMMARY

Table 5.3 compares Tehama County roadway improvement costs to the expected available revenues. Roadway revenues identified here include the State Transportation Improvement Program, Regional Surface Transportation Program, Highway Safety Improvement Program and limited Secure Rural Schools program. Each of these programs have different eligibility requirements, but are generally used for roadway preservation, rehabilitation, reconstruction and other improvements.

As transportation revenues have become less predictable over recent years, this financial plan is very conservative. It is likely that some of the financially unconstrained projects will be constructed over the long-term. However, there will not be sufficient funding over the next twenty years to implement all the projects identified in the RTP, even though these projects are important improvements for the regional and local transportation system.

	Projected Revenue by Mode		Projected Costs by Mode		Total Unfunded by Mode	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Estimated Roadway Costs	\$ 180,003,230	\$ 125,884,730	\$ 140,522,145	N/A	\$ 39,481,085	\$ 125,884,730

6.3.2 BRIDGES SUMMARY

Table 5.4 compares the expected revenue for bridge projects to expected costs for the next 20 years. The Highway Bridge Program will cover a percentage of the cost of replacing or rehabilitating public highway bridges. Bridge conditions are checked regularly and conditions are reported. Some bridges are also eligible for the bridge toll credit match program.

	Projected Revenue by Mode		Projected Costs by Mode		Total Unfunded by Mode	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Estimated Bridge Costs	\$ 43,100,000	\$ 10,000,000	\$ 113,315,539	N/A	\$ (70,215,539)	\$ 10,000,000

6.3.3 BICYCLE/PEDESTRIAN SUMMARY

In order to complete the short- and long-range bicycle and pedestrian projects identified in the 2016 RTP. Funding will come primarily from the Active Transportation Program (ATP) which is a highly competitive grant program which supports active transportation.

Table 6.5 Comparison of Bikeway and Pedestrian Costs to Expected Revenue						
	Projected Revenue by Mode		Projected Costs by Mode		Total Unfunded by Mode	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Bicycle and Pedestrian	\$ 6,520,291	\$ 6,520,000	\$ 3,461,000	N/A	\$ 3,059,291	\$ 6,520,000

6.3.4 TRANSIT SUMMARY

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

Table 6.6 Comparison of Transit Costs to Expected Revenue						
	Projected Revenue by Mode		Projected Costs by Mode		Total Unfunded by Mode	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Transit Operating	\$ 21,245,724	\$ 20,480,000	\$ 3,563,000	N/A	\$ 17,682,724	\$ 20,480,000

6.3.5 AVIATION SUMMARY

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

Table 6.7 Comparison of Aviation Costs to Expected Revenue						
	Projected Revenue by Mode		Projected Costs by Mode		Total Unfunded by Mode	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Airport Capital	\$ 200,000	\$ 200,000	\$1,980,000	N/A	\$(1,780,000)	\$ 200,000

6.3.6 ALTERNATIVE FUEL PROJECTS SUMMARY

Table 6.8 Alternative Fuel Projects, Constrained					
Route	Project Name	Funding	Total Cost (\$1,000)	Implementation Year	Intent
Countywide	Electric Vehicle DC Fast Chargers	CEC, CMAQ, LCTOP	\$750	2018	Alternative Fuels
Countywide	Electric Vehicle Chargers	CEC, CMAQ	\$1,500	2025	Alternative Fuels
	Alternative Fuel Total	Total	\$2,250		
Route	Project Name	Funding	Total Cost (\$1,000)	Construction Year	Intent
Cities/County	DC Fast Chargers and Level 2 Chargers	TBD	TBD	TBD	Alternative Fuels

7 AIR QUALITY



Human activities have an impact on our environment, and transportation is no exception. While transportation is crucial to our economy and our personal lives, it is also a significant source of greenhouse gas (GHG) emissions that affect air quality. State and federal transportation funds are tied to policies to reduce greenhouse gas emissions.

Tehama County is located within the Sacramento Valley Air Basin (SVAB). The SVAB is the northern half of California's Great Valley and is bordered on three sides (west, north, and east) by mountain ranges, with peaks in the eastern range above 9,000 feet. SVAB is approximately 13,700 square miles and essentially a smooth valley floor with elevations ranging from 40 to 500 feet. The rolling valley is interrupted by the Sutter Buttes, an area of 80 square miles in northern Sutter County, which rise abruptly to more than 2,100 feet above the valley floor.

The Tehama County Air Pollution Control District currently has a partial-county nonattainment area for the 8-hour federal ozone standard which is defined as of the Tuscan Buttes area, located within Township 28N, Range 2W, Mount Diablo Base and Meridian, at or above 1,800 ft. elevation. Tehama County is currently designated nonattainment for both state PM10 and ozone standards. Primary sources of PM10 pollution include wood stoves, open/prescribed burning, windblown dust generated from unpaved roads and agriculture.

Ozone violations are caused in part, by combustion sources, and are occasionally influenced by nearby wildfires. The primary emission source is the internal combustion engine vehicles. The ozone problem is further aggravated by transport from the Broader Sacramento Area (BSA), which is comprised of all of the Sacramento Metropolitan Air Quality Management District (AQMD), YoloSolano AQMD and a portion of El Dorado, Placer and Sutter counties. Ozone is formed by a photochemical reaction of nitrogen oxides and reactive organic gases.

The revenue streams identified in this chapter represent common resources available to state, regional, local and tribal entities responsible for maintaining and improving the transportation network. Many funding programs have eligibility constraints for their use and the regional transportation plan has identified these appropriately. Additional funding sources may be available for projects that have not been identified in these common funding programs. During programming and project implementation, the total cost of the project is refined and broken out by cost per component (i.e. environmental, design, right of way and construction).

7.1 TEHAMA COUNTY AIR POLLUTION CONTROL DISTRICT

The administration of air quality regulations in Tehama County is handled by the Tehama County Air Pollution Control District (APCD). The APCD is responsible for the preparation of plans for the attainment and maintenance of Ambient Air Quality Standards (AAQS), adoption and enforcement of rules and regulations for sources of air pollution, and issuance of permits for stationary sources of air pollution.

The APCD inspects stationary sources of air pollution, regulates agricultural burning, responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements programs and regulations required by federal and state air quality regulations. The district works to ensure a coordinated approach in the development and implementation of transportation plans throughout the county. Coordination ensures compliance with pertinent provisions of the federal and state Clean Air Acts, as well as related transportation legislation.

7.2 NORTHERN SACRAMENTO VALLEY AIR QUALITY ATTAINMENT PLAN

As specified in the California Clean Air Act of 1988 (CCAA), Chapters 15681588, it is the responsibility of each air pollution control district and air quality management district within the state to attain and maintain California's ambient air quality standards. The CCAA requires that an Attainment Plan (Plan) be developed by all non-attainment districts for ozone (O₃), carbon monoxide (CO), sulfur oxides (SO_x), and nitrogen oxides (NO_x) that are either receptors or contributors of transported air pollutants. The purpose of the plan is to comply with the requirements of the CCAA as implemented through the California Health and Safety Code (HSC). Districts are required to update the plan every three years.

It is the intention of the RTP to rehabilitate the current road base and improve existing and future circulation within the county wherever possible. With this focus, improvements in the RTP may benefit regional air quality by reducing congestion on major roads within the county.

Individual projects identified in the RTP will be subject to projectlevel environmental review prior to approval and construction. Measures, such as construction best management practices (BMPS), may be required for individual projects to reduce temporary shortterm construction related impacts to air quality.

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 known as the California Global Warming Solutions Act (Section 38560.5 of the Health and Safety Code). The bill establishes a cap on statewide greenhouse gas emissions and sets forth the regulatory framework to achieve the corresponding reduction in statewide emissions levels.

In January 2007, the Legislature asked the California Transportation Commission (CTC) to review the RTP guidelines to incorporate climate change emission reduction measures. The following strategies from the guidelines have specific applications to Tehama County.

- Emphasize transportation investments in areas where desired land uses as indicated in a city or county general plan may result in vehicle miles traveled (VMT) reduction or other lower impact use.
- Recognize the rural contribution towards GHG reduction for counties that have policies that support development within their cities, and protect agricultural and resource lands.
- Consider transportation projects that increase connectivity or provide other means to reduce VMT.

Several RTP goals are discussed in the Policy Element and several of the goals promote mode shifting to other forms of transportation.

7.2.1 TRANSIT STRATEGIES TO REDUCE VMT

- Transit Subsidy – An employee incentive program provides county employees to a free monthly transit pass for unlimited rides.
- Free Transit – Persons age 70 and older can receive a lifetime pass and ride TRAX for free.
- Incorporation into Design – Participate in the project development review process to ensure public transit infrastructure is included in developments projects.

7.2.2 ACTIVE TRANSPORTATION STRATEGIES AND PROJECTS TO REDUCE VMT

- Active Transportation Plan – The City of Corning received a Caltrans planning grant; the plan was completed and adopted in April 2016.
- SR 36 East CAPM Project – Caltrans and TCTC are exploring the addition of sidewalks and bike lanes on SR 36 on Antelope Boulevard in Red Bluff.
- SR 99 Los Molinos Enhancements Phase 3 – This project will provide paved shoulders, parking, sidewalks and pedestrian safety lighting, bike lanes and drainage to fill in gaps in pedestrian infrastructure.
- Jellys Ferry Road @ Sacramento River – This project adds addition width on each side of two new facilities for a total of five feet each direction for pedestrians and bicycles.
- Los Molinos Safe Routes to School – Connects the high school and elementary school and installs sidewalk and drainage improvements.
- Walnut Street/Monroe Street Class II Bikeways in Red Bluff – Install Class II bikeways along Walnut Street and Monroe Street to provide safe bicycle access to key destinations.

7.2.3 ALTERNATIVE FUELS STRATEGIES AND PROJECTS TO REDUCE VMT

- Upstate Plug-In Electric Vehicle Readiness Project – A grant funded by California Energy Commission to deploy alternative and renewable fuels was received by the Siskiyou County Economic Development Council to do the planning for electric vehicle charging stations for Siskiyou, Shasta and Tehama Counties. Tehama County Air Pollution Control District and Tehama County Transportation Commission Staff participated in the development of the plan. The plan, once implemented, will complete a missing segment of the West Coast Electric Highway which is an extensive network of electric vehicle fast charging stations located every 25 to 50 miles along Interstate 5 and other major roadways in the Pacific Northwest. Once built, electric vehicles can be driven from San Diego to Seattle.
- Electric Vehicle Charging Stations – Install electric vehicle charging stations along major corridors as shown in the Upstate Plug-In Electric Vehicle Readiness Project. This project will enable intraregional and interregional travel in Tehama County with electric vehicles.



Bridge at 99W at Thomes Creek

Appendix A

Contact Lists

Contact List of Local Partners

Name	Area	Agency	Email
Bell-Carter Foods	Local	Bell-Carter Foods, Inc.	contactus@bellcarter.com
Bob Perreault	Local	County of Plumas	
Bobbie Hughes	Local	Sacramento River Discovery Center	bhughe1@rhuhsd.k12.ca.us
Bruce Henz	Local	City of Red Bluff, Public Works	bhenz@cityofredbluff.org
Carolyn Steffan	Local	City of Tehama, Clerk	cdsteffan@sbcglobal.net
Crain Walnut Shelling, Inc.	Local	Crain Walnut Shelling, Inc.	crainwalnut@crainwalnut.com
Dan Little	Local	Shasta Regional Transportation Agency	dlittle@srta.ca.gov
Darwyn Jones	Local	Walmart Distribution Center General Manager	Djones5@wal-mart.com
Daryl Baker	Local	Paratransit Services	darylbaker@sbcglobal.net
Dave Gowan	Local	Red Bluff Chamber of Commerce	dave@redbluffchamber.com
Dawn Grine	Local	City of Corning, Public Works	dgrine@corning.org
Elizabeth Ritter	Local	Los Molinos Chamber of Commerce	en.ritter@yahoo.com
Forest Harlan	Local	Independent Living Services of Northern California	forest.harlan@ilsnc.org
Joe Donaldson	Local	Center for Economic Development	jadonaldson@csuchico.edu
John Brewer	Local	City of Corning, City Manager	jbrewer@corning.org
John Stoufer	Local	City of Corning, Planning	istoufer@corning.org
Jon Clark	Local	Butte County Association of Governments	jonclark@bcag.org
Kari Dodd	Local	Tehama County Farm Bureau	kari@tehamacountyfarmbureau.org
Kathy Sarmiento	Local	Job Training Center	ksarmiento@jobtrainingcenter.org
Kevin Rosser	Local	Tehama County Public Works	krosser@tcpw.ca.gov
Kim Nemchick	Local	First Class Shuttle	firstclassshuttle3@charter.net
Kristen Hall	Local	Tehama County Air Pollution Control District	khall@tehoaapcd.net
Larry Millar	Local	Lassen County Transportation Commission	lmillar@co.lassen.ca.us
Logan Smith	Local	Siskiyou County Economic Development	logan@siskiyoucounty.org
Los Molinos Chamber of Commerce	Local	Los Molinos Chamber of Commerce	lmcoc2012@gmail.com
Mardy Thomas	Local	Glenn County Transportation Commission	mthomas@countyofglenn.net
Mike Crump	Local	Butte County, Public Works	mcrump@buttecounty.net
Paratransit Services	Local	Paratransit Services	cls@paratransit.net
Pat Minturn	Local	Shasta County, Public Works	pminturn@co.shasta.ca.us
Phil Dow	Local	Mendocino Council of Governments	dowp@dow-associates.com
Red Bluff Chamber of Commerce	Local	Red Bluff Chamber of Commerce	rbchamber@att.net
Richard Simon	Local	Shasta County, Planning	rsimon@co.shasta.ca.us
Richard Tippet	Local	Trinity County Transportation Commission	rtippet@trinitycounty.org
Ryan Teubert	Local	Tehama County, Flood Control and Water Conservation District	rteubert@ctpw.ca.gov
Scott Friend	Local	City of Red Bluff, Planning	sfriend@cityofredbluff.org
Sean Moore	Local	Tehama County, Planning	smoore@co.tehama.ca.us
Sharon Young	Local	Paratransit Services	sharon.young2015@sbcglobal.net
Valanne Cardenas	Local	Corning Chamber of Commerce	info@corningcachamber.org
Vicky Dawley	Local	Tehama County, Resource Conservation District	vicky@tehamacountyrkd.org
Wanda Gray	Local	Paratransit Services	wandagrays@mchsi.com
Allen Skaggs	Local	North Valley Services	alnvs@att.net

Contact List of Tribal Partners			
Name	Area	Agency	Email
Latisha Miller	Tribal	Paskenta Band of Nomlaki Indians	lmiller@paskenta.org

Contact List of State Partners		
Name	Area	Agency
Clint Snyder	State	California Water Resources Control Board
CalEPA	State	California Environmental Protection Agency
Cari Anderson	State	California Air Resources Board
Cy Oggins	State	California State Lands Commission
Dona Calder	State	California Department of Water Resources
Janea Scott	State	California Energy Commission
John Maxwell	State	Caltrans
Juan Castro	State	Greyhound
Kathy Grah	State	Caltrans
Lori Martin	State	California Department of Parks and Recreation
Region 1	State	California Department of Fish and Wildlife
Shawn Yandon	State	California Trucking Association
Sean Kennedy	State	Amtrak
Secretary	State	California Natural Resources Agency
Stephen Testa	State	California Department of Conservation

Contact List of Federal Partners			
Name	Area	Agency	Email
Bill Kuntz	Federal	Bureau of Land Management	wkuntz@blm.gov
Jennifer Mata	Federal	Bureau of Land Management	jmata@blm.gov
Keith Farrar	Federal	National Park Service	keith_farrar@nps.gov
Michelle D'Ulisse	Federal	Lassen Volcanic National Park	Michelle_d'ulisse@nps.gov
Ren Lohofener	Federal	U.S. Fish & Wildlife Service	ren_lohofener@fws.gov
Sheri Harral	Federal	U.S. Bureau of Reclamation	sharral@usbr.gov
Virginia Jones	Federal	U.S. Forest Service	virginiadjones@fs.fed.us
Wanda Brown	Federal	Susanville Indian Rancheria	wanda.brown@citlink.net

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Appendix B

Public Participation Plan and Outreach Materials

PUBLIC PARTICIPATION PLAN

Tehama 2015 Regional Transportation Plan

Purpose of the Public Participation plan

This plan concerns the adoption of the TCTC Regional Transportation Plan and environmental document on October 29, 2015. The purpose of this plan is to create a public dialog on the content of the RTP and environmental document. Public input on these documents is intended to create an open process that reflects the values of the region's residents.

Audience

The audience for the documents is the Commission, TCTC's planning partners, and the general public. Special efforts will be made to reach minority and underserved populations.

Comment Period

The comment period on the RTP update will start at the TCTC meeting on July 30, 2015. At the August 31, 2015 TCTC meeting, the draft documents will be approved for circulation by the Commission. After the meeting, the Draft RTP and environmental document will be disseminated to TCTC Technical Advisory Committee (TAC) and the public for a 30-day comment period.

Outreach Methods

The following methods will be used for eliciting comments on the draft RTP and environmental document:

- **TCTC** - The Commission will invite and encourage the public to comment on the Public Participation Plan at the July 30, 2015 Commission meeting and accept comments as denoted above.
- **Posted Agendas** - The agendas for the Commission meetings and all regular advisory committee meetings that will consider these documents will be posted at Public Works, 9380 San Benito Avenue, the TCTC website, and the Courthouse Complex located at 633 Washington Street, Red Bluff, as well as locations such as, a kiosk by the Los Molinos Post Office, 7865 State Highway 99E, and the Corning Transportation Center to invite comments from under-represented groups.
- **Public Hearing** -There will be a public hearing on the draft documents conducted by the Commission at the August 31 meeting at 10:00 AM and September 30 at 1:30 PM at 727 Oak St., Red Bluff. Electronic and/or printed copies of the draft documents, with staff reports, will be provided.
- **Outreach to Native American Tribes** – Correspondence inviting early consultation with the Paskenta Band of Nomlaki Indians and other nearby Native American tribes will be sent to the respective Tribal Chairman in August 2015. All information on public hearings and draft documents will be sent with a cover letter to the Tribal Chairman to be followed up by a phone call to elicit comments.
- **TCTC Webpage** - The draft documents and the opportunity to comment on them will be denoted on the TCTC website at <http://www.tehamacountypublicworks.ca.gov/transportation/planning.html>.
- **Legal Notices and Press Releases** -Legal notices regarding the documents, the comment period, and the public hearing will be placed in the Red Bluff Daily News and other local media contacts. Press releases will also be sent to media contacts.

- **TCTC Advisory Committee Mailing List** - The documents and staff report will be sent to the Technical Advisory Committee.

- **Presentations at Public Meetings/Workshops** - TCTC staff will be available upon request to present the draft documents at public workshops, community meetings, Planning Commission meetings, and the Red Bluff, Corning and Tehama City Council meetings and the Tehama County Board of Supervisors meetings.

Final Documents

On October 29, 2015 the Commission will consider adopting the documents. Final documents will be available from TCTC office, on the TCTC website, and at public libraries.

NOTICE OF PUBLIC HEARING
Draft Tehama 2015 Regional Transportation Plan
And
Draft Negative Declaration

The Tehama County Transportation Commission is the designated Regional Transportation Planning Agency for the county and incorporated cities. The Tehama County Transportation Commission is required to prepare a long-range Regional Transportation Plan to identify the transportation projects and funding sources through the year 2035.

The Draft Tehama 2015 Regional Transportation Plan consists of the following:

- Regional Transportation Plan
- Negative Declaration – an environmental document complying with the California Environmental Quality Act requirements

The Tehama 2015 Regional Transportation Plan and Negative Declaration are scheduled to be adopted on October 29, 2015.

Notice is hereby given that the Tehama County Transportation Commission has scheduled two public hearings to invite comments on the draft Tehama 2015 Regional Transportation Plan and Negative Declaration. The public hearings are scheduled for:

Date: Monday, August 31, 2015 at 10:00 AM
 & Wednesday, September 30, 2015 at 1:30 PM

The Public Comment Period ends September 30, 2015.

Location: 727 Oak Street, Red Bluff, California

The public is encouraged to attend these meetings, ask questions of staff or Commissioners, and/or submit comments in writing. All documents are available for review at the Tehama County Public Works office at 9380 San Benito Avenue in Gerber or on the internet. The documents and an online comment form can be found at:

<http://www.tehamacountypublicworks.ca.gov/transportation/rtp.html>

Comments on the project can be directed to:
Tehama County Transportation Commission
9380 San Benito Avenue
Gerber, CA 96035
(530) 385-1462

AVISO DE AUDIENCIA PÚBLICA
Proyecto de Tehama 2015 Plan Regional de Transporte
Y
Proyecto de Declaración Negativa

La Comisión de Transporte del Condado de Tehama es la Agencia de Planificación de Transporte Regional designado por el condado y ciudades incorporadas. La Comisión de Transporte del Condado de Tehama está obligado a preparar un Plan Regional de Transporte de largo alcance para identificar los proyectos de transporte y fuentes de financiamiento a través del año 2035.

El Proyecto de Tehama 2015 Plan Regional de Transporte consiste en lo siguiente:

- Plan Regional de Transporte
- Declaración Negativa - un documento ambiental que cumpla con los requisitos de la Ley de Calidad Ambiental de California

El 2015 Plan Regional de Transporte de Tehama y Declaración Negativa están programados para ser adoptada el 29 de octubre de 2015.

Se hace saber que la Comisión de Transporte del Condado de Tehama ha programado dos audiencias públicas para invitar a los comentarios sobre el proyecto de Tehama 2015 Plan Regional de Transporte y la Declaración Negativa. Las audiencias públicas están programadas para:

Fecha: Lunes, 31 de agosto 2015 a las 10:00 AM
 Y miércoles, 30 de septiembre 2015 a las 1:30 PM

El período de comentarios públicos termina 30 de septiembre 2015.

Ubicación: 727 Oak Street, Red Bluff, California

Se invita al público a asistir a estas reuniones, hacer preguntas a los empleados o miembros de la Comisión, y / o comentarios completos en la escritura. Todos los documentos están disponibles para su revisión en la oficina del condado de Tehama Obras Públicas en 9380 San Benito Avenue en Gerber o en Internet. Los documentos y un formulario de comentarios en línea se pueden encontrar en:

<http://www.tehamacountypublicworks.ca.gov/transportation/rtp.html>

Los comentarios sobre el proyecto pueden ser dirigidas a:

Comisión de Transporte del Condado de Tehama
9380 San Benito Avenida
Gerber, CA 96035
(530) 385-1462



Tehama County Public Works



9380 San Benito Avenue, Gerber, CA 96035-9701 Phone: (530) 385-1462

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Regional Transportation Plan

Tehama County Regional Transportation Plan

The Regional Transportation Plan (RTP) 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 purpose of the RTP is to "encourage and promote the safe and efficient management, operations, and development of a regional intermodal transportation system that, when linked with appropriate land use planning, will serve the mobility needs of goods and people" (California Transportation Commission 2010 RTP Guidelines).

- RTP - Draft
- Public Participation
- Negative Declaration
- Comment Form

TCTC is the state-designated regional transportation planning agency (RTPA) for the Tehama County region. TCTC is required by state law (CA Government Code Section 65080) to prepare and adopt a comprehensive regional transportation plan (RTP) covering a 20 year planning horizon. The RTP for Tehama County is updated every five years. Click here to view the Public Participation Plan...

**Draft Tehama 2015 Regional Transportation Plan
& Negative Declaration
Online Comment Card**

Name: _____

Date: _____

Draft Tehama 2015 Regional Transportation Plan:

Draft Negative Declaration:

Submit



Tehama County Transportation Commission and Regional Transportation Planning Agency

9380 San Benito Avenue • Gerber, California 96035 • (530) 385-1462 • Fax: (530) 385-1189

August 21, 2015

T-16-6

The Honorable Andrew Freeman
Tribal Chairman
Paskenta Band of Nomlaki Indians
P.O. Box 709
Corning, CA 69021

C/O: The Honorable Latisha Miller, Vice Chair

Dear Honorable Chairman Freeman, Vice Chair Miller, and Council Members:

Greetings from the Tehama County Transportation Commission, we are pleased to have the opportunity to invite the Paskenta Band of Nomlaki Indians to participate in the update of the 2015 Regional Transportation Plan for the county and incorporated cities.

We would be honored to have the opportunity to attend a Tribal meeting and share information with the Tribe. We would like to learn about your transportation needs, collaborate, and work toward common goals.

Please feel free to contact me at 530-385-1462 ext. 3017. Thank you for receiving this invitation to participate in the 2015 Regional Transportation Plan. We look forward to visiting with the Tribe.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Barbara O'Keeffe', is written over a faint, larger version of the same signature.

Barbara O'Keeffe
Deputy Director – Transportation

Gary Antone, Executive Director
Kendee Vance, District 2 Native American Liaison

Outreach to Local Partners

From: Barbara O’Keeffe

Sent: Wednesday, August 26, 2015 7:12 PM

To: Allen Skaggs (alnvs@att.net); Bell-Carter Foods (contactus@bellcarter.com); Bobbie Hughes (bhughe1@rbuhsd.k12.ca.us); Bruce Henz (bhenz@cityofredbluff.org); Carolyn Steffan (cdsteffan@sbcglobal.net); Carrie Lee (carrierta@rtr.net); Crain Walnut (crainwalnut@crainwalnut.com); Dan Little (dlittle@srtc.ca.gov); Darwyn Jones (Djones5@wal-mart.com); Daryl Baker; Dave Gowan (dave@redbluffchamber.com); Dawn Grine (dgrine@corning.org); Elizabeth Ritter (en.ritter@yahoo.com); Forest Harlan (forest.harlan@ilsnc.org); Joe Donaldson (jdonaldson@csuchico.edu); John Brewer; John Stoufer; Jon Clark (jonclark@bcag.org); Kari (kari@tehamacountyfarmbureau.org); Kathy Sarmiento (ksarmiento@jobtrainingcenter.org); Kevin Rosser; Kim Nemchick (firstclassshuttle3@charter.net); Kristen Hall (khall@tehcoapcd.net); Larry Millar (lmillar@co.lassen.ca.us); Logan Smith (logan@siskiyoucounty.org); Los Molinos Chamber (lmcoc2012@gmail.com); Mardy Thomas (mthomas@countyofglenn.net); Mike Crump (mcrump@buttecounty.net); Paratransit Services (cls@paratransit.net); Pat Minturn (pminturn@co.shasta.ca.us); Paul Mitchell; Phil Dow (dowp@dow-associates.com); Red Bluff Chamber (rbchamber@att.net); Richard Simon (rsimon@co.shasta.ca.us); Richard Tippet (rtippet@trinitycounty.org); Rosie DeOliveria (rta@rtr.net); Ryan Teubert; Scott Friend (sfriend@cityofredbluff.org); Sean Moore (smoore@co.tehama.ca.us); Sharon Young (sharon.young2015@sbcglobal.net); Valanne Cardenas (info@corningcachamber.org); Vicky Dawley (vicky@tehamacountyrcd.org); Wanda Gray (wandagrady@mchsi.com)

Cc: Gary Antone; Lisa Little; Adam Hansen; Aaron Casas; Kendee Vance; Monson, Tyler J@DOT; Erin Thompson (Erin.Thompson@dot.ca.gov)

Subject: FW: You’re invited to participate in the Tehama 2015 Regional Transportation Plan

Greetings To All Local Partners,

The Tehama County Transportation Commission is pleased to provide you with a link to the DRAFT 2015 Regional Transportation Plan, Negative Declaration, Public Participation Plan, and On-line comment card:

<http://www.tehamacountypublicworks.ca.gov/Transportation/rtp.html>

Please feel free to contact me, Lisa, or Adam at 530-385-1462 ext. 3017, 3009, or 3028. Or visit our website for information regarding RTP presentations and other information related to the RTP update.

We look forward to your participation. The public comment period ends on September 30, 2015 and the RTP and Negative Declaration are scheduled to be adopted on October 29, 2015.

Barbara O’Keeffe
Deputy Director – Transportation
Tehama County Transportation Commission & Transit Agency

Outreach to State Partners

From: Barbara O’Keeffe

Sent: Wednesday, August 26, 2015 7:00 PM

To: Aaron Casas; C Snyder (csnyder@waterboards.ca.gov); CalEPA (cepacomm@calepa.ca.gov); Cari Anderson (cari.anderson@arb.ca.gov); Cy Oggins (cy.oggins@slc.ca.gov); Dona Calder (dcalder@water.ca.gov); Janela Scott (Amie.Brousseau@energy.ca.gov); Juan Castro (juan.castro@greyhound.com); L. Martin (lmartin@parks.ca.gov); Region 1 (askregion1@dfg.ca.gov); Richard Carter (richard.carter@greyhound.com); S. Yandon (syandon@caltrux.org); Sean Kennedy (sean.kennedy@amtrak.com); Secretary (secretary@resources.ca.gov); Stephen Testa (stephen.testa@conservation.ca.gov)

Cc: Gary Antone; Lisa Little; Adam Hansen; Aaron Casas; Monson, Tyler J@DOT; Erin Thompson (Erin.Thompson@dot.ca.gov); Garth Hopkins; Kendee Vance;

Subject: You’re invited to participate in the Tehama 2015 Regional Transportation Plan

Greetings All,

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Barbara O’Keeffe
Deputy Director – Transportation
Tehama County Transportation
530-385-1462 ext. 3017

Outreach to Federal Partners

From: Barbara O’Keeffe

Sent: Wednesday, August 26, 2015 7:10 PM

To: Bill Kuntz (wkuntz@blm.gov); Jennifer Mata (jmata@blm.gov); Keith Farrar (keith_farrar@nps.gov); Michelle D’Ulisse (michelle_d’ulisse@nps.gov); Ren Lohofener (ren_lohofener@fws.gov); S. Harral (sharral@usbr.gov); T. Veliotes (tveloites@fs.fed.us); Wanda Brown (wanda.brown@citlink.net)

Cc: Gary Antone; Lisa Little; Adam Hansen; Aaron Casas; Kendee Vance; Monson, Tyler J@DOT

Subject: You’re invited to participate in the Tehama 2015 Regional Transportation Plan

Greetings Federal Partners

The Tehama County Transportation Commission is pleased to provide you with a link to the DRAFT 2015 Regional Transportation Plan, Negative Declaration, Public Participation Plan, and On-line comment card:

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Barbara O’Keeffe

Deputy Director – Transportation

Tehama County Transportation Commission & Transit Agency

530-385-1462 ext. 3017

Appendix C

Regional Blueprint Plan

Regional Blueprint Plan



**Sponsored by California Department of Transportation Division of
Transportation Planning and the Federal Highway Administration**

Acknowledgments

We would like to thank the following agencies for participating in the development of Tehama Tomorrow.

Bureau of Land Management
CalFire
Caltrans District 2
Caltrans Division of Transportation Planning
City of Corning Planning Department
City of Red Bluff Planning Department
City of Tehama
Corning Chamber of Commerce
Department of Water Resources
Federal Highway Administration
Lake California Property Owners Association
Tehama County Air Pollution Control District
Tehama County Assessor's Office
Tehama County Planning Department
Tehama County Public Works
Tehama County Resource Conservation District
Tehama County Sheriff's Department

Tehama County Transportation Commission

Bob Williams
Dennis Garton
Gary Strack
Robert Christison
Robert Schmid
Steve Chamblin

Executive Director

Gary Antone P.E., P.L.S.

Staff

Barbara O'Keeffe, Deputy Directory Transportation
Adam Hansen, Senior Transportation Planner
Lisa Little, Senior Transportation Planner

Consultant

Vestra Resources Inc.

Tehama Tomorrow Final Report

Regional Blueprint Planning

In 2005, the California Regional Blueprint Program was initiated by Caltrans to help metropolitan planning organizations (MPOs) and rural regional transportation planning agencies (RTPAs) collaborate with stakeholders, local agencies, and the public to establish a regional vision of land use and transportation. Participating agencies received funding to conduct GIS based scenario planning, helping local and regional leaders work with community members to develop a shared vision, or “Blueprint” for their future.

Blueprint planning is a community-based effort to gather information and develop decision-making tools. Geographic data is used to map future growth scenarios within a region based on land use designations from the region’s adopted general plans. The maps of scenarios generated from the modeling process are visual tools designed to create dialog about planning issues. In such a way, Blueprint planning engages the public in the planning process. It fosters a platform to build consensus for a vision of future land use and transportation infrastructure to accommodate future growth.

Purpose of Blueprint Planning

The purpose of Blueprint planning is to engage the community in a grassroots planning process using visual aids developed with GIS. It gives people a voice and provides information to decision makers to guide infrastructure and development in a manner that will result in financially viable, healthy, and desirable communities.

The visual GIS maps provide tangible information for regional and local decision-making. The effectiveness of the process is the ability to show people what their community would look in the future based on development policies. It shows graphically the end result when different land use and infrastructure decisions from the regional transportation plan and general plans are carried out. The process can identify small changes to the current development patterns (current trend) that can reap the greatest benefit to the region long term. The end result is a consensus driven scenario that preserves quality of life while improving public health, air quality, increases transportation choices, preserves agricultural land, minimizes the costs of public infrastructure, and improves coordination among all stakeholders.

Goals of Blueprint Planning

Regional Blueprint Planning is based on the following goals:

1. Improve mobility through a combination of strategies and investments to accommodate growth, reduce congestion, and contribute to a strong economy;
2. Reduce automobile trips and increase active transportation by fostering more efficient regional land use patterns to encourage more walking, bicycling and transit use to meet state air quality goals while supporting health and obesity prevention goals;
3. Provide for an adequate supply of housing for the next 20-plus years by working with stakeholders to adopt land use plans and regulations that include opportunities for new residential growth to be located near transit and other transportation facilities, jobs, health facilities, retail businesses, and support services;
4. Increase transportation choices by adopting policies which increase housing affordability and choices, including a variety of housing types and densities with access to multimodal forms of transportation;
5. Avoid and minimize impacts to agricultural lands, natural resources, and water and air quality;
6. Increase conservation and efficient use of resources such as energy and water;
7. Promote California's economic competitiveness and quality of life with improved transportation infrastructure;
8. Reduce the costs and time to deliver transportation projects with early public and resource agency involvement;
9. Improve coordination and collaboration among all regional stakeholders by exchanging information during the Blueprint process about planning and investment decisions;
10. Reduce the region's greenhouse gas emissions.
11. Seek local government and community support, including tribal governments and under-represented groups, to develop a regional vision; and
12. Build awareness of critical infrastructure such as transportation facilities, housing, energy, health care, schools, communication systems, emergency services, waste facilities and water facilities.

Blueprint Planning Process

Blueprint planning was funded by federal regional transportation funds from the Federal Highways Administration awarded through the California Department of Transportation (Caltrans). The Tehama County Transportation Commission (TCTC) was awarded five blueprint grants to do scenario planning. The planning process in Tehama County is called "Tehama Tomorrow." Each of the five grants built on the success of the previous grant and helped the county and cities develop three potential growth scenarios, gather and develop essential GIS data, and GIS planning tools. Table 1 describes the specific achievements of each awarded grant.

Table 1. Summary of Blueprint Grants and Accomplishments

Grant	Achievement
2007-08 Tehama County Blueprint Planning: Phase 1-GIS Data Compilation and Internal Coordination	Inventoried and collected GIS data from local, state and federal agencies, created data needed for scenario planning, created an accessible building permit database to determine development trends, and educated stakeholders on the blueprint planning process.
2008-09 Coordination and Progress in Tehama County	Held Tehama Tomorrow TAC meetings, overcame network deficiencies by connecting to a centralized server, started a centralized GIS database, and standardized data for input into model.
2009-10 Tehama County in 2050	Completed updates of essential layers, improved countywide roads layer, ran model for current trend and alternate scenarios, and calculated performance measures for each scenario.
2010-11 Integration of Planning	Updated parcels and layers for concurrent geometry, purchased high quality imagery of populated areas, enhanced the use of GIS software by increasing the number of licenses, and met with TAC to discuss and fine-tune the scenarios.
2012-13 TCTC Data for SRTA Regional GIS Platform	Updated parcel attributes for public use on Shasta RTA Platform, merged countywide road layer with CalFire roads layer, trained key planning staff on availability and use of GIS data and planning tools, and prepared commission report for TCTC acceptance.

The Blueprint plan for the county and incorporated cities known as “Tehama Tomorrow,” began with a grant in 2007. The grants provided funding to create, collect, and aggregate the necessary data for regional planning. The grant funds were used to improve accuracy and develop tools. As a result of the grants, coordination between transportation and the city and county planning departments has increased and planning tools such as interactive online maps were developed. The availability of the data to public and regional decision makers will help engage the public in the planning process.

Public Outreach

To give the Blueprint planning process direction, a comprehensive assessment of community values was conducted. Public meetings were held throughout the region to educate and inform the public. Surveys were dispersed at these meetings and conducted in outlying communities by making the survey available at public gathering locations such as country stores. The survey was also available online. This extensive public engagement effort resulted in participation of 270 residents that completed the survey and an additional 200 residents that attended meetings and provided input.

Challenges Facing the Region

As part of the survey, participants were asked to rank, in order of importance, the issues facing the region. Loss of jobs, crime, and loss of agricultural lands were the top three challenges identified (See Table 2). Factors that were less of a priority included affordable housing and rural development that accentuates the urban-agricultural-nature interface. See Appendix D for Community Survey Final Results.

Table 2. Challenges Facing the Region

Challenges Facing the Region	
1	Economic opportunity; jobs, education
2	Diminished sense of community; crime
3	Loss of agricultural acreage
4	Loss of open space
5	Urban-agriculture-nature interface
6	Air quality
7	"Sprawl" type development
8	Affordable housing

Regional Priorities to Preserve Quality of Life

Residents were also asked to rank their priorities to preserve quality of life. The results show that people choose to live in Tehama County for the open space, scenic views, and rural lifestyle. Economic opportunities and job creation are priorities as the unemployment rate in Tehama County is consistently higher than the state average. Jobs are necessary to maintain the current population and keep the young generation from relocating to find employment. Preserving agricultural land, the number four priority, is one way to keep economic opportunities open to the current and future generations of Tehama County. Residents also favor strengthening downtowns of cities and communities through commercial development as opposed to residential development in downtown areas.

Table 3. Priorities to Preserve Quality of Life

Priorities to Preserve Quality of Life	
1	Open space, scenic views, natural resources
2	Rural lifestyle
3	Economic opportunities; jobs; education
4	Agriculture
5	Recreation opportunities
6	Strong downtowns & communities
7	Low cost of living
8	Travel mode choices

Performance Measures and D Factors

The Blueprint planning process does not determine which development pattern should be implemented; rather, it highlights potential impacts of development patterns so the public and decision-makers can make informed choices. The following performance measures were used to evaluate and compare the impacts of each scenario:

- Impacts to open space, and scenic views and natural resources – i.e. areas of environmentally sensitive land which development may occur.
- Economic and residential growth in cities and communities – i.e. Acres of industrial, commercial, and residential land developed
- Impacts to agricultural land – i.e. lands having prime soil for agriculture which development may occur.

The five ‘D’ factors are also used to analyze development patterns to determine what the impact would be to the community.

1. *Density* – number of persons, jobs, or dwellings in a specified area.
2. *Diversity* – balance of residential, retail, office and other land uses in proximity to each other.
3. *Design* – built environment, street network, and non-motorized travel accommodations.
4. *Destination Accessibility* – number of jobs and other attractions accessible via any mode of travel.
5. *Distance to Transit* – proximity of high quality public transit service to home and work.

Scenario Planning – “What if Analysis”

The three scenarios were created during the Blueprint planning process and are a result of the survey responses, community input and stakeholder participation.

- Scenario A: Strong Cities and Communities;
- Scenario B: Specific Plans/I-5 Corridor; and
- Scenario C: Current Trend

The following section uses calculated performance measures to compare the three scenarios and describes the potential impacts if development in the region were to occur as shown by the map of each scenario.

Impacts of each Scenario

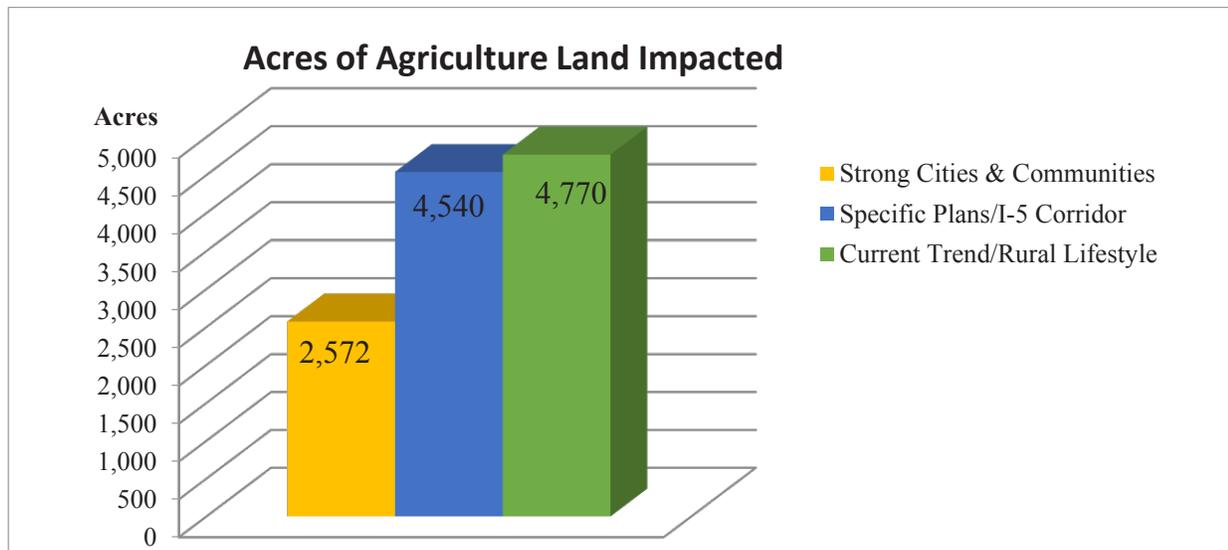
These scenario descriptions and associated graphics provide a visual representation of the potential development patterns in Tehama County over the next 40 years depending on economic factors, population growth, and policies implemented by decision makers.

Scenario A: Strong Cities and Communities

The *Strong Cities and Communities* scenario has the least impact to agricultural land and open space/natural resource lands by impacting 2,243 less acres of agricultural land and 2,248 acres of open space/natural resource lands compared to *Current Trend*. Preserving agricultural land supports the local economy and protects future agriculture growth. To preserve agricultural land, the *Strong Cities and Communities* scenario designates 4,202 more housing units to be built in cities and communities compared to the *Current Trend*. More walkable vibrant downtowns and community centers would likely result from this development pattern.

The Strong Cities and Communities scenario is favorable as it builds up the core areas with higher density residential and commercial development. Such development patters takes advantage of existing public infrastructure. Public infrastructure such as roads, sewer and water are expensive to expand and require maintenance. The increased density in cities and communities allows for more transportation choices such as walking, biking and transit. This scenario reduces vehicle miles traveled by residents, as housing is located near shopping, jobs, and essential services. Consequently, this scenario has the least impact to agricultural land and natural resource areas; top priorities of community members (See Figures 1 & 2). See Appendix A for a map of the 2050 Strong Cities and Communities scenario.

Figure 1. Acres of Agriculture Land Impacted



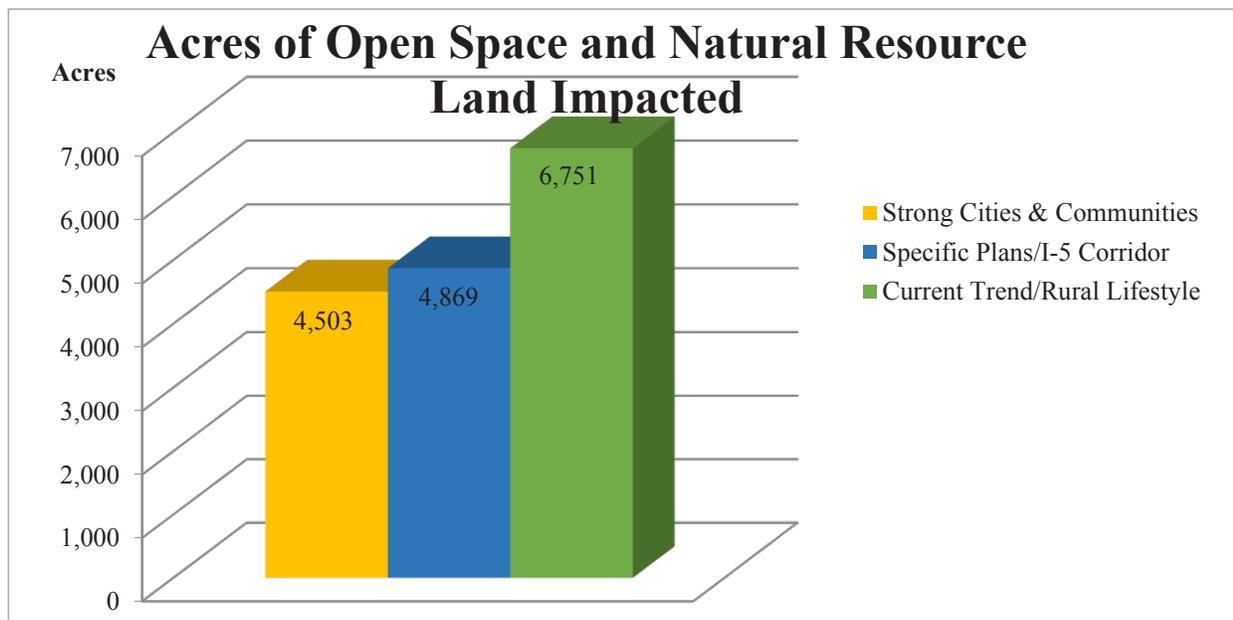
Scenario B: Specific Plans/I-5 Corridor

The *Specific Plans/I-5 Corridor* scenario impacts the same amount of agricultural land as the *Current Trend* scenario, but it impacts 28% or 2,248 acres less of open space and natural resource lands (See Figure 2). Conservation of open space and natural resources is the top priority chosen by the community to preserve the quality of life in the region. New residential development would take place in existing cities and newly formed communities.

The *Specific Plans/I-5 Corridor* scenario closely follows the intent of the 2009 Tehama County General Plan. The scenario utilizes special planning areas created by the General Plan to form new communities along the northern I-5 corridor. Based on this scenario, communities such as Sun City and Lake California would be fully built out by 2050. As the communities grow along the I-5 corridor, development would spread south toward Red Bluff. Commercial centers would develop to serve the needs of new population centers. Interchanges on I-5 serving these communities would require improvements due to increased traffic. The cost to expand infrastructure would be borne by private development, but impacts to public services will be felt by all. Services such as police, fire, solid waste, medical, transit and social services would be forced to serve a larger geographical area, which could affect the quality of these services for all residents.

The spheres of influence around Red Bluff and Corning would be developed with higher residential density and infill development would be encouraged. Commercial and industrial uses would strengthen the economic core of the cities and create more vibrant downtowns. See Appendix B for a map of the 2050 *Specific Plans/I-5 Corridor* scenario.

Figure 2. Comparison of Open Space/Natural Resource Lands Impacted



Scenario C: Current Trend Scenario

The *Current Trend* scenario impacts 46% more agricultural land and 33% more open space and natural resource land than the *Strong Cities and Communities* scenario. Without proper planning and policies in place, continuing along this path would degrade agricultural lands and open space. Over half of all new residential development would take place in rural areas.

The *Current Trend* scenario uses residential and commercial development patterns from the past 20 years to project development patterns out to 2050. The *Current Trend* encourages a high

percentage of low and very low density housing spread throughout the county. It enables residents to live a rural lifestyle, which is a top priority to preserve quality of life (See Table 3). Proper planning and policies are needed to lessen the impacts of development patterns of the *Current Trend*. Policies to preserve agricultural land through land-use classifications can address this issue. Coordination between the county and cities to ensure an adequate mix of residential and commercial land is available in or near existing cities would help ensure that agricultural land is preserved while maintaining the rural lifestyle. Negative impacts of rural development include increased commute times, increased vehicle miles traveled, and more residential/agricultural conflicts. Dispersing the population throughout the county will reduce the amount of agricultural and open space/natural resource lands in Tehama County.

Preserving open space and natural resources is a top priority of residents (See Table 3). Growth in the rural areas will also impact the residents that currently live in rural areas. Finding a balance of preservation while allowing the rural development that residents desire is a challenge facing Tehama County. See Appendix C for a map of the 2050 Current Trend scenario.

Location Efficiency of Growth

It is important to remember that local decisions and development patterns have a big impact on local mobility. In addition to mobility benefits, location-efficient communities allow households to manage their transportation costs, the second-highest expense after housing. When the urban footprint is smaller, the impacts of growth and development on lands essential for agriculture, grazing, natural resource production, wildlife habitat, healthy ecosystems, and outdoor recreation are likewise minimized. Location-efficient neighborhoods also support a more active lifestyle, which strongly correlates to health and well-being of residents.

Location-efficient neighborhoods in Tehama County may look different than those in urbanized areas. Supporting locationally-efficient development in Tehama County may include development around existing rural communities that are located on existing transportation corridors or transit routes. Developing near existing transportation corridors will lessen the infrastructure needed and provide better access to jobs and services for the rural population. Encouraging location-efficient communities can be achieved by directing rural residential development away from prime agricultural land like Butte County does with the established Green Line west of the City of Chico. As the County population grows and pressure to develop increases these important decisions will need to be made which will shape Tehama County for future generations.

The *Strong Cities and Communities* and *Specific Plan/I-5 Corridor* scenarios are evidence that there are more efficient development patterns than the *Current Trend* scenario. The Blueprint planning process examined many factors that can increase the efficiency of development patterns in the region. In Tehama County, achieving a balanced combination of the 'D' factors should be the goal. No single 'D' factor will yield reduction in vehicle miles traveled or increase the available modes of transportation, but it will be the combination of factors and the degree to which they are present in a given area that has the largest impact.

Conclusion

The Tehama Tomorrow scenario planning effort was completed in 2012 but the impact of the efforts and lessons learned can potentially shape the future of Tehama County. Current efforts are directed towards creating the online maps to disperse the outcomes of the process and making the data and tools available to the public, planners and decision makers. The Tehama County GIS viewer provides access to data created during the blueprint process to everyone. The Tehama County Online Blueprint Viewer provides access to the scenarios and outcomes to ensure visuals of potential development patterns and resulting outcomes are considered in the planning process.

The Tehama County Transportation Commission will work with local agencies and stakeholders to implement lessons learned during the process and maintain essential GIS data for land use and transportation planning. The TCTC will also strive to incorporate the goals of blueprint planning to make a better Tehama Tomorrow.

Appendix D

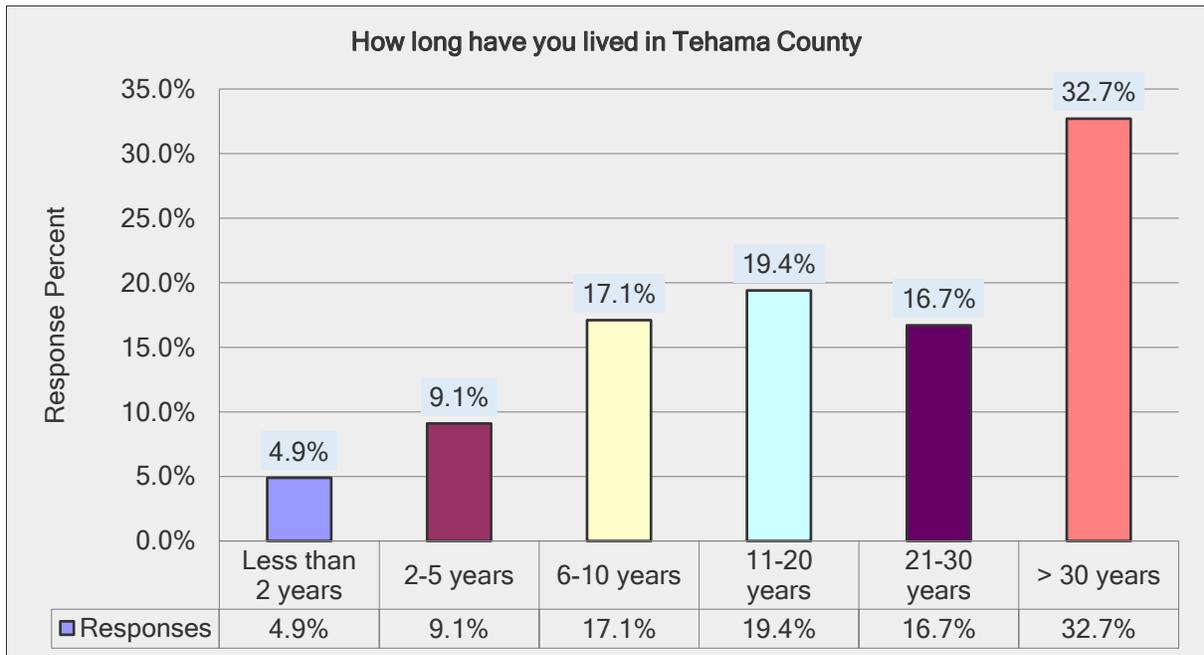
Blueprint Outreach

Public Survey Results

Blueprint Survey - Question #1

How long have you lived in Tehama County

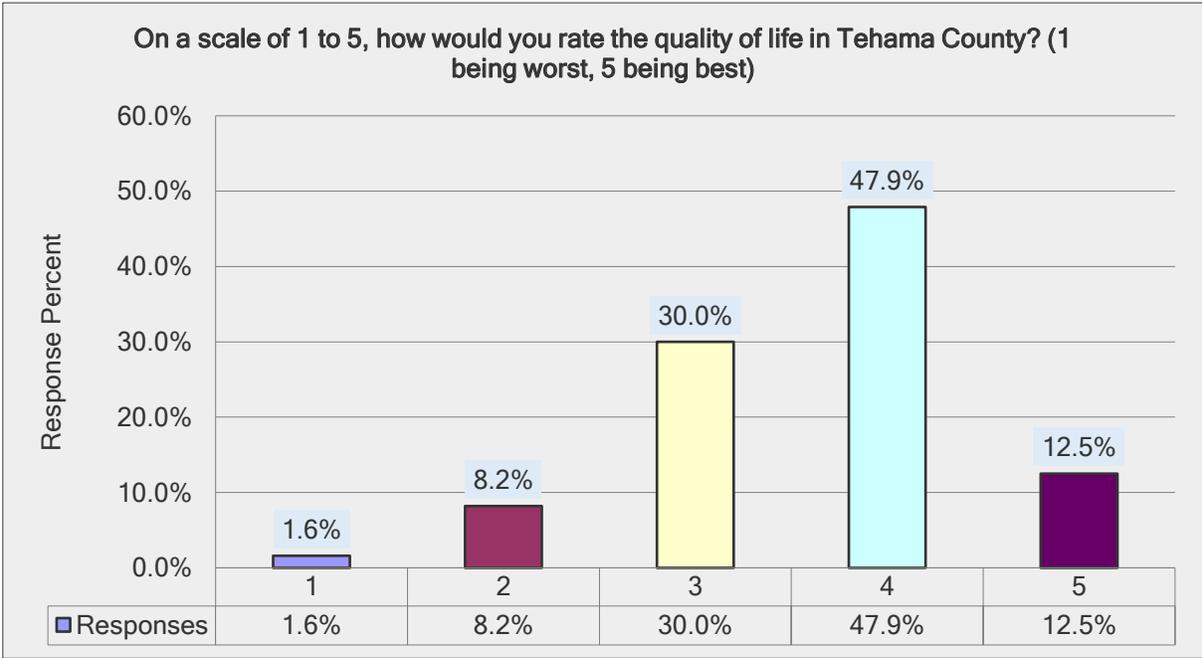
Answer Options	Response Percent	Response Count
Less than 2 years	4.9%	13
2-5 years	9.1%	24
6-10 years	17.1%	45
11-20 years	19.4%	51
21-30 years	16.7%	44
> 30 years	32.7%	86
answered question		263
skipped question		2



Blueprint Survey - Question #2

On a scale of 1 to 5, how would you rate the quality of life in Tehama County? (1 being worst, 5 being best)

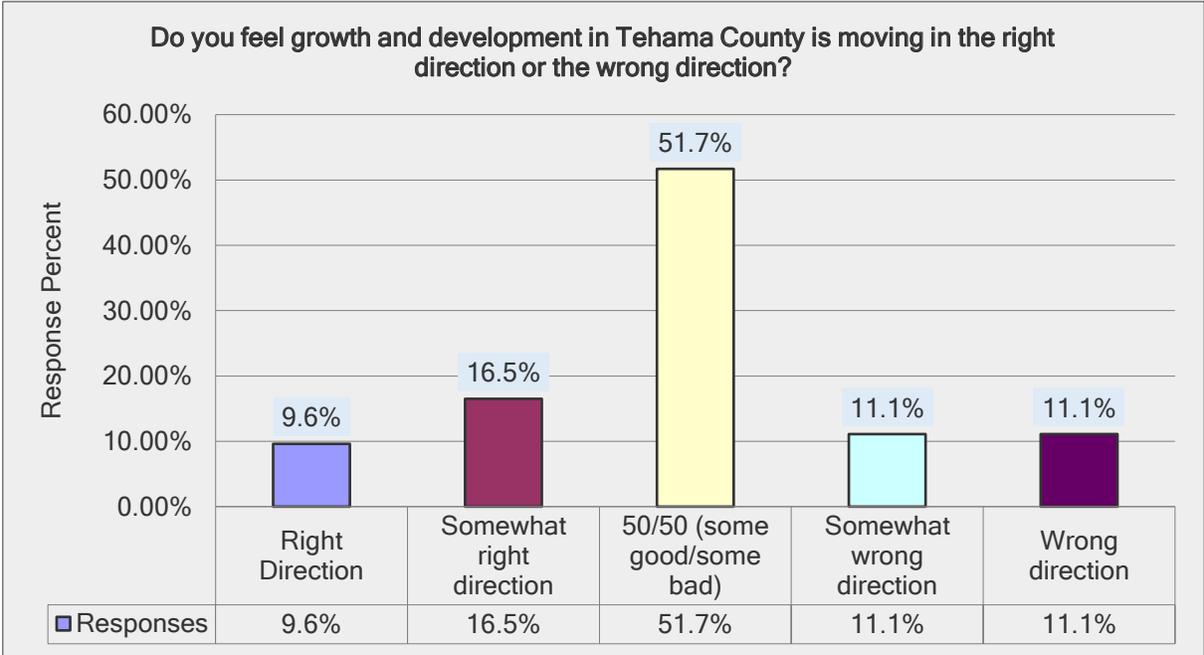
Answer Options	Response Percent	Response Count
1	1.6%	4
2	8.2%	21
3	30.0%	77
4	47.9%	123
5	12.5%	32
<i>answered question</i>		257
<i>skipped question</i>		8



Blueprint Survey - Question #3

Do you feel growth and development in Tehama County is moving in the right direction or the wrong direction?

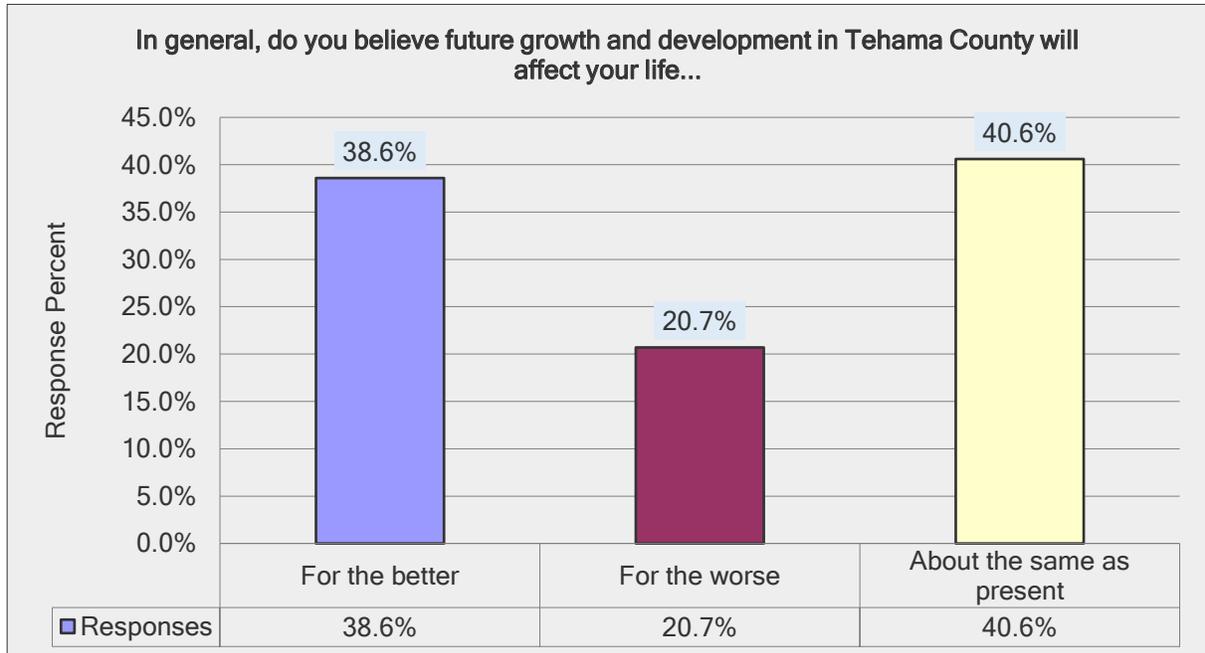
Answer Options	Response Percent	Response Count
Right Direction	9.6%	25
Somewhat right direction	16.5%	43
50/50 (some good/some bad)	51.7%	135
Somewhat wrong direction	11.1%	29
Wrong direction	11.1%	29
<i>answered question</i>		261
<i>skipped question</i>		4



Blueprint Survey - Question #4

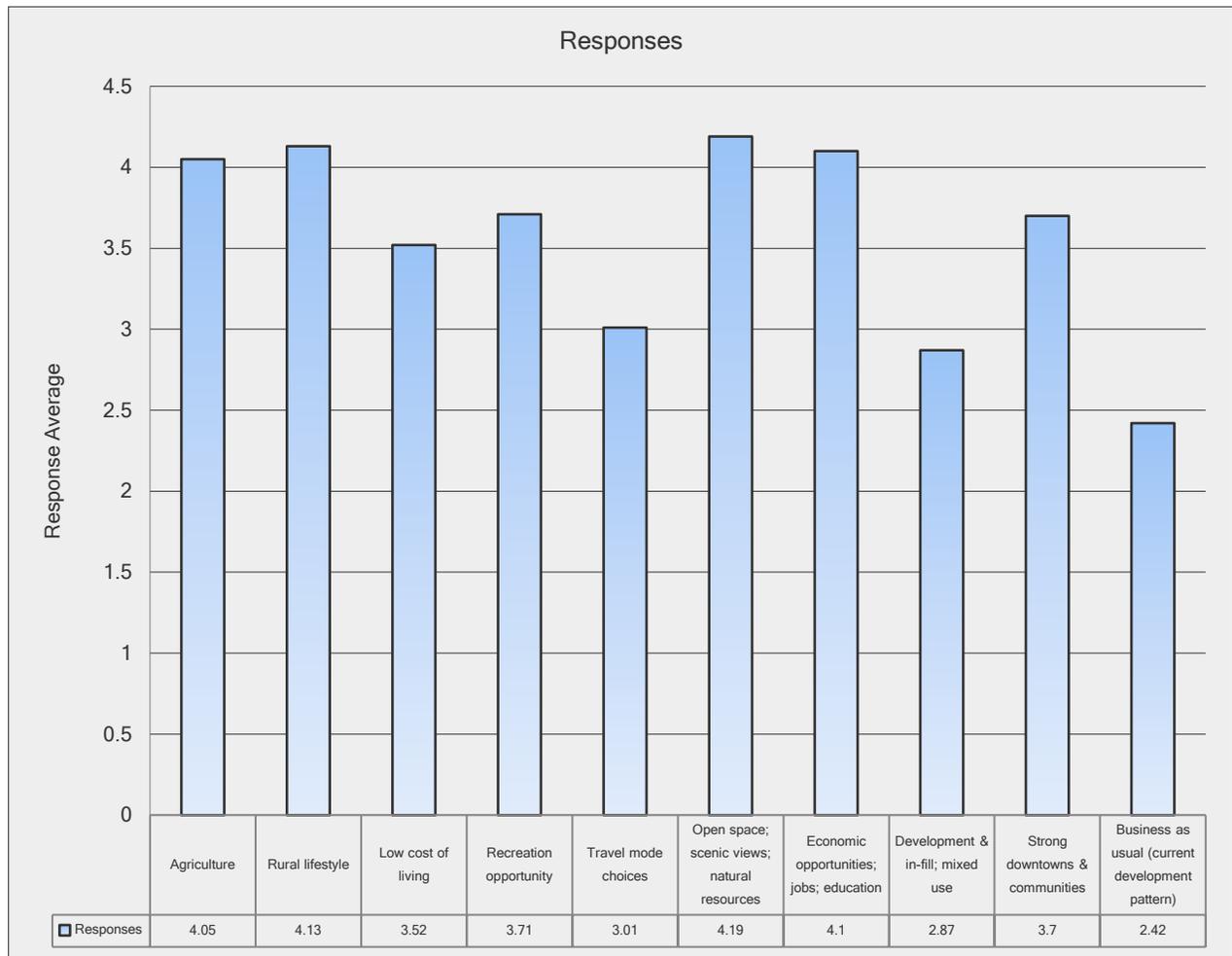
In general, do you believe future growth and development in Tehama County will affect your life...

Answer Options	Response Percent	Response Count
For the better	38.6%	97
For the worse	20.7%	52
About the same as present	40.6%	102
<i>answered question</i>		251
<i>skipped question</i>		14



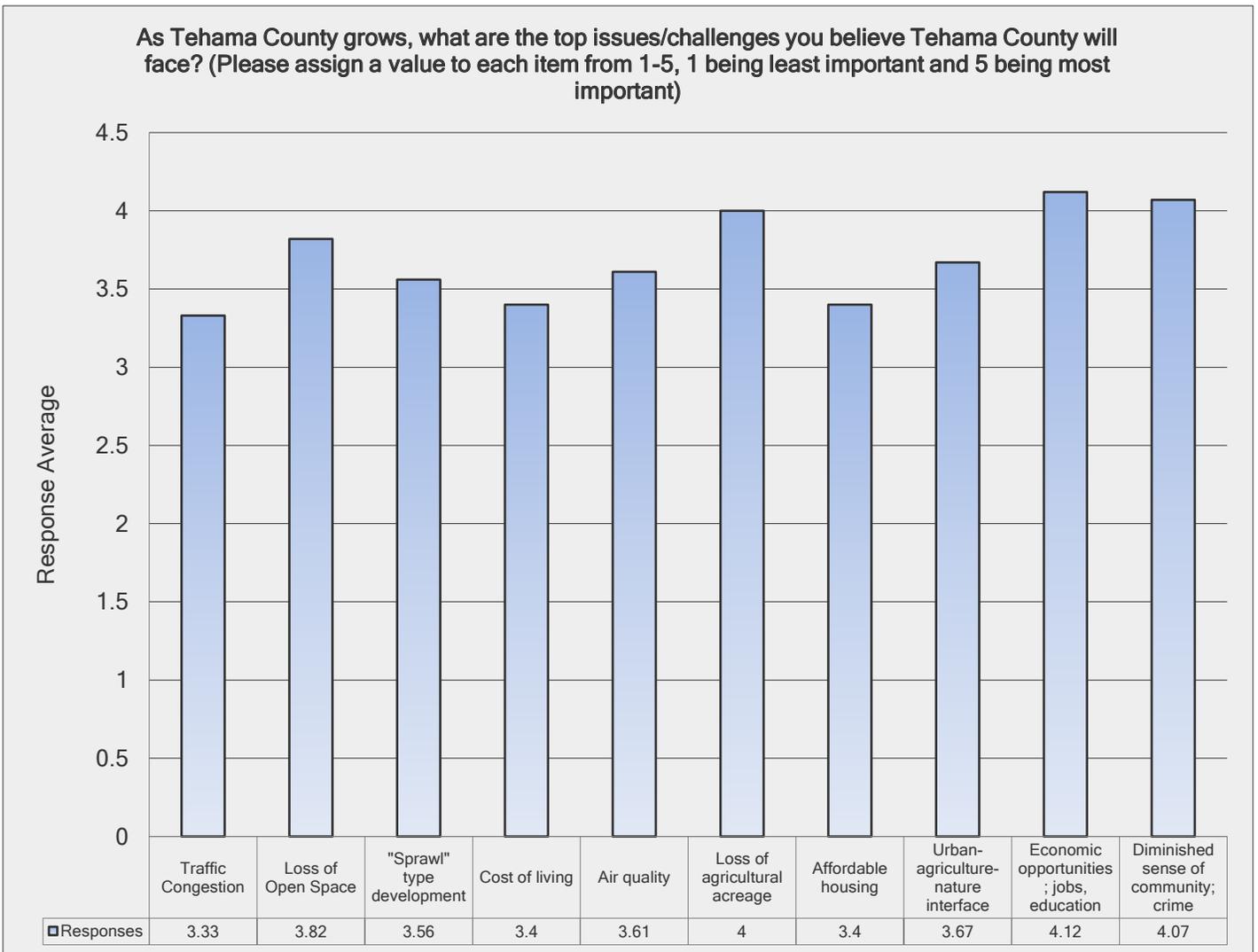
Blueprint Survey - Question #5

What characteristics do you believe would add most to the quality of life in Tehama County? (Please assign a value to each item, from 1 to 5, 1 being least important and 5 being most important)			
Answer Options	Response Average	Response Total	Response Count
Agriculture	4.05	839	207
Rural lifestyle	4.13	880	213
Low cost of living	3.52	701	199
Recreation opportunities	3.71	782	211
Travel mode choices	3.01	586	195
Open space; scenic views; natural resources	4.19	897	214
Economic opportunities; jobs; education	4.10	910	222
Development & in-fill; mixed use	2.87	534	186
Strong downtowns & communities	3.70	773	209
Business as usual (current development pattern)	2.42	433	179
answered question			235
skipped question			30



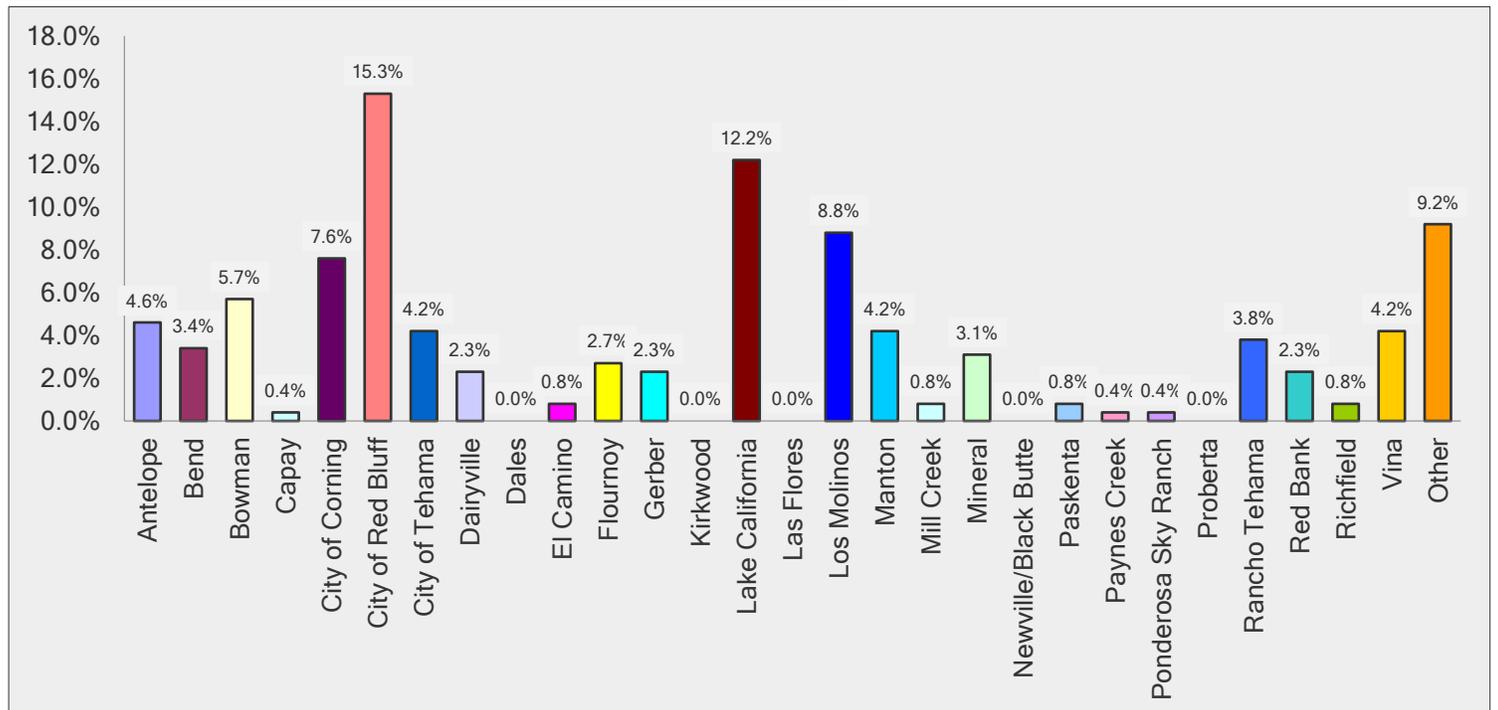
Blueprint Survey - Question #6

As Tehama County grows, what are the top issues/challenges you believe Tehama County will face? (Please assign a value to each item from 1-5, 1 being least important and 5 being most important)			
Answer Options	Response Average	Response Total	Response Count
Traffic Congestion	3.33	709	213
Loss of Open Space	3.82	794	208
"Sprawl" type development	3.56	694	195
Cost of living	3.40	725	213
Air quality	3.61	754	209
Loss of agricultural acreage	4.00	855	214
Affordable housing	3.40	680	200
Urban-agriculture-nature interface	3.67	719	196
Economic opportunity; jobs, education	4.12	919	223
Diminished sense of community; crime	4.07	874	215
<i>answered question</i>			239
<i>skipped question</i>			26



Blueprint Survey - Question #7

Where do you live?		
Answer Options	Response Percent	Response Count
Antelope	4.6%	12
Bend	3.4%	9
Bowman	5.7%	15
Capay	0.4%	1
City of Corning	7.6%	20
City of Red Bluff	15.3%	40
City of Tehama	4.2%	11
Dairyville	2.3%	6
Dales	0.0%	0
El Camino	0.8%	2
Flournoy	2.7%	7
Gerber	2.3%	6
Kirkwood	0.0%	0
Lake California	12.2%	32
Las Flores	0.0%	0
Los Molinos	8.8%	23
Manton	4.2%	11
Mill Creek	0.8%	2
Mineral	3.1%	8
Newville/Black Butte	0.0%	0
Paskenta	0.8%	2
Paynes Creek	0.4%	1
Ponderosa Sky Ranch	0.4%	1
Proberta	0.0%	0
Rancho Tehama	3.8%	10
Red Bank	2.3%	6
Richfield	0.8%	2
Vina	4.2%	11
Other	9.2%	24
<i>answered question</i>		262
<i>skipped question</i>		3



Appendix D

SHSP Challenge Areas Summary

Challenge Area 1:

Roadway Departure & Head-On Collisions

Roadway Departure Strategies:

- Address systemic risks on non-State roads with low cost safety countermeasures.
- Ensure funding strategies reflect unique local needs.
- Improve the dissemination of crash data at the jurisdictional level.
- Target highest risk jurisdictions for funding and technical assistance.
- Implement an effective, consistent, and coordinated traffic incident management (TIM) program at the state and local level to reduce the duration and impacts of traffic incidents and improve the safety for motorists, crash victims, and emergency responders.

Challenge Area 2:

Intersections, Interchanges, & Other Roadway Access

Intersection, Interchanges, and Other Roadway Access Strategies:

- Mainstream and accelerate the deployment of innovative solutions that have proven to be highly effective and cost-effective.
- Pursue programmatic application of low-cost and high impact strategies, countermeasures, and activities.
- Focus on continuous improvement and collaboration by building on the foundational work products and findings generated by previous strategic safety and other statewide initiatives.
- Emphasize the role and importance of visibility among road users and workers (especially during hours of darkness).
- Minimize or avoid safety performance degradation resulting from land use and highway infrastructure investment proposals.
- Increase understanding and collaboration among transportation system owners, operators, investors, and regional agencies regarding the effect of access-related decisions on safety and overall system performance.

Challenge Area 3:

Work Zones

Work Zones Strategies:

- Evaluate and promote strategies for best work zone practices.
- Improve safe driving through work zones with education and enforcement.
- Apply advanced technology to improve work zone safety.
- Improve work zone data collection and analysis.

Challenge Area 4:

Alcohol and Drug Impairment

Alcohol and Drug Impairment Strategies:

- Enhance State laws, local ordinances, and programs intended to reduce alcohol and/or drug impaired driving.
- Enhance the utilization of DUI treatment programs, emerging innovations, and system monitoring to reduce DUI offenses among highest risk offenders, including repeat or high-BAC (Blood Alcohol Content) offenders, and in areas where the risk of DUI is highest.
- Improve consistent, timely DUI adjudication and broaden and/or improve application of administrative sanctions of impaired drivers.
- Conduct education/social norming and other programs to change behaviors related to impaired driving.
- Enhance knowledge of the impacts of legal and illegal drug use on safe driving using empirical evidence and implement effective, data-driven methods to identify and reduce drug-impaired driving or roadway use.
- Enhance DUI enforcement, training, and tools for improved detection and enforcement of impaired roadway users.
- Enhance the collection, management, and accessibility of data related to the consequences of impaired driving and the effectiveness of the DUI countermeasure system.

Challenge Area 5:

Occupant Protection

Occupant Protection Strategies:

- Target high risk populations with education and enforcement to increase occupant protection use.
- Improve occupant protection educational outreach.
- Increase occupant protection enforcement and improve adjudication of violations.
- Improve occupant protection data collection processes.

Challenge Area 6:

Speeding & Aggressive Driving

Speeding & Aggressive Driving Strategies:

- Increase targeted enforcement at locations prone to speeding and other forms of aggressive driving.
- Improve the consistency of adjudication of drivers cited for speeding and other forms of aggressive driving.
- Increase use of technology and engineering methods to reduce speeding and other forms of aggressive driving.
- Conduct outreach and education about the safety risks of speeding.

Challenge Area 7: Distracted Driving

Distracted Driving Strategies:

- Improve data quality on distracted driving.
- Increase enforcement and improve adjudication of current distracted driving laws.
- Conduct education on the risks of distracted driving using evidence-based strategies to create a culture of traffic safety.
- Strengthen laws on distracted driving.

Challenge Area 8: Driver Licensing & Competency

Driver Licensing & Competency Strategies:

- Improve the initial driver licensing process.
- Improve the competency of licensed drivers.
- Assess and improve policies for managing unlicensed drivers, negligent operators, and suspended/revoked drivers.
- Improve data systems, including quality control measures, for driver and vehicle records, citations issued, court adjudication reporting, and DMV license actions.
- Improve training of law enforcement and related local agencies regarding licensing, DMV license actions, and DMV data systems.

Challenge Area 9: Pedestrians

Pedestrians Strategies:

- Improve the safety of pedestrian crossings by using proven effective countermeasures.
- Expand effective enforcement and education of all roadway users to improve pedestrian safety based on known risk factors and data trends.
- Increase funding for pedestrian safety infrastructure and non-infrastructure projects.
- Improve collection, use, and analysis of data needed for pedestrian safety planning and programming.
- Increase pedestrian safety-focused coordination among State, regional, and local agencies including on transportation planning and land use efforts.

Challenge Area 10:

Bicycling

Bicycling Strategies:

- Improve roadway and bikeway planning, design, operations, and connectivity to enhance bicycling safety and mobility to all destinations.
- Improve data collection regarding bicyclist trips, injuries, and fatalities on California roadways and bicycle paths.
- Improve education and enforcement to promote safe multi-modal travel.
- Encourage more bicycle travel by improving public attitudes about bicycling as a safe mode of transportation.
- Develop safe, direct, and connected routes for bicycling.

Challenge Area 11:

Young Drivers

Young Drivers Strategies:

- Increase awareness of and compliance with graduated driver licensing laws.
- Promote social norming and behavior change on youth related traffic safety issues.
- Promote the use of evidenced-based programs and outreach methods.
- Improve school policies and procedures relating to young driver safety.
- Improve enforcement and adjudication of young offenders.

Challenge Area 12:

Aging Road Users

Aging Road Users Strategies:

- Develop and disseminate education materials, programs and tools that explain how the aging process may affect safe driving.
- Promote awareness of the impact of prescription and non-prescription medications and supplements on the safety of aging road users.
- Promote implementation of multi-modal guidance for aging road users, which is included in the California Manual on Uniform Traffic Control Devices.
- Promote knowledge and increased application by transportation professionals of preferred roadway design elements friendly to aging road users.

Challenge Area 13:

Motorcycles

Motorcycles Strategies:

- Improve education on motorcycle safety.
- Improve motorcycle licensure.
- Improve motorcycle exposure and crash data.
- Improve motorcycle rider training.
- Enhance roadway design to improve motorcycle safety.

Challenge Area 14:

Commercial Vehicles

Commercial Vehicles Strategies:

- Improve training and education of commercial vehicle safety stakeholders.
- Increase the use of effective enforcement strategies to improve commercial vehicle safety.
- Identify and implement engineering features that reduce commercial vehicle-related crashes.
- Improve commercial vehicle safety data.
- Identify and promote use of technology for improving commercial vehicle safety.

Challenge Area 15:

Emergency Medical Services

Emergency Medical Services Strategies:

- Increase involvement by EMS leaders in the California SHSP.
- Develop strategies to improve the time to definitive care.
- Improve data from the time of the crash.
- Improve access to information to enable interoperability of communications systems between all responders to crash sites.
- Develop guidance documents to share with EMS responders to increase crash scene safety.

Appendix E

Roadway Improvement Projects, Constrained

**Table 4.1
Roadway Improvement Projects, Constrained**

PPNO/ Project #	Route	Project Name	Funding	Total Cost (\$1,000)	Const. Year	Project Intent
Caltrans Projects						
0E360	TEH-005	Corning NB and SB Rest Areas	SHOPP	\$ 6,000	2016	Maintenance
4F710	TEH-005	Red Bluff Ramp Paving	SHOPP	\$ 1,000	2016	Pavement Rehabilitation
4F710	TEH-005	Red Bluff Ramp Paving	SHOPP	\$ 1,000	2016	Pavement Rehabilitation
1H190	TEH-005	SRRA Surveillance Upgrades	SHOPP	\$ 120	2016	ITS
4G330	TEH-032	Deer Crk Paving	SHOPP	\$ 1,000	2016	Pavement Rehabilitation
2H490	TEH-005	Red Bluff Slab Replacements	SHOPP	\$ 281	2019	Pavement Rehabilitation
0H200	TEH-032	Colby Curve Improvements	SHOPP	\$ 2,735	2018	Operational
4G560	TEH-036	Red Bluff Drainage	SHOPP	\$ 2,525	2020	Maintenance
4G280	TEH-036	Dry Feather Culverts	SHOPP	\$ 140	2016	Maintenance
0H110	TEH-036	Meister Curve Improvement	SHOPP	\$ 1,426	2018	Operational
4G540	TEH-036	W Red Bluff Paving	SHOPP	\$ 6,600	2021	Pavement Rehabilitation
3E720	TEH-036	East Red Bluff Paving	SHOPP	\$ 4,920	2017	Pavement Rehabilitation
4G03U	TEH-036	Lassen Lodge Curve Improvement	SHOPP	\$ 9,410	2017	Operational
0H390	TEH-036	Morgan Summit CCTV/RWIS	SHOPP	\$ 750	2017	ITS
1H740	TEH-036	Morgan Summit Curve Improvement	SHOPP	\$ 4,324	2022	Operational
2H390	TEH-036	Childs Meadows Chip Seal	Maint.	\$ 2,036	2017	Maintenance
2H110	TEH-099	Corning Culvert Rehab	Maint.	n/a	2017	Maintenance
1H320	TEH-099	Los Molinos Curb Ramps/Sidewalks	SHOPP	\$ 4,729	2019	Pedestrian Access
1H970	TEH-036	Ward Curve Improvement	SHOPP	\$ 2,883	2026	Operational
Caltrans Total				\$ 51,879		
County of Tehama Projects						
2567		99W Corning City Limits to Glenn County Line	STIP	\$ 5,500	2018	STAA/Goods Movement/I-5 Alternate

	99W from Gyle Road to South Main St.	STIP/Local	\$ 10,000	2018	STAA/Goods Movement/I-5 Alternate
2569	99W from South Main St. to I-5 Overcrossing	STIP, Fed. Demon.	\$ 1,989	2019	STAA/Goods Movement/I-5 Alternate
2162	McCoy Rd Phase 3	STIP	\$ 1,525	2019	Operational
	South Avenue Reconstruction	Local/STIP	\$ 18,000	2020	Rehabilitation
	Margeurite Avenue @ South Avenue	HSIP/Local	\$ 1,082	2020	Safety
	Finnell Avenue @ 99W	HSIP/Local	\$ 1,082	2020	Safety
	Baker Road Recon. Widening, Turn Lane	Local/STIP	\$ 5,000	2021	Rehabilitation
	Hooker Creek @ Bowman Road	HSIP/Local	\$ 1,104	2021	Safety
	Bowman Road Reconstruction	Local/STIP	\$ 20,000	2022	Rehabilitation
	Rancho Tehama Road Reconstruction	Local/STIP	\$ 10,000	2022	Rehabilitation
	Lake California Drive Reconstruction	Local/STIP	\$ 7,000	2024	Rehabilitation
	South Avenue @ Kirkwood Road	HSIP/Local	\$ 1,149	2025	Safety
	Kirkwood Road Reconstruction, widening, and geometric change to South Avenue	Local	\$ 862	2026	Rehabilitation
County of Tehama Total			\$ 84,293		
City of Corning Projects					
City of Corning's Downtown Solano Street Improvements were under construction when RTP was prepared.					
City of Tehama Projects					
	B, C, E, F, G, H, I, 2nd, 4th, Tehama Avenue, E. Gyle and Cavalier Drive	Local/STIP	\$ 2,150	2017	Rehabilitation/Safety/Operational
City of Tehama Total			\$ 2,150		
City of Red Bluff Projects					
	Monroe Street rehabilitation and ADA access	Local	\$ 1,200	2020	Rehabilitation
	Walnut Street rehabilitation & ADA access	Local/STIP	\$ 1,000	2021	Rehabilitation
City of Red Bluff Total			Total \$ 2,200		

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Appendix F

Roadway Improvement Projects, Unconstrained

Table 4.2 Roadway Improvement Projects, Unconstrained					
Route	Project Name	Funding	Total Cost (\$1,000)	Const. Year	Project Intent
5	Expand freeway to six lanes, Glenn County Line to Liberal Avenue	TBD	TBD	2027-2036	Capacity Expansion
5	Expand freeway to six lanes, Liberal Avenue to South Red Bluff	TBD	TBD	2027-2036	Capacity Expansion
5	Expand freeway to six lanes, South Main Street to .1 mile south of Nine Mile Hill Overcrossing	TBD	TBD	2027-2036	Capacity Expansion
5	Expand freeway to six lanes, .1 Mile South of Nine Mile Hill Overcrossing to Bowman Road	TBD	TBD	2027-2036	Capacity Expansion
5	Expand freeway to six lanes, Sunset Hills to SHA Co Line	TBD	TBD	2027-2036	Capacity Expansion
5	NB Bowman On/Off Ramp Round about	TBD	TBD	2027-2036	Operational
5	Expand freeway to six lanes. Requires outside widening of bridge over Cottonwood Creek	TBD	TBD	2027-2036	Capacity Expansion
36	Curve Improvements, locations TBD	TBD	TBD	2027-2036	Safety
36	Pullouts, locations TBD	TBD	TBD	2027-2036	Safety
36	Realignment, In Red Bluff. Union Pacific Railroad crossing and Main Street	TBD	TBD	2027-2036	Operational
36	Convert from 2 lanes with center turn lane to 4 lanes with center turn lane, Baker Road to Crittendon Streets	TBD	TBD	2027-2036	Capacity Expansion
36	Intersection relocation, Walton Street / SR 36 intersection	TBD	TBD	2027-2036	Operational
36	Sidewalks, Crosswalks, Bicycle Improvements	TBD	TBD	2027-2036	Pedestrian/Bicycle
36	Pullouts, locations TBD	TBD	TBD	2027-2036	Operational
99	Widen to 4 lane expressway, Butte County Line to South Avenue	TBD	TBD	2027-2036	Capacity Expansion
99	Realign to 4 lane expressway, South Avenue to I-5	TBD	TBD	2027-2036	Capacity Expansion
TBD	Bike Facility in Tehama County portion	TBD	TBD	2027-2036	Bicycle
5	1 CCTV at South Avenue on I-5	TBD	TBD	2027-2036	ITS
5	CCTV Camera could mitigate vandalism to Corning HAR	TBD	TBD	2027-2036	ITS
5	CMS FSBT, Tehama Avenue	TBD	TBD	2027-2036	ITS
5	CMS #17 FNBT - Upgrade to Model 500, Riverside OC	TBD	TBD	2027-2036	ITS
5	CCTV SB shoulder, South Red Bluff	TBD	TBD	2027-2036	ITS
32	CCTV, Deer Creek Bridge	TBD	TBD	2027-2036	ITS
32	RWIS, Deer Creek Bridge	TBD	TBD	2027-2036	ITS
36	1 CCTV and 1 RWIS at Morgan Summit	TBD	TBD	2027-2036	ITS

36	CMS FEBT - Model 510, at Baker Road	TBD	TBD	2027-2036	ITS
36	Signal synchronization, in Red Bluff Main Street to I-5	TBD	TBD	2027-2036	ITS
36	HAR Flasher, Addt'l Red Bluff Flasher FEBT and FWBT	TBD	TBD	2027-2036	ITS
36	HAR Flasher EMS FEBT BBS Installed Replace with CMS FEBT, Mulberry Avenue	TBD	TBD	2027-2036	ITS
36	HAR Flasher EMS FWBT Upgrade w/BBS, St. Mary's Road	TBD	TBD	2027-2036	ITS
36	CCTV, JCT 36 and 32	TBD	TBD	2027-2036	ITS
99	CMS FNBT - Model 510, JCT 36 and 99	TBD	TBD	2027-2036	ITS
99	CMS FSBT - Model 510, JCT 36 and 99	TBD	TBD	2027-2036	ITS
	Barham Road @ Liberal Avenue Intersection Improvements	TBD	TBD	2027-2036	Safety
	99W @ Gyle Road Intersection Improvements	TBD	TBD	2027-2036	Safety
	Plymire Road @ Baker Road Intersection Improvements	TBD	TBD	2027-2036	Safety
	Walnut Street @ Wilder Road Intersection Improvements	TBD	TBD	2027-2036	Safety
	South Avenue @ Rowles Road Intersection Improvements	TBD	TBD	2027-2036	Safety
	Corning Road @ Rawson Road Intersection Improvements	TBD	TBD	2027-2036	Safety
	99W @ Liberal Avenue Intersection Improvements	TBD	TBD	2027-2036	Safety
	99W @ Tyler Road Intersection Improvements	TBD	TBD	2027-2036	Safety
	Evergreen Road Reconstruction	TBD	TBD	2027-2036	Safety
	Gyle Road Reconstruction	TBD	TBD	2027-2036	Safety
	Tehama County Grade Separation Projects	TBD	TBD	2027-2036	Safety
	Bend Ferry Road Reconstruction	TBD	TBD	2027-2036	Operational Improvement
	Jellys Ferry Reconstruction North	TBD	TBD	2027-2036	Operational Improvement
	Jellys Ferry Reconstruction South	TBD	TBD	2027-2036	Operational Improvement
	Hooker Creek and Bowman Road Interchanges	TBD	TBD	2027-2036	Interchange Improvements
	Sunset Hills Drive Interchange Reconstruction	TBD	TBD	2027-2036	Reconstruct Interchange
	5th, D, 3rd Streets	TBD	TBD	2027-2036	Safety/Operational Imp.
	B Street Realignment (North B Street)	TBD	TBD	2026-2035	Safety
	Blackburn Avenue (widening and reconstruction)	TBD	TBD	2027-2036	Rehabilitation
	Solano Street, Houghton and Toomes Avenues (widening and reconstruction)	TBD	TBD	2027-2036	Rehabilitation

	Solano Street Operational Improvements	TBD	TBD	2027-2036	Operational Improvement
	South Avenue Interchange Improvements Phase II	TBD	TBD	2027-2036	Operational Improvement
	99W, Solano to South Avenue (reconstruction)	TBD	TBD	2027-2036	Rehabilitation
	Stripping and Roadway Illumination-Citywide	TBD	TBD	2027-2036	Safety
	Traffic Signal: Solano Street and Third Street	TBD	TBD	2027-2036	Operational Improvement
	Traffic Signal: Oren Avenue at Solano Street (Hoag Road)	TBD	TBD	2027-2036	Operational Improvement
	Traffic Signal: Marguerite Avenue at Blackburn Avenue	TBD	TBD	2027-2036	Operational Improvement
	Traffic Signal: Third Street at Blackburn Avenue	TBD	TBD	2027-2036	Operational Improvement
	Traffic Signal: Solano Street at Houghton Avenue	TBD	TBD	2027-2036	Operational Improvement
	Traffic Signal: Fig Lane at Marguerite Avenue	TBD	TBD	2027-2036	Operational Improvement
	Traffic Signal: Fig Lane at Hwy 99W	TBD	TBD	2027-2036	Operational Improvement
	Solano Interchange East Side Improvements: relocate sign, street/drainage improvements	TBD	TBD	2027-2036	Operational Improvement
	Railroad Crossing @ South Main/UP Overcrossing replacement	TBD	TBD	2027-2036	Operational Improvement
	Traffic Signal: South Jackson @ Aloha	TBD	TBD	2027-2036	Operational Improvement
	Traffic Signal: South Jackson @ Oak	TBD	TBD	2027-2036	Operational Improvement
	Traffic Signal: South Jackson @ Luther	TBD	TBD	2027-2036	Operational Improvement
	Luther Road, South Jackson Street to Airport Reconstruction	TBD	TBD	2027-2036	Rehabilitation
	S. Jackson St. Overlay (Luther - Vista Way)	TBD	TBD	2027-2036	Rehabilitation
	South Main St Overlay (SR36 to UPRR Crossing)	TBD	TBD	2027-2036	Rehabilitation
	Baker Road and Walnut Street Intersection Improvements	TBD	TBD	2027-2036	Safety
	South Main Street Interchange Recon.	TBD	TBD	2027-2036	Operational Improvement
	Walnut St. @ Paskenta Road Intersection Improvements	TBD	TBD	2027-2036	Safety/Operations
	Vista Way Extension to Montgomery St. w/ Ramp Connections	TBD	TBD	2027-2036	Operational Improvement
	Luther Road @ S. Main Intersection Reconstruction (Luther Rd: Main St. to Mill St. and Main St.: UPRR to Luther Rd.)	TBD	TBD	2027-2036	Rehabilitation
Cities/County	Maintenance and Operation of local streets		\$99,278		Maintenance

Appendix G

Bridge Improvement Projects, Constrained

**Table 4.3
Bridge Improvement Projects, Constrained**

PPNO	Project Name	Funding	Total Cost (\$1,000)	Const. Year	Project Intent
Caltrans Projects					
0H360	Tehama County Bridge Maintenance	MAINTENANCE	\$ 452	2016	Preventative Maint.
0H360	Tehama County Bridge Maintenance	MAINTENANCE	\$ 452	2016	Preventative Maint.
0H360	Tehama County Bridge Maintenance	MAINTENANCE	\$ 452	2016	Preventative Maint.
2H080	TEH-SHA Bridge Deck Friction Overlay	MAINTENANCE	\$ 700	2016	Preventative Maint.
2H080	TEH-SHA Bridge Deck Friction Overlay	MAINTENANCE	\$ 700	2016	Preventative Maint.
2H080	TEH-SHA Bridge Deck Friction Overlay	MAINTENANCE	\$ 700	2016	Preventative Maint.
2H080	TEH-SHA Bridge Deck Friction Overlay	MAINTENANCE	\$ 700	2016	Preventative Maint.
2H080	TEH-SHA Bridge Deck Friction Overlay	MAINTENANCE	\$ 700	2016	Preventative Maint.
2H080	TEH-SHA Bridge Deck Friction Overlay	MAINTENANCE	\$ 700	2016	Preventative Maint.
1H340	Willow Creek Bridge Drainage Easement	SHOPP	\$ 180	2016	Preventative Maint.
1H340	Willow Creek Bridge Drainage Easement	SHOPP	\$ 180	2016	Preventative Maint.
1H340	Willow Creek Bridge Drainage Easement	SHOPP	\$ 180	2016	Preventative Maint.
1H340	Willow Creek Bridge Drainage Easement	SHOPP	\$ 180	2016	Preventative Maint.
0H360	Tehama Bridge Maintenance	MAINTENANCE	\$ 452	2016	Preventative Maint.
4G530	Scour Counter-Measures	SHOPP	\$ 1,400	2020	Preventative Maint.
4F590	Red Bluff/Sac Bridge Seismic	SHOPP	\$ 22,100	2020	Preventative Maint.
4G530	Scour Counter-Measures	SHOPP	\$ 1,400	2020	Preventative Maint.
4G530	Scour Counter-Measures	SHOPP	\$ 1,400	2020	Preventative Maint.
4G530	Scour Counter-Measures	SHOPP	\$ 1,400	2020	Preventative Maint.
Caltrans Total			\$ 34,428		
County of Tehama Projects					
2378	Jellys Ferry Road Bridge (Ped/Bike) @ Sacramento River	HBP, LBSRP	\$ 46,615	2017	Bridge Replacement
2379	Evergreen Road Bridge @ Cottonwood Creek	HBP, STIP	\$ 12,383	2018	Bridge Replacement
2331	McCoy Low Water Crossing and approaches	HBP, STIP	\$ 6,847	2019	Bridge Replacement
	Kirkwood Road Bridge @ Jewett Creek	HBP, STIP	\$ 2,381	2020	Bridge Replacement
	Columbia Ave Bridge @ Jewett Creek	HBP, Toll Credits	\$ 1,386	2020	Bridge Replacement
8C-0280	Flores Ave @ Oat Creek	STIP, HBP, Toll Credits	\$ 4,020	2021	Bridge Replacement w/ Road Improvements
8C-0041	Lowrey Road @ SF Elder Creek	HBP, Toll Credits	\$ 1,154	2022	Bridge Replacement
8C-0257	Tyler Road @ Oat Creek	HBP, Toll Credits	\$ 976	2023	Bridge Replacement
8C-0050	Shasta Blvd @ NF Mill Creek	HBP, Toll Credits	\$ 1,523	2024	Bridge Replacement
8C-0290	Mt. Shasta Ave @ NF Hall Creek	HBP, Toll Credits	\$ 418	2026	Bridge Replacement
County of Tehama Total			\$ 77,705		
City of Red Bluff Projects					
2527	Baker Road Bridge @ Brickyard Creek	STIP, HBP	\$ 1,183	2019	Bridge Replacement
City of Red Bluff Total			\$ 1,183		

Appendix H

Bicycle and Pedestrian Improvement Projects, Constrained

Table 4.4					
Bicycle and Pedestrian Improvement Projects, Constrained					
PPNO/ Project #	Project Name	Funding	Total Cost (\$1,000)	Construction Year	Project Intent
Caltrans Projects					
3E720	East Red Bluff Paving - sidewalks pending	CMAQ Pending	\$800	2017	Pedestrian/Bicycle
Discussions for potential partnership underway when RTP was prepared					
County of Tehama Projects					
	Gerber Bus Stop Access	LCTOP	\$15	2018	Pedestrian/ Bicycle/transit
2570	SR99 Los Molinos Phase 3	STIP	\$1,200	2020	Pedestrian/Bicycle
Total			\$1,215		
City of Red Bluff Projects					
	Walnut St./Monroe Class 2 Bikeway	ATP/CMAQ/Lo cal	\$500	2020	Pedestrian/Bicycle
	Diamond Avenue College Connection	ATP/CMAQ - Environmental Phase	\$200	2020	Pedestrian/Bicycle
	Vista Way Bikeway (Montgomery Road. to Luther Road via Airport Road)	ATP	\$100	2021	Pedestrian/Bicycle
Total			\$800		
City of Corning Projects - per Bike/ped plan					
	ATP Proj. #1	ATP	\$46	2018	Pedestrian/Bicycle
	ATP Proj. #2	ATP	\$600	2019	Pedestrian/Bicycle
Total			\$646		

Appendix I

Bicycle and Pedestrian Improvement Projects, Unconstrained

**Table 4.5
Active Transportation Projects, Unconstrained**

Project Name	Funding	Total Cost (\$1,000)	Construction Year	Intent
City of Corning Projects form Cornings Bicycle/Pedestrian Plan				
Solano Street from Solano (East City Limits) to Old Hwy 99W	TBD	TBD	2027-2036	Access Improvement
Highway 99W (Colusa to South Ave)	TBD	TBD	2027-2036	Access Improvement
City of Red Bluff Projects below Projects are from the existing Countywide Bikeways Plan				
Sale Lane Sidewalk/Bike Lane to Sacramento River Discovery Center	TBD	TBD	2027-2036	Access Improvement
Lake Red Bluff Bikeway	TBD	TBD	2027-2036	Access Improvement
Reeds Creek River Walk (Washington St. to Paskenta Road)	TBD	TBD	2027-2036	Access Improvement
Johnson St. Bikeway (Walnut St. to Baker Road via Walbridge St.)	TBD	TBD	2027-2036	Access Improvement
Vista Way Bikeway (Montgomery Road. to Luther Road via Airport Road)	TBD	TBD	2027-2036	Access Improvement
Washington St. Bikeway (Willow St. to Walton St.)	TBD	TBD	2027-2036	Access Improvement
Adobe Park Bikeway (Dog Island Park to Ide Adobe State Park)	TBD	TBD	2027-2036	Access Improvement
Adobe Road Bikeway	TBD	TBD	2027-2036	Access Improvement
County of Tehama and Multijurisdictional Projects				
Bowman Road Bikeway (Evergreen School to I-5)	TBD	TBD	2027-2036	Access Improvement
Tehama-Los Molinos Bikeway (City of Tehama and Tehama County)	TBD	TBD	2027-2036	Access Improvement
Baker Road Bikeway (SR 36 to Walnut St.) (City of Red Bluff and Tehama County)	TBD	TBD	2027-2036	Access Improvement

Appendix J

Transit Projects, Constrained

**Table 4.6
Transit Projects, Constrained**

Agency	Project Name	Funding	Total Cost (\$1,000)	Implement. Year	Intent
County	Pilot Program to connect with Glenn Ride for connections to Chico	CMAQ	\$7	2017	Connectivity
County	Transit Service to Shasta College Red Bluff	CMAQ	\$18	2016	Connectivity
County	Fleet Replacement	PTMISEA	\$400	2017	Bus Replacement
County	Transit Facility Remodel	PTMISEA, CTAF	\$1,117	2016-17	Rehabilitation of Transit Facility
County	Transit Operations and Maintenance	LTF, 5311, STA	\$21	2015-2025	Operations and Maintenance
County	Fleet Replacement	LTF, Farebox, CMAQ	\$2,000	2020-2025	Fleet Replacement
Total			\$3,563		

Appendix K

Transit Projects, Unconstrained

Table 4.7				
Transit Projects, Unconstrained				
Project Name	Funding	Total Cost (\$1,000)	Const. Year	Intent
Transit Service to Chico	TBD	TBD	2027-2036	Transit Expansion
Transit Service to Redding	TBD	TBD	2027-2036	Transit Expansion
Modernization of Transit Fleet	TBD	TBD	2027-2036	Fleet Replacement
Transit Operations and Maintenance	TBD	TBD	2027-2036	Transit Operations

Appendix L

Aviation Projects, Constrained

Table 4.8				
Aviation Projects, Constrained				
Project Name	Funding	Total Cost (\$1,000)	Const. Year	Intent
City of Red Bluff Projects per CIP and Layout Plan				
Airfield pavement evaluation and rehabilitation	AIP	\$1,300	2017	Aviation Improvements
Hangar site design and construction	AIP	\$500	2020	Aviation Improvements
Airport land use compatibility planning	AIP	\$50	2022	Aviation Improvements
Total		\$1,850		
Card Controlled Access Gates and Perimeter Fence	AIP	\$130	2017	Aviation Improvements
Total		\$130		

Appendix M

Aviation Projects, Unconstrained

**Table 4.9
Aviation Projects, Unconstrained**

Project Name	Funding	Total Cost (\$1,000)	Construction Year	Intent
City of Corning Projects - per CIP				
Emergency Access Road Extension	TBD	TBD	2027-2036	Aviation Improvements
Fuel Farm Replacement	TBD	TBD	2027-2036	Aviation Improvements
Design Only Terminal Area Improvements	TBD	TBD	2027-2036	Aviation Improvements
Hangar Taxiways	TBD	TBD	2027-2036	Aviation Improvements
Lime Treated Shoulder Stabilization	TBD	TBD	2027-2036	Aviation Improvements
T-Hangars (12 Units)	TBD	TBD	2027-2036	Aviation Improvements
Water/Fire Protection System	TBD	TBD	2027-2036	Aviation Improvements
Seal and Mark Runway	TBD	TBD	2027-2036	Aviation Improvements
City of Red Bluff Projects - per CIP and Layout Plan				
Repair large and small aircraft storage and operations hangar buildings	TBD	TBD	2027-2036	Aviation Improvements
Continued oversight of land use issues surrounding the airport	TBD	TBD	2027-2036	Aviation Improvements
Further development of vacant airport property to enhance airport revenues	TBD	TBD	2027-2036	Aviation Improvements
Pursue pavement maintenance, seal coating, crack sealing, and repair activities	TBD	TBD	2027-2036	Aviation Improvements
Airport design and engineering services	TBD	TBD	2027-2036	Aviation Improvements
Airspace and obstruction analysis	TBD	TBD	2027-2036	Aviation Improvements
Airport master planning and airport capital imp. plan	TBD	TBD	2027-2036	Aviation Improvements
Helipad location and design	TBD	TBD	2027-2036	Aviation Improvements
Electrical improvements	TBD	TBD	2027-2036	Aviation Improvements
Construction inspection and documentation	TBD	TBD	2027-2036	Aviation Improvements
Pavement management system	TBD	TBD	2027-2036	Aviation Improvements
Rates and charges analysis	TBD	TBD	2027-2036	Aviation Improvements
Apron layout and design	TBD	TBD	2027-2036	Aviation Improvements
Drainage improvements	TBD	TBD	2027-2036	Aviation Improvements
Fencing and security improvements	TBD	TBD	2027-2036	Aviation Improvements
Apron improvements	TBD	TBD	2027-2036	Aviation Improvements
General aviation terminal design and Construction	TBD	TBD	2027-2036	Aviation Improvements
Airport operational and management support	TBD	TBD	2027-2036	Aviation Improvements