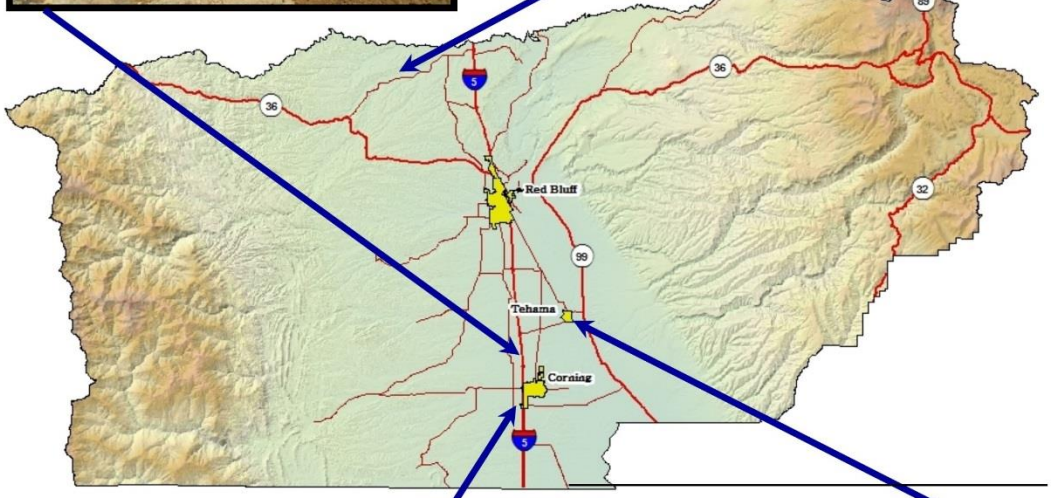
TEHAMA 2015
DRAFT REGIONAL TRANSPORTATION PLAN
Tehama County Transportation Commission

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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Appendix A Public Outreach

Key Concepts of Transportation Planning

Why is ***Air Quality*** part of Transportation Planning?

Virtually all 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 vehicular travel is the only practical means of transportation. It means the transportation system does not provide a variety of transportation choices, such as transit, pedestrian, and bicycle facilities.

What is ***Goods Movement?***

Goods movement refers to the transportation of products (goods) from where they are made or harvested to their final retail destination. Tehama County farmers shipped products across the United States and to over 62 countries all over the world in 2014.

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 all in 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 (TCTC) 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 (RCRC), a 34 member organization that champions policies on behalf of California's rural counties.

What is ***Multimodal Transportation?***

Multimodal transportation provides people with a variety of transportation options including walking, cycling, driving, public transit, and horseback riding. Multimodal facilities are important for those who are unable to drive, would prefer not to drive, or cannot afford the costs associated with vehicles. Non-vehicular transportation is increasingly recognized as a means for engaging in physical activity, reducing congestion, and reducing air pollution. Continuous networks of sidewalks, bicycle facilities, and trails are essential components of a multimodal transportation system.

Examples of multimodal transportation in Tehama County are the sidewalks and bike lanes

on SR99 in Los Molinos, bike paths on Bowman Road and in the City of Red Bluff along the Sacramento River from River Park to Washington Street, several Safe Route to Schools projects in the City of Corning, bike routes throughout the county, and public transit (TRAX).

The term multimodal is also used to indicate that more than one mode of transportation 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 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 catch the bus to go to work.

What is ***Active Transportation?***

Active transportation refers to any form of human-powered transportation, including 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 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 is: an area where median household income is less than 80% of the statewide; an area identified as among 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.

What is ***Pavement Management*** and why is it important in our region?

Pavement management is the process of planning the maintenance and repair of roadways.

A ***pavement management system (PMS)*** is a planning tool used to aid pavement management decisions. PMS software programs model future pavement deterioration due to traffic and weather, and recommend maintenance and repairs to the road's pavement based on the type and age of the pavement and various measures of existing pavement quality.

The ***Pavement Condition Index (PCI)*** is a numerical index between 0 and 100 which is used to indicate the general 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 are ***Performance Measures*** in transportation planning?

Performance measures demonstrate how well the regional policies, strategies, and transportation projects are improving the transportation network. Performance measures gauge the success of projects.

What is meant by ***Regional, Inter-Regional,*** and ***Multi-Regional*** when talking about transportation and Tehama County?

- Regional refers to the area served by the Tehama County Transportation Commission, which includes all of the county and the incorporated cities.
- Inter-regional is relating to or occurring between two or more regions.
- Multi-regional refers to a group of two or more regions.

What is a ***Constrained Project List*** and an ***Unconstrained Project List?***

The RTP has lists of regional transportation projects. The constrained projects have specific funding identified. The unconstrained list has projects that are needed in the 20-year planning period that could potentially be funded if funds become available. Historically, transportation funding has been insufficient and unstable. Unfortunately the transportation needs exceed available resources.

What is the difference between a ***Transportation Plan*** and ***Transportation Programming?***

A transportation plan is a summary of goals and projects to encourage and promote the safe and efficient management and operation of a transportation system. Transportation programming is the process of identifying, reserving, and gaining approval for transportation funds for a specific project. The California Transportation Commission (CTC) approves the Regional Transportation Improvement Program (RTIP) and our regional projects are programmed into the State Transportation Improvement Program.

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.

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)

CEQA (California Environmental Quality Act.) – A 1970 statute that requires state and local agencies to identify the significant environmental impacts of their actions and 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 providing strategies for local needs. It prioritizes transportation services for funding and implementation, with an emphasis on the transportation 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.

FHWA (Federal Highway Administration) – One of the modal administrations of the U.S. Department of Transportation. Among other things, it is responsible for the administration of FHWA planning and capital programs.

FTA (Federal Transit Administration) – One of the modal administrations of the U.S. Department of Transportation. FTA provides financial aid in the development of transit systems in both urbanized and non-urbanized areas, as well as provides funds for public transit for the elderly and/or persons with disabilities.

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.

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 statewide.

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

MBGR (Metal Beam Guard Rail) – Guard rails are installed on roadways to decrease the severity of run-off road accidents.

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) – Established by the Environmental Protection Agency these standards apply to all outdoor air in the United States. Primary standards are designed to protect human health. The Clean Air Act identifies two types of national ambient air quality standards. Primary standards provide public health protection, including protecting the health of sensitive populations such as asthmatics, children, and the elderly. Secondary standards provide public welfare protection, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.

OWP (Overall Work Program) – An annual program of planning projects and transportation planning activities. The OWP elements identify 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) – As outlined in the California Public Utilities Code Section 99238, this group advises TCTC on the annual unmet transit needs process and transit services as appropriate.

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

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

TDA (Transportation Development Act) - Enacted in 1971 by California voters, TDA provides two major funding sources for the development and support of public transit. In counties with a population of less than 500,000 LTF may be used for streets and roads maintenance after transit needs that are reasonable to meet have been funded

STP (Surface Transportation Program) – Provides funding that may be used by states and agencies to preserve and improve federal-aid highways, bridges, pedestrian and bicycle facilities, and transit capital projects.

Executive Summary

Tehama County Transportation Commission (TCTC) is the state-designated regional transportation planning agency (RTPA) for the Tehama County region. The region includes the entire county including the incorporated cities of Corning, Red Bluff, and Tehama.

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 Regional Transportation Plan is updated every five years.

The RTP is the core planning document of TCTC. 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 planning is a process that builds upon previous efforts and takes into account recent accomplishments and an ever evolving demographic, political, economic, and environmental setting. RTP planning is also a collaborative process involving the general public and various federal, state, tribal, regional, and local agency partners. The RTP is implemented through the delivery of transportation improvement projects and work programs.

Regional trends such as population growth, demographic, housing characteristics, economic development activity, public health and well-being, and mobility and travel are discussed and considered as part of this RTP. This RTP addresses all modes of travel used by people and for goods and freight movement, including: streets and roads, public transit, bicycle and pedestrian, aviation, and rail. Existing and projected mobility needs in each category are described.

The 2015 RTP is guided by the following overarching regional vision and goal statements:

Regional Vision

TCTC will meet the region's evolving mobility needs and avoid traffic congestion and other transportation challenges. This will be accomplished through strategic and timely transportation system improvements, the integration of travel options into the existing network. A collaborative effort toward transportation-efficient land use patterns from all stakeholders is needed for the greater good.

TCTC acknowledges that their efforts are intertwined with regional prosperity, preservation, environmental quality, community health and well-being, and various other elements that collectively define quality of life. Such considerations are integral to regional transportation planning, policy-making, and project programming. TCTC will be actively engaged with their partners in developing and carrying out joint strategies and initiatives that yield multiple community benefits. Planning and decision-making processes shall engage the public, be transparent, and be responsive to documented community values and priorities.

Goals

The following RTP goals, policies and objectives have been refined and updated from the 2006 RTP to reflect the changing community needs as well as federal and state mandates as outlined in the 2010 Regional Transportation Plan Guidelines and current State Transportation Improvement Program (STIP) guidelines.

Goal #1: Provide a financially sustainable intact transportation system.

Goal #2: Optimize the use of existing interregional and regionally significant roadways to improve safety, prolong functionality, and maximize return-on-investment.

Goal #3: Strategically improve the interregional and regionally significant roadways to keep people and freight moving safely, effectively and efficiently.

Goal #4: Align financial resources to meet the highest priority transportation needs.

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.

Goal #6: Create vibrant, people-centered communities.

Goal #7: Provide an integrated, multimodal range of practical transportation choices.

Goal #8: Strengthen regional economic competitiveness for long-term prosperity.

Goal #9: Promote public access, awareness, and action in planning and decision-making processes.

Goal #10: Practice and embrace agricultural, environmental, and resource stewardship consistent with the RTP Guidelines.

Each regional goal is accompanied by objectives and implementation strategies. Performance measures are used to gauge the effectiveness of the RTP, the programs of projects, policies, and mobility-strategies in meeting the region's vision and goals.

Tehama County is part of the Northern California Air Basin and its designated attainment status recently changed. Tehama County has been designated non-attainment for Federal Ozone and PM_{10} Standards. Staff has commenced transportation planning and research regarding the programming of Congestion Management Air Quality (CMAQ) funding. This is a new process and a new transportation funding source for TCTC.

The purpose of the Congestion Mitigation and Air Quality Program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide.

Opportunities for emission reductions have been identified for planning and construction by government agencies and community development partners, which include:

- Expansion of interregional public transit options, with a focus on replacing long-distance interregional vehicle trips.
- Intermodal freight hub, including capital infrastructure investments needed to support the aggregation, wholesale, and distribution of agricultural commodities, natural resources, and other key industries in Tehama County and the north state.
- Expanded bicycle and pedestrian infrastructure, including the completion of network gaps, enhanced integration with public transportation, and connections between regional trail corridors and the roadway network.
- Plug-in electric vehicle charging infrastructure, including fast charging stations needed to accelerate the market penetration of zero-emission electric vehicles.
- Technology-based strategies, including intelligent transportation systems (ITS) applications designed to enhance traffic operations and provide real-time travel information to system users.
- Travel Demand Strategies and Incident Management Programs.
- Experimental Pilot Programs that reduce emissions.

The RTP is considered a project per to 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, would not result in annexation of land, and would 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 would 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.

Finally, this RTP includes a financial element that documents projected available transportation revenues and cost estimates for needed transportation projects, services, and maintenance activities. The fiscally-constrained project list includes $142,845,000 in transportation projects and services. An additional $415,541,174 in transportation needs were identified on the "unconstrained project list;" however, funding is not available to deliver all these projects in the 20-year horizon of this RTP.

Introduction

About Tehama County Transportation Commission (TCTC)

TCTC is the state-designated regional transportation planning agency (RTPA) for the Tehama County region. TCTC studies the region's transportation needs, identifies and programs transportation infrastructure improvements, transit operations/infrastructure and administers over $16,000,000 annually in local, state or federal funds for the planning, construction, operation, and maintenance of transportation infrastructure throughout the region.

Precisely when, where, and in what manner these resources are allocated impacts public safety, economic opportunity, personal mobility, public health, environmental quality, and various other factors that collectively define quality of life. These choices affect both short-and long-term outcomes. Such benefits and opportunities must be explored and weighed against community values as part of the planning process.

In the end, transportation planning, policy, and investment isn't a clear choice. It's a challenge of spreading limited funding across diverse community needs, priorities, and expectations. Transportation planning has become increasingly attentive to its far-reaching impacts. The narrow focus of programming and constructing projects on a jurisdictional basis has evolved to a regional and Northern Sacramento Valley approach because transportation funding favors metropolitan areas.

TCTC's role in the region is unique because it shapes communities solely through investments and support. And because TCTC represents and regards all jurisdictions equally, TCTC provides a true regional forum for local government to work together with state and federal partners to meet regional needs – transportation or otherwise.

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

It is the TCTC Commissioners' role to establish transportation policy and direct transportation investments on behalf of the region. Additional information regarding TCTC, the commission, staff, and regional plans and programs is available online at:
http://www.tehamacountypublicworks.ca.gov/Transportation/index.htm.

Purpose and Content of the Regional Transportation Plan

As the designated RTPA for Tehama County and the incorporated cities, TCTC is required by state law (CA Government Code section 65080) to prepare and adopt a comprehensive, long range (minimum 20 years) Regional Transportation Plan (RTP). The RTP is updated every five years, adopted by the TCTC, submitted to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans) and various resource agencies for review and comment.

The purpose of an RTP is "to encourage and promote the safe and efficient management, operation, 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." 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:

- A regional vision and goals, supported by a program of short and long-range objectives and course of action;
- An evaluation of regional mobility needs in light of population, housing, and job forecasts; and
- A list of specific transportation improvements, potential construction time frame, and potential funding sources.

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

Planning Requirements For 2015

As a rural area TCTC is required to update the RTP every five years. Guidelines regarding the preparation of the RTP are routinely updated to reflect evolving state and federal requirements and priorities. New state and federal laws, policies, and programs affect the content and focus of the RTP. Such changes are usually an evolution of existing practice.

Legislation affecting the 2015 RTP cycle includes *Moving Ahead for Progress in the 21st Century (MAP-21)* – The nation's surface transportation program (federal transportation bill) is now a performance - and outcome-based program. This approach transforms the federal-aid highway program by refocusing federal resources on national transportation goals. *MAP-21* requires the transportation planning processes to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and in the project selection process.

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. Each partner has distinct responsibilities that must be coordinated to ensure long-term system performance. In general, 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 (MAP-21) 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 resulting in transportation spending priorities and program initiatives. Each year the Governor and Legislature appropriate transportation funds through the annual 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. CTC approves funding for transportation projects nominated by Caltrans and TCTC. 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 by way of tribal transportation improvement programs.
- Regional – TCTC is responsible for planning, coordinating, and administering state and federal transportation funds for the region. In addition to the 20-year RTP, TCTC develops an annual overall work program (OWP) and programs projects for funding to be adopted by the CTC into the State Transportation Improvement Plan.
- Local – Local governments, counties and cities have authority over roadways and land uses within their respective jurisdictional boundaries. Local governments recommend and program all projects for potential state or federal funding component to TCTC for inclusion in the RTP.

Regional Transportation Planning Process

RTP planning is a process that builds upon previous efforts while taking into account recent accomplishments within an evolving demographic, political, economic, and environmental setting. Between RTP update cycles, a variety of planning efforts or studies focused 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 general public. RTP planning includes public presentation, public 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 whereby the community and affected stakeholders may participate in the development of the plan. A brief overview of how the RTP is implemented through short-term transportation improvement projects and work programs is discussed below.

Building Blocks of the RTP

TCTC undertakes various planning efforts and data analysis which are incorporated into the RTP. The following efforts were accomplished since the 2006 RTP update and were instrumental in development of the 2015 RTP:

TCTC Commissioners

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

Tehama Tomorrow>> Regional Blueprint

Tehama Tomorrow is a GIS based scenario process based on community values and priorities. The process allows for "what if" analysis regarding a range of future growth and development scenarios to be generated, which are consistent with the county and city general plans.

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 & Unmet Transit Needs Finding

Each year TCTC evaluates the adequacy of the region's public transit system in meeting the community's mobility needs. In making this determination, TCTC looks at the size and location of identifiable groups likely to be 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 finds that these needs are either reasonable or not reasonable to meet based on performance criteria adopted by the TCTC Commissioners.

Disadvantaged Communities

As described in further detail in State of the Region, the 2015 RTP incorporates an expanded view of social equity. More specifically, whether all segments of the population – regardless of income, race, age, disability, or other distinguishing characteristic – enjoy equitable access to mobility options and other essential needs. This includes a number of indicators that, when combined, point to areas that would benefit from the application of targeted policies, programs, and investments that support community mobility, health, and well-being.

Tehama County Coordinated Public Transit – Human Services Transportation Plan

This plan seeks to improve transportation coordination in the region; address the transportation needs of older adults, persons with disabilities, and low-income individuals; and establishes priorities to inform funding decisions for specialized transportation services. Transit projects that are eligible for some federal funds must be included in the coordinated public transit-human services plans. The Tehama County Coordinated Plan was updated in 2015 using a process that 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 continues to investigate the potential of 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.

Public Participation, Inter-Agency Coordination and Planning Consistency

In addition to public outreach associated with each of the RTP building blocks described previously, the RTP planning process includes various opportunities for the general public and public agencies to participate in developing the RTP document itself. The details of this process can be found in TCTC's most recently adopted public participation plan found on TCTC's website (http://www.tehamacountypublicworks.ca.gov/transportation/rtp/public%20participation%20plan.pdf).

Public Participation Plan

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

TCTC provides opportunities for all affected public agencies, community organizations, and the general public to participate in the 2015 RTP planning process. Specific outreach activities include, but are not limited to the following:

- TCTC meetings – Regular progress reports and interim deliverables were distributed and

public presentations were made during regularly scheduled meetings. As appropriate, these meetings included formal public hearings.
- City Council and County Board of Supervisors meetings.
- TCTC 2015 Public Participation Plan for the RTP
- Web postings – all interim deliverables and draft documents were posted on the agency's website to maximize public access, awareness, and the opportunity to contribute.
- Public notices – Announcement regarding the RTP and accompanying environmental document were published in local newspapers.

In addition to these core outreach efforts, RTP planning updates and solicitations for input were incorporated into day-to-day community and interagency interactions.

Inter-Agency and Intergovernmental Coordination and Planning Consistency

The 2010 Regional Transportation Plan Guidelines prepared by the California Transportation Commission (CTC) encourages consistency of action between all levels of government having an interest in the region.

TCTC is the lead agency tasked with development of the RTP; however, the end product is the result of extensive discussion, data exchange, and consensus-building among federal, state, tribal, and local agency partners. The details of this process are described in the aforementioned Public Participation Plan.

Wherever appropriate, TCTC considers and seeks to integrate the needs and priorities of all partners and entities that are materially invested or otherwise impacted by regional transportation policy and investment strategies.

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

- Local and regional plans and programs;
- General plans (housing, land use and circulation elements in particular);
- Short range transit plans;
- City and county active/non-motorized transportation plans;
- Parks, trails, and open space plans;
- Regional air quality plan;
- Interregional transportation corridor plans;
- Natural environment, habitat, and water resource plans;
- Comprehensive Economic Development Strategy;
- State plans and initiatives;
- California Transportation Plan 2040;
- Interregional Transportation Strategic Plan;
- California Freight Mobility Plan;
- California State Rail Plan;

- California Aviation System Plan;
- California Statewide Transit Strategic Plan;
- California Interregional Blueprint;
- Smart Mobility Framework;
- Complete Streets Implementation Action Plan;
- California Essential Habitat Connectivity Plan;
- Regional Advance Mitigation Planning and Statewide Advance Mitigation Initiative;
- Caltrans Climate Action Program;
- Strategic Highway Safety Program;
- California Transportation Infrastructure Priorities: Vision and Interim Recommendations.

The 2015 RTP was compared to the above plans and as is specifically called out in the CTC's 2010 RTP Guidelines, 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 and interest in the region, including those responsible for land use, natural resources, environmental protection, conservation, and historic preservation.

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

RTP Implementation

As a long-range, planning-level document, the RTP communicates regional issues and outlines a general direction. A transportation investment strategy is presented with project cost estimates. With limited exceptions, only those projects listed in the RTP are eligible to receive local state and federal funding.

It is important to note that projects identified in the RTP have not yet been fully designed, vetted, or programmed for construction funding. Only short-term projects are prepared for implementation.

The State Transportation Improvement Program (STIP) is a five-year capital improvement program of transportation projects on and off the California State Highway System. The California Transportation Commission (CTC) updates the STIP biennially.

The programming cycle begins with the release of a transportation fund estimate in July of odd-numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate (FE) typically in August. The FE serves to identify the amount of new funds available for the programming of transportation projects.

For 2015, the FE was released with no new funds available. Projects programmed with STIP funds for FYs 16, 17, and 18 will have to be delayed over the next five year STIP cycle. With pending federal legislation for reauthorization of the Transportation Bill, it is uncertain if the FE will be

adopted in August or if it will be delayed.

Table 1. Regional Planning and Programming Process

Regional Planning and Programming Process				
Document	**Planning Horizon**	**Contents**	**Responsible Agency**	**Update Requirements**
RTP	20+ years	Vision, Goals, and Projects for the Region	RTPAs	Every 5 years
OWP	1 year	Planning Studies and Activities	RTPAs	Annually
RTIP	5 years	Transportation Projects	RTPAs	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

Once the fund estimate is adopted, Caltrans and the regional transportation planning agencies prepare transportation improvement programs for submittal by December 15th of odd numbered years. Caltrans prepares the Interregional Transportation Improvement Program (ITIP) for their share (25%) of funding and regional agencies prepare Regional Transportation Improvement Programs (RTIPs) for their respective share (75%). State and regional agencies must work together to leverage each other's funds for greatest benefit.

In addition, 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. Caltrans must complete the SHOPP by March of even- numbered years. The SHOPP is based on the Ten-Year SHOPP that Caltrans also must prepare. The SHOPP program is funded "off the top" prior to funds being available for STIP projects.

The California Transportation Commission (CTC) considers the RTIP, ITIP, and SHOPP when preparing the STIP. The STIP becomes the source document upon which California transportation monies are programmed and funded. This includes state transportation funds as well as federal transportation funds administered by the state on behalf of the federal government.

The STIP becomes a document that is used to build the Federal Transportation Improvement Program (FTIP). Any transportation project having a federal funding component or that is considered regionally significant (regardless of the funding source) must be included in the FTIP. The FTIP is a four-year program of projects that is updated every two years by each region. Caltrans prepares the FTIP for rural counties. Agencies' requests for, and subsequent obligations of, federal transportation monies cannot exceed the amount of funding provided within the FTIP. All regional FTIPS are combined under the Federal Statewide Transportation Improvement

Program (FSTIP).

For additional information and detail regarding the 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

State of the Region

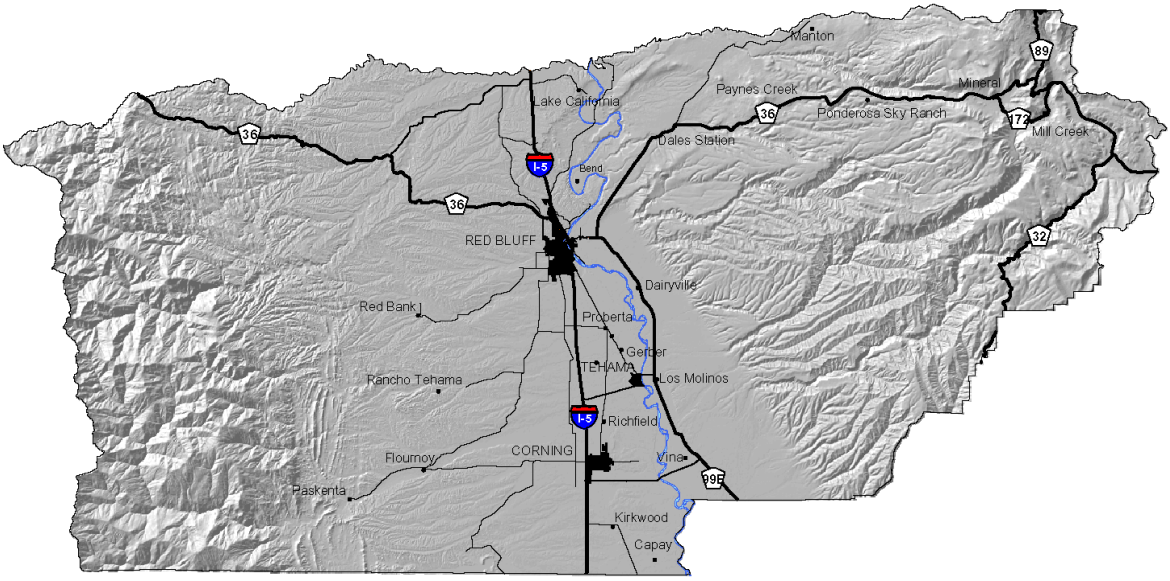
Regional Overview

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 generally bisected by the Sacramento River Valley, which cuts a 20-mile-wide swath through the central portion of the county. Additionally, the county 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 that transverse Tehama County and serve regional traffic. I-5 travels through 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. SR99 travels through Los Molinos and agricultural land before terminating at the intersection of SR36 just east of the City of Red Bluff. SR36 enters Tehama County at the northeastern boundary from Plumas County and Lake Almanor basin. SR36 passes by Lassen National Park and goes through the communities of Mineral and Paynes Creek before intersecting with SR99 in Red Bluff. SR36 is called Antelope Boulevard as it heads west and intersects with Main Street. SR36 turns onto Main Street before it heads west again through the foothills of western Tehama County toward the town of Platina.

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.

Figure 1. Map of Tehama County



Trends and Challenges

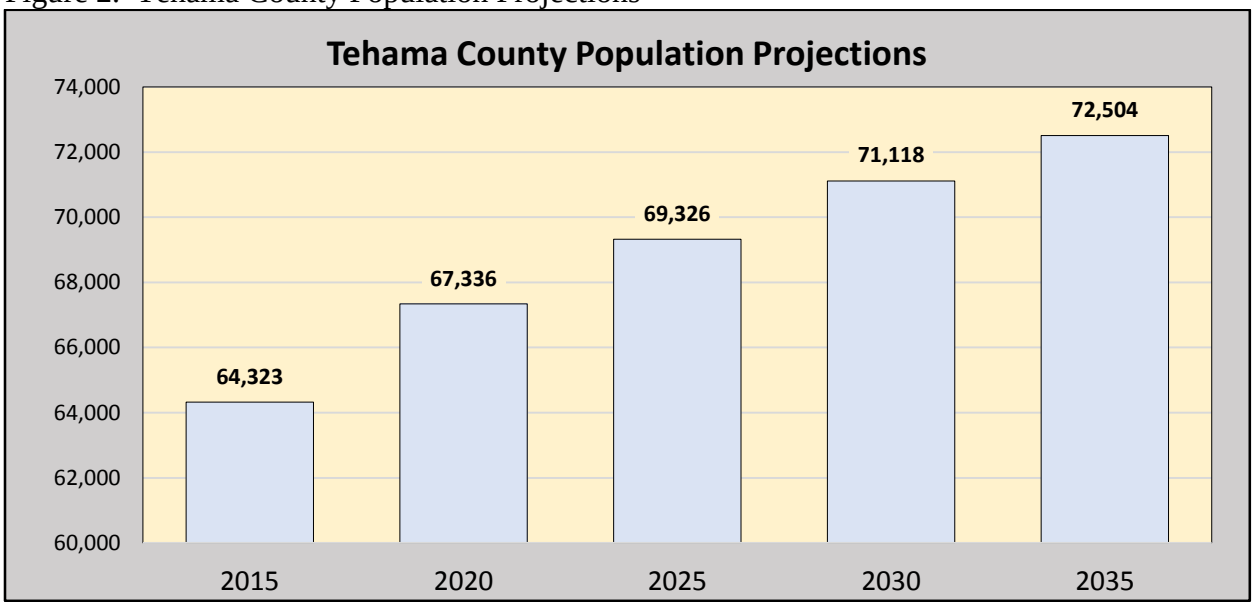
The following factors present challenges and opportunities affecting the timing, location, type, and scale of investments in transportation infrastructure and services. Such investments can be reactive (i.e. a response to demand as it occurs) or decision makers may seek to proactively shape the future of the region in accordance with community values and priorities, fiscal sustainability and other objectives.

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. Corning, Red Bluff and Tehama are incorporated cities with the county seat being Red Bluff. 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, Flournoy, 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 population estimates the countywide population only increased by 1,732 persons from 2010 to 2015. The California Department of Finance provides population projections at five year increments. By 2035, the population is predicted to be 72,504. 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 to remain below 1% for the duration of this plan as displayed in Figure 2.

Figure 2. Tehama County Population Projections



Demographics

Population

Listed below are current population figures from the California Department of Finance effective May 1, 2015.

- City of Red Bluff 14,260
- City of Corning 7,638
- City of Tehama 420
- Unincorporated area 42,005

Total Region 64,323

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 2009-2013:

- Unemployment: 7.6% compared to California: 6.2%
- Persons below poverty level: 20.3%
- Medium Household Income: $41,924
- Public land ownership in Tehama County: 29%
- Percentage of workforce employed by government: 26%
- Percentage over age 65: 16.1%
- Percentage with a high school degree: 80.3%
- Percentage with a bachelor's degree or higher: 13.1%

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.

Disadvantaged Communities

As a whole, the region has many of the characteristics of a disadvantaged community. Data defining a disadvantaged community was derived from the American Community Survey and is denoted below. For the purpose of this RTP, disadvantaged communities are defined as areas that have a higher share of individuals challenged by poverty, unemployment, and lack of education. Below are statistics from Tehama County compared to the state.

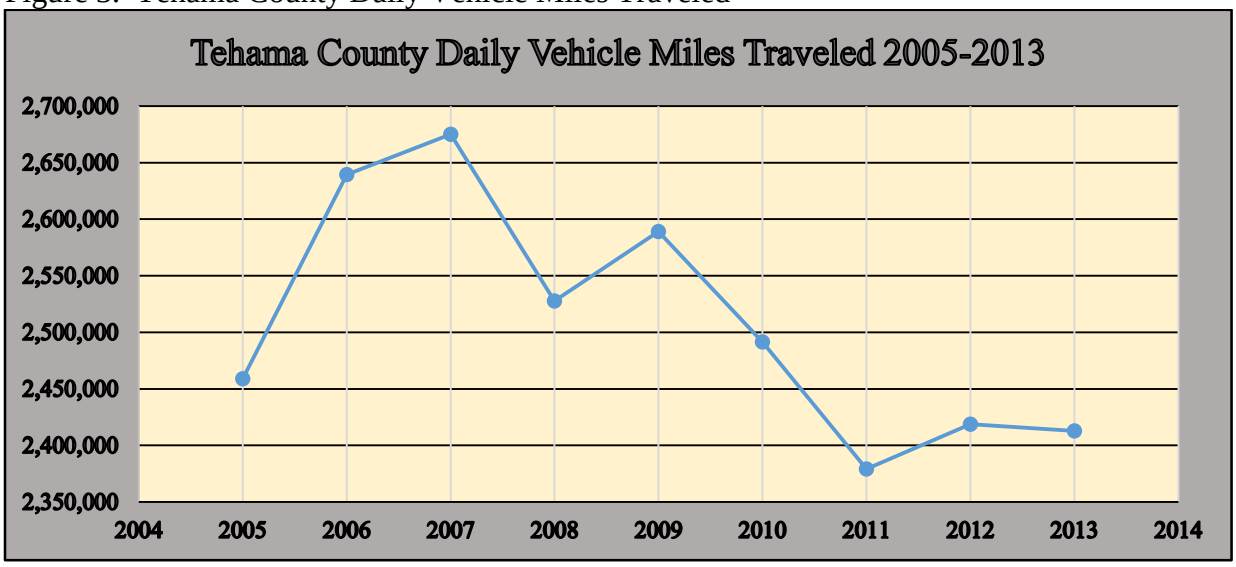
- Poverty: 19.7% of persons are below the poverty level compared to 15.9% of California.
- Unemployed: 7.6% are unemployed compared to 6.2% statewide.
- Education: 80.3% have high school degree
- Bachelor's degree or higher: 13.5% compared to 30.7% statewide
- Median Household Income: $41,924 compared to the state median of $61,094

Efforts have been made at the state level to ensure that investments of public funds are being used to address the needs of disadvantaged communities. The region receives Low Carbon Transportation Program (LCTOP) funds which requires 50% of the funds be expended on disadvantaged communities in the transit service area. This program was established in 2014 to provide operating and capital assistance for transit to reduce greenhouse gases with a priority on serving disadvantaged communities.

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.

Figure 3. Tehama County Daily Vehicle Miles Traveled



Mode Choice

In rural regions, personal vehicles are the travel mode of choice for the majority of the population. Over-reliance on the automobile can cause congestion. Alternative modes, including public transit, bicycling, walking, and ridesharing in combination with land use strategies should be encouraged to decrease emissions and congestion.

According to American Community Survey, travel to work in the region is primarily by driving alone (75.3%), with carpooling (13.7%) the second most common form of travel. 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%).

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 2 shows the commute patterns of workers age 16 and older.

Table 2. Commute patterns of workers within and between counties.

Commute Patterns of Workers Within and Between Counties					
	Origin				
Destination	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 forces residents to commute outside of the region.

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 that supports the movement of people and goods which is vital to the regional economy (2014 California Local Streets and Roads Assessment).

The movement of goods and freight in and out of the region represents a major component of 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 and freight movement is (and will continue to be) performed by truck. Critical corridors for trucking 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 36/99 are considered 'High Emphasis Routes' critical to interregional travel.

Agriculture

Local businesses and especially the agriculture industry relies on the goods movements system 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. The 2014 Tehama County Crop report stated the total value of the regions agricultural production in 2014 was $380,340,300 an increase of 25.9% from the 2013 values and a sixth consecutive record year. Table 3 highlights values of the regions commodities.

Table 3. Regional Commodities

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

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

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.

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 mainline 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.

Modal Assessment

The following sections provide a detailed assessment of the regional transportation system by mode. Included are discussions of streets and roads, transit, active transportation, aviation, and rail. These transportation modes form the region's transportation system, and all are critical to providing an integrated and functional network.

Streets and Roads

Streets and roads represent the primary means of local and interregional travel in the region. Streets and roads 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 and the north state region 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 traverses the middle of Tehama County connecting the cities of Corning and Red Bluff.

State Route 36 is an east/west route in Tehama County. SR36 west of Red Bluff provides access to Red Bluff to federal recreational lands and serves as an alternate route to California's northern coastal areas at its terminus with SR101. SR36 east of Red Bluff provides access to Lake Almanor, Lassen National Park, and the City of Susanville (population 15,546) before terminating at intersection with SR395.

State Route 89 is a north/south route from SR36 in Tehama County, through Lassen National Volcanic 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 (SR99 Transportation Concept Report). State Route 99 parallels I-5 and connects Butte and Tehama Counties. SR99 is the primary connection to Chico (population 87,671) from the north. SR99 travels through the community of Los Molinos before terminating at the intersection of SR36 in Red Bluff. Truck traffic on SR99 peaks at 16% of the total traffic in the county. SR99 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 (2014 California Local Streets and Roads Needs Assessment). As pavement conditions decrease, the cost of maintenance escalates exponentially.

Table 4. Pavement Condition Index

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 5. Pavement Condition Index (PCI) by local agency.

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

The 2014 California Local Streets and Roads Needs Assessment estimates the region's average PCI to be 62, as depicted above. This puts the region in a "high risk" category for California. The pavement condition of Tehama County roadways has been experiencing a downward trend since the 2008 Streets and Roads Needs Assessment was published. 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 approximately 309 bridges within the county and incorporated cities. Of the 309 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.

Streets and Roads Accomplishments 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 & Marguerite Ave Traffic Signal Installation
- Solano Street Improvements Project – includes pedestrian/bike facilities
- Solano Street/99W CDBG paving project
- South St., Peach St., and Fig Lane Overlay
- Airport Improvement Project
- Award of $4.6M Park Bond with construction of park, World Class 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

Tehama County

- SR99 Bond Project in Los Molinos Phase 1 & 2

- Replaced Red Bank Creek Bridge at Rawson Road
- Replaced Cottonwood Creek Bridge at Bowman Road
- 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)
- Hall & Hoag Road Intersection Realignment
- Bowman & Broadhurst Road Intersection Safety Improvements
- South Avenue Shoulder Widening Project
- Orangewood 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
- Purchased Transit Buses
- Rehab Six Bus Shelters
- Purchase and Installation of 28 Bus Shelters

Streets and Roads Analysis

The following observations are not intended to be comprehensive, but rather to highlight challenges and opportunities related to regional mobility.

Table 6. Streets and Roads Analysis

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 smaller urban and rural areas when competing for limited discretionary transportation funds
Local, state and national priorities to reduce travel demand such as transit and multimodal infrastructure	Bulk of California's population in 'self-help' counties that have local sales tax or other local revenue streams., better able to leverage limited shares of state and federal discretionary transportation funds
	Potential implementation of the road user charge (RUC) threatens the rural lifestyle 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.

Public Transit

TRAX (Tehama Rural Area eXpress) has provided regional transit services to the residents of Tehama County, the cities of Corning, Red Bluff, and Tehama, and many rural communities since 1996. The need for affordable, convenient, and dependable transit service continues to grow. The services and routes provided by the TRAX have grown tremendously as well. Planning ahead to gauge the service needs of the region and available revenue is essential.

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) Section 5313 (b) funded Transit Facility Site Selection Study was completed and the County has implemented the plan by the existing transit facility and the adjacent property. Purchasing the facility lowers the monthly overhead cost of the transit system, allows modifications, and prepares for future growth of the system. Proposition 1B funds limited to transit capital and safety improvements were used to purchase and remodel the facility.

To serve passengers, 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. These shelters are crucial to provide protection from the 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 associated greenhouse gas emissions.

All TRAX buses have bike racks, wheelchair lifts, and relatively short wheelbases to operate in rural areas. 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.

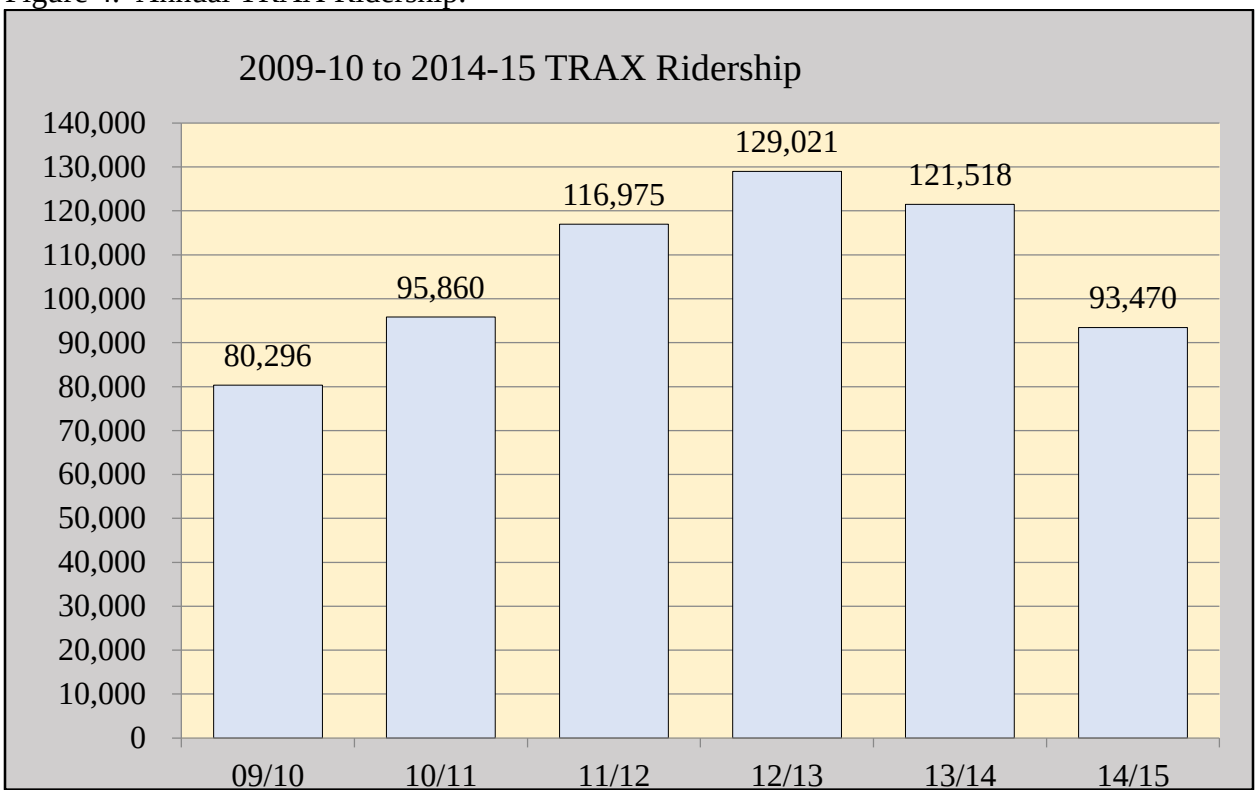
TRAX operates eight fixed routes Monday through Friday. Weekday TRAX service consists of commuter routes, city routes in Red Bluff and Corning, and regional routes providing linkage with unincorporated communities.

Regional Transit Service within Tehama County

TRAX (Tehama Rural Area eXpress)

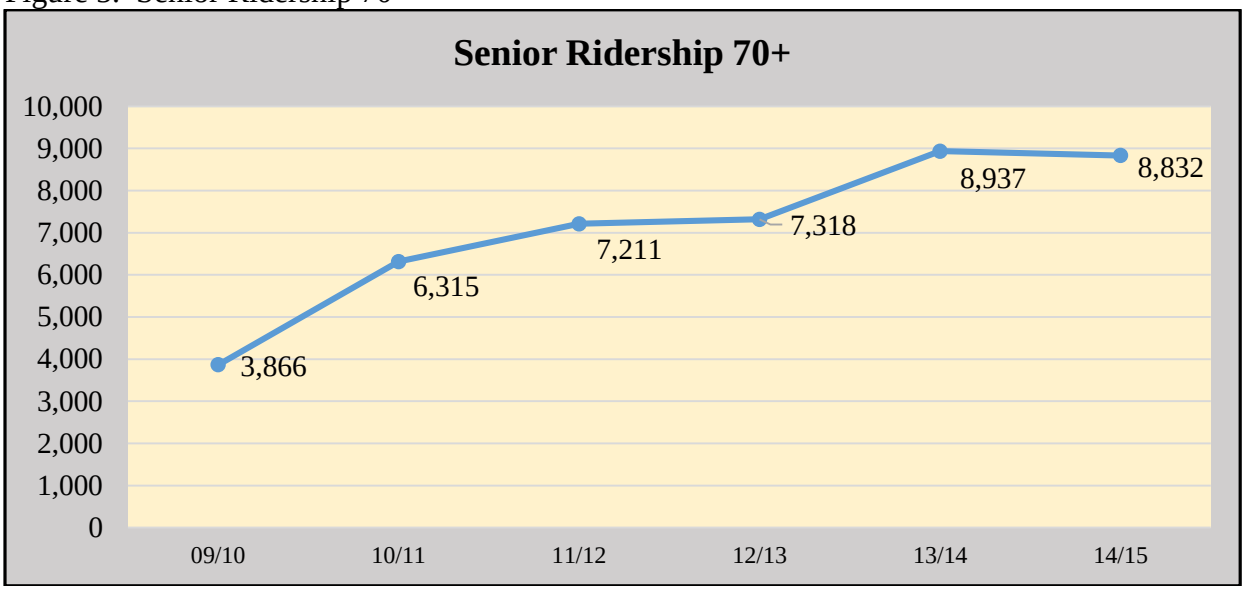
In 1996, TRAX service commenced. Policy decisions are determined by the Tehama County Transit Agency Board (TCTAB). Transit management is the responsibility of the Transportation Division of Tehama County Public Works Department. Daily bus operations and maintenance are performed by a transit contractor. 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.

Figure 4. Annual TRAX Ridership.



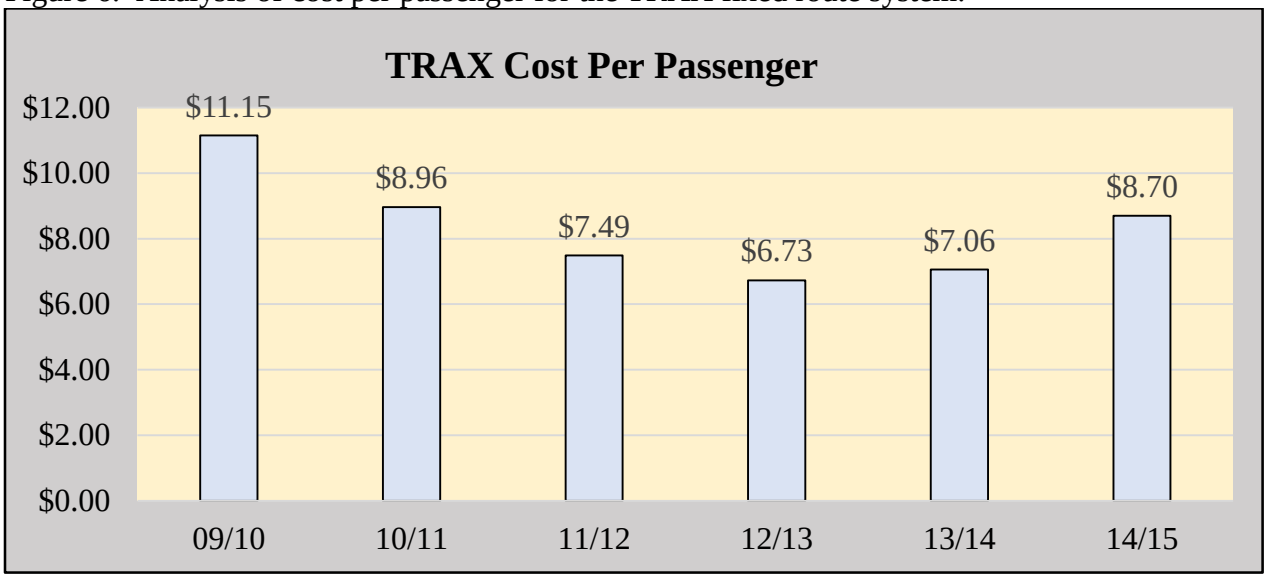
Newly installed shelters, new and additional routes, and a redesigned website with Google Trip Planner increased annual transit ridership levels. For three consecutive years transit ridership levels grew, 19.4%, 22%, and 10.3% with ridership peaking in FY 2012-13 at 129,021. Unemployment rates and a 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. Dramatic decreases in fuel prices and an increase in transit fares, however; subsequently reduced ridership in FY 2013-14 and 2014-15.

Figure 5. 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 6. Analysis of cost per passenger for the TRAX fixed route system.



Cost per passenger is a good assessment of the efficiency of the transit service. The cost per passenger performance measure compares the incremental increases to operating costs compared to the incremental increases in ridership. 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. As such, cost per passenger is one of the adopted performance measures that

Tehama County uses to determine the feasibility of transit service. 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.

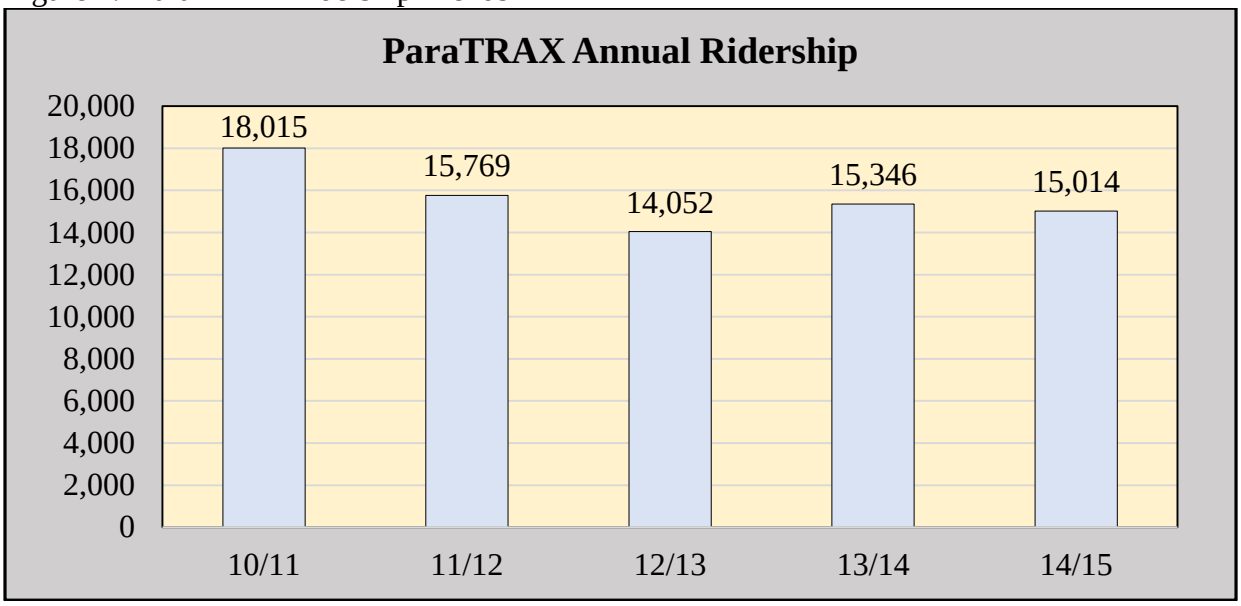
The cost per passenger was on a downward trend from 2009 to 2013 before increasing to $8.70 per passenger (See Figure 6). The current cost per passenger of $8.70 is significantly lower than the $17.66 goal established for the fixed route system.

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.

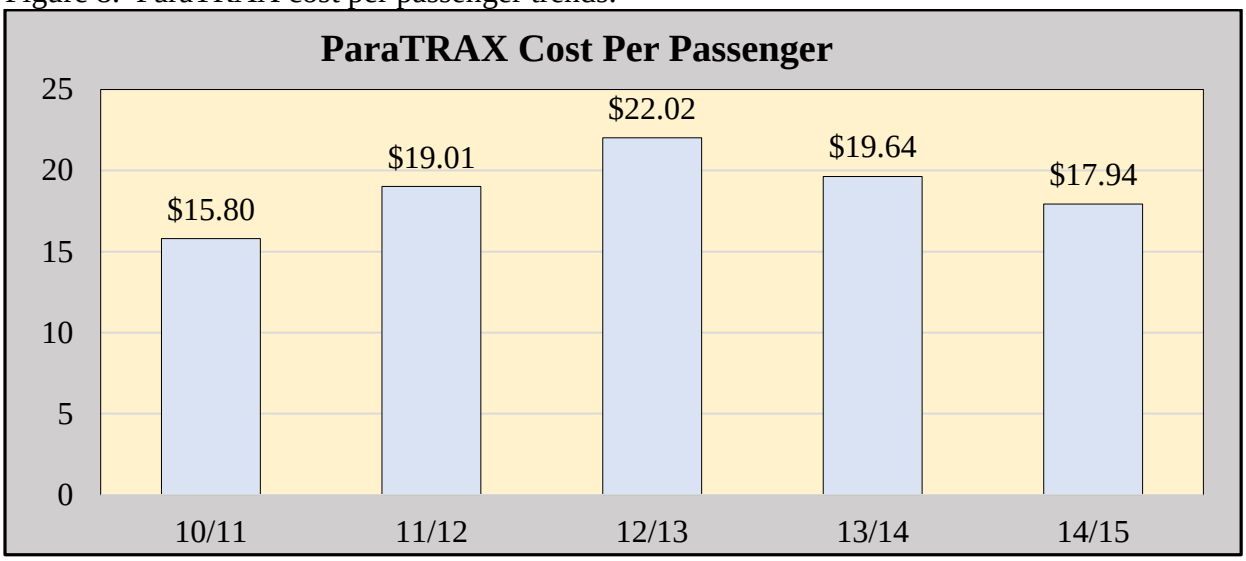
ParaTRAX ridership levels peaked at 18,117 before decreasing each subsequent year through 2012/2013. Many seniors 70 and older choose to use their senior passes and ride TRAX for free, as such ParaTRAX ridership levels have declined some since 2010-11.

Figure 7. 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 6).

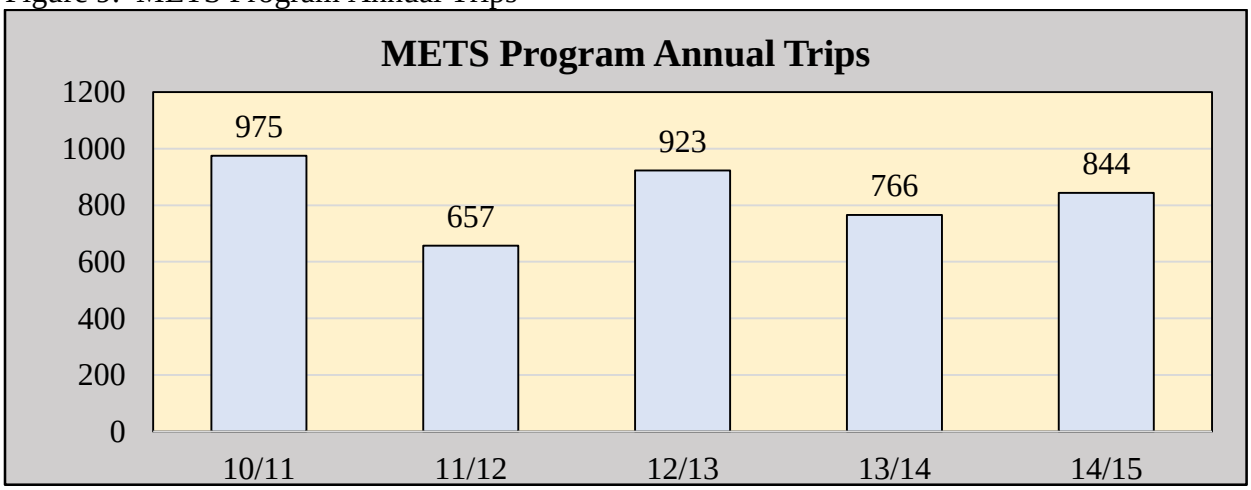
Figure 8. ParaTRAX cost per passenger trends.



Medical Transportation Service (METS)

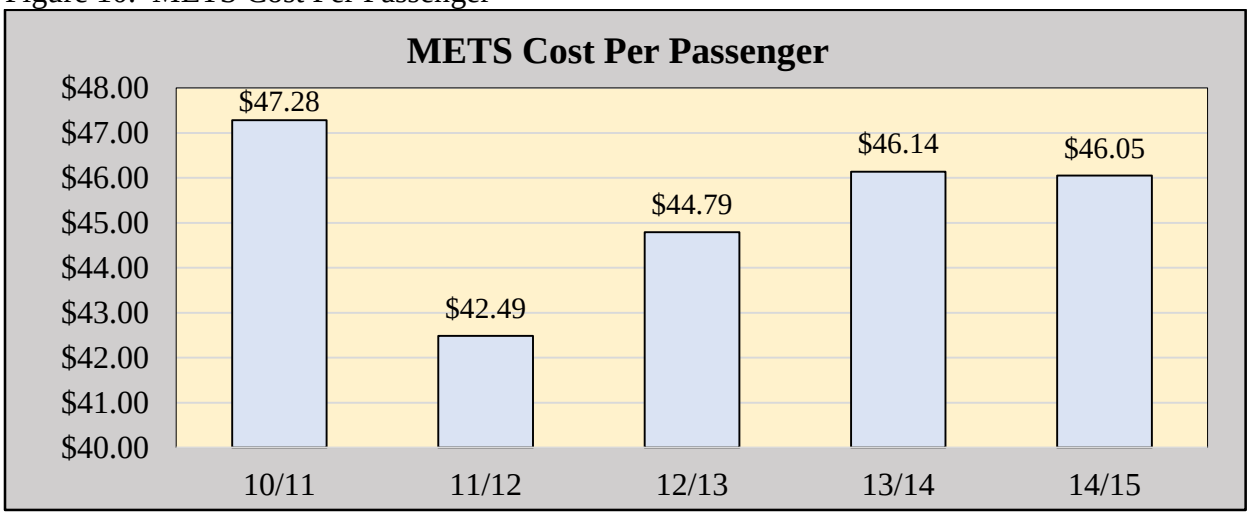
The Medical Transportation Service (METS) is a transportation service that utilizes volunteer drivers to transport eligible residents to and from medical appointments. The program was established in 1983 to provide transportation to medical appointments for Tehama County residents who have no other means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

Figure 9. METS Program Annual Trips



The METS cost per passenger has been constant over the past few years (See Figure 7). 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 10. METS Cost Per Passenger



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.

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 SR36. The service operates six days a week (Monday through Saturday).

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 provides non-emergency transportation for seniors age 55 and older. The service is provided 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 process on a continual basis, leveraging local funds with Federal Transportation Administration dollars.

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 SR36 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 & Ride at Rio Street and Walnut Street. A train ticket is required to use this service. See Rail section for more information.

Private Services
Mt. Lassen Motor Transit is a locally owned service, which provides a variety of transportation services including daily service to Susanville, scenic tours, day trips and charter service. It provides air-conditioned charter buses for use by clubs, businesses, schools and church groups, among others. The service can be used to reach destinations throughout Northern California, Oregon, and outside of the United States through purchased travel packages.

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 Trip Planner
- 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) and received Congestion Management Air Quality (CMAQ) funding

Public Transit Analysis

Table 7. Public Transit Analysis

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 SR99 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 them private vehicles

The observations above are not intended to be comprehensive, but rather to highlight challenges and opportunities related to regional mobility.

Active Transportation

Active transportation is a means of getting around by human energy, including bicycling and walking. Often referred to as non-motorized transportation, 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. Virtually all 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 three classes:

- Class I – A dedicated non-motorized 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.

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 is preparing 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.

Tehama County has promoted complete street policies as evidenced by the bicycle and pedestrian infrastructure constructed since the last RTP. Efforts to improve the 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 staff is partnering with Caltrans to install sidewalks and Class II bike lanes on SR36/ 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 reduce greenhouse gas emissions. Construction of bicycle and pedestrian facilities are eligible for CMAQ funding as

a means of reducing greenhouse gas emissions. 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 SR99 Bond Project bike lanes and sidewalk
- Lake California Drive Bikeway
- Shasta College Pond Trail
- Evergreen School Safe Routes To Schools Bikeway
- Creation of GIS-based network of active transportation facilities including bicycle parking

Table 8. Active Transportation Analysis

Active Transportation Analysis	
Strengths	**Weaknesses**
City of Corning completing 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	Insufficient and unstable transportation funding - more projects than money
Pathways to key shopping and recreational opportunities have not been built	Safety concerns (vehicle vs. bike/pedestrian)
Adopt complete street policies	Lack of funding to 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 active transportation.

Aviation

Municipal airports serve many functions in rural communities. They often serve as a base 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 8,718 (2013) with 17 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 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. The airport's greatest need is increased commercial hangar space. A runway extension, while desirable, is not possible due to Red Bank Creek to the south and local development to the north. Commercial hangar space is needed to generate additional revenue and accommodate the demand for increased operations.

Privately maintained airfields serve the recreational and business needs of a handful 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 9. Aviation Analysis

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

The observations above are not intended to be comprehensive, but rather to highlight challenges and opportunities related to regional mobility.

Rail

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 assistance for grade separations projects. Grade separation means a structure separates the vehicle 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 numerous 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.

The Cap and Trade program provides some funding for Public Transit & Intercity Rail capital and operations programs. The purpose of the funds is to reduce greenhouse gas emissions through increased ridership and expanded rail/feeder bus service. Increasing safety is also a goal of the program if it can be achieved while reducing greenhouse gas emissions. A multiregional grass roots effort is needed in Northern California to bring the importance of passenger and freight rail service to the forefront. At the state level, high speed rail continues to inch toward reality.

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 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.

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.

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.

Table 10. Rail Analysis

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

The observations above are not intended to be comprehensive, but rather to highlight challenges and opportunities related to regional mobility.

Regional Transportation Policy and Action

Introduction

The RTP is a technical analysis of mobility issues and potential solutions based on community values and priorities. The path forward is a regional vision with accompanying goals, objectives, and strategies.

A vision defines an organization's purpose. It represents a view of the future. Goals are broad statements that describe a desired product or end result toward which efforts are focused. They are coordinated so as to support and reinforce one another. Objectives are quantifiable, measurable outcomes in support of goals. Strategies represent a course of action. They include specific activities designed to accomplish stated objectives.

Regional Vision

TCTC will meet the region's evolving mobility needs, maintain the current transportation system, and avoid traffic congestion and other transportation challenges. This will be accomplished through strategic and timely transportation system improvements and the integration of travel options into the existing network. A collaborative effort toward transportation-efficient land use patterns from all stakeholders is needed for the greater good.

TCTC acknowledges that their efforts are intertwined with regional prosperity, environmental quality, community health and well-being, and various other elements that collectively define quality of life. Such considerations are integral to regional transportation planning, policy-making, and project programming. TCTC will be actively engaged with their partners in developing and carrying out joint strategies and initiatives that yield multiple community benefits. Planning and decision-making processes shall engage the public, be transparent, and be responsive to community values and priorities.

Regional Goals, Objectives, and Strategies

In order to accomplish the regional vision, the following ten goals have been identified, each having objectives and a range of implementation strategies. Strategies are identified as either long-range strategies (i.e. to be accomplished over time as a result of persistent, ongoing effort) or short-range strategies (i.e. to be accomplished or anticipated to achieve substantial performance benefits in less than five years).

Goal #1: Provide a financially sustainable intact transportation system.

Objective 1.1 – Preserve the existing transportation system with a pavement condition index (PCI) of 70 or better.

Strategies

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

Performance Measures

- Cities and county pavement condition index (PCI).

- 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 early in the planning process and evaluate project alternatives that could lessen future maintenance burdens (long range).
c. Specific Plan areas shall 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.

Objective 2.2 – Increase the efficient movement of people and freight on interregional and regionally significant roadways.

Strategies

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

Performance Measures

- Volume to capacity ratio on regionally significant corridors
- 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 additional state and federal funds (long range).
b. Work with regional partners (including the Rural Counties Task Force and sixteen-county North State Super Region) to bring about consistent and sustainable transportation funding sources (long range).

c. Position the region to compete for discretionary state and federal transportation funds by developing 'shovel-ready' projects (short range).
d. Explore potential local transportation revenue options (long range).

Objective 3.2 – Maintain adequate traffic capacity on the core interregional network.

Strategies

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

Performance Measures

- Level of Service of regional roadways.
- Average peak period travel time and speed.
- 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.

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.

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. Prepare a regional plan of active transportation projects for funding to encourage walkable communities.
c. Participate in local events that emphasize the viability and importance of local agriculture.
d. Participate in local agriculture and economic development groups to stay abreast of current trends in the industries.

Goal #6: Create vibrant, people-centered communities.

Objective 6.1 – Support local governments in implementing sustainable planning efforts.

Strategies

a. Support and participate in joint efforts with local agency partners to implement the five 'D' factors known to reduce vehicle miles traveled and associated emissions (i.e. **D**ensity, **D**iversity of land use, **D**esign of streets and development, **D**estination accessibility, and **D**istance to transit) (short range).

b. Avoid inducing growth and development where community services, public utilities, and transportation infrastructure capacity do not exist or are inadequate to support it (long range).
c. Pursue grant funding for activities that support sustainable communities (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) (short range).
b. Identify and map the region's disadvantaged populations and utilize regional programs and investments to enhance mobility, destination accessibility, transportation affordability, and economic opportunity (short range).
c. Develop transportation safety data and analysis for all modes, incorporate findings into regional planning processes, and seek funding to resolve identified safety issues (long range).

Performance Measures

- CO2 emissions per capita from vehicles and light trucks.
- Bicycle and pedestrian collisions.
- 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. Incorporate accommodations for all applicable travel modes into the design of TCTC-funded projects (long range).
b. Improve connectivity between public transportation and bicycling and walking to reflect the complete door-to-door trip from origin to destination (short range).
c. Prioritize public transportation, bicycle, and pedestrian infrastructure and amenities (short range).
d. Fill gaps between sidewalks, trails, and bike lanes and integrate into the greater network of transportation facilities (short range).
e. Prepare a regional plan of active transportation projects for funding.

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 (short range).
b. Coordinate with local and state partners toward the development of an integrated network for non-motorized travel (short range).
c. Support efforts to maintain passenger air and rail services (short range).

Performance Measures

- Travel mode share (single occupancy vehicle, carpool, transit, bicycle, and walking).
- Number of miles in non-motorized network.
- Number of households and jobs within 1/2 mile of transit.

Goal #8: Strengthen regional economic competitiveness for long-term prosperity.

Objective 8.1 – Facilitate sustainable economic development programs and projects.

Strategies

a. Incorporate local and regional economic development strategies into the regional transportation planning and project prioritization processes (long range).
b. Seek out public-private partnerships that leverage resources to accomplish shared objectives (short range).

Objective 8.2 – Resolve transportation-related barriers to increased economic activity and productivity.

Strategies

a. Support the development of freight and goods movement data (long range).
b. Facilitate intermodal freight movement between truck and rail (long range).
c. Identify the region's key industry inputs and outputs and support the transport thereof to minimize costs and expand market access (short range).

Performance Measures

- Freight and goods data in GIS.

Goal #9: Promote public access, awareness, and action in planning and decision-making processes.

Objective 9.1 – Utilize a broad range of public participation involvement strategies.

Strategies

a. Present information during public meetings at locations and times that are accessible and convenient to the general public (short range).
b. Develop and maintain a comprehensive agency website (short range).
c. Use maps, plans, and other visual aids to make regional transportation issues more understandable (short range).
d. Post online resources such as regional plans, agendas, reports, and data (short range).
e. Stay involved and comment on local planning/development activities.

Objective 9.2 – Provide opportunities for the public to participate in regional planning and decision-making.

Strategies

a. Publish and follow the agency's adopted Public Participation Plan (short range).
b. Develop and maintain relationships with a broad range of community stakeholders and associations in order to facilitate public participation and exchange of information (short range).
c. Identify transportation disadvantaged populations and employ targeted efforts to encourage equitable representation of needs and alternatives (short range).

Performance Measures

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

Goal #10: Practice and embrace agricultural, environmental, and resource stewardship consistent with the RTP Guidelines.

Objective 10.1 - 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 (short range).
b. Partner with agricultural groups to monitor transportation impacts on agriculture.
c. Seek funding for environmental impact mitigation and enhancement activities (long range).
d. Seek funding solutions for situations requiring long-term mitigation monitoring (short range).
e. Advocate for the reform and streamlining of the environmental process.

Performance Measures

- Number of acres of prime agricultural lands in production and/or conservation.
- Pounds of CO_2 per year per capita (automobiles and light trucks only).
- Procedures for funding long-term mitigation

2015-2035 Regional Performance Measures

Performance measures are used to gauge the effectiveness of the regional program of projects, policies, and mobility strategies in meeting locally-defined goals and priorities. Inadequate performance measures lead to some priorities being neglected while excess performance measures burden the agency with unnecessary costs and effort. When considering performance measures, the following criteria are used:

- Is it required by federal or state law?
- Is it instrumental when competing for transportation planning and capital funds?
- Is it tied to RTP goals and objectives?
- Is data readily available (e.g. no additional cost to generate or acquire data) and routinely updated so that performance can be tracked over time?
- Is it consistent with accepted methodology standards to allow for comparison with other regions and state departments?

It should be noted that for many policy areas it is not practical to measure direct impacts. In such instances, indicator data are often effective at signaling larger patterns and environmental changes that affect or are affected by regional transportation planning, program, and investments.

Performance measures have been emphasized in the most recent federal transportation bill (MAP 21). MAP-21 is now a performance-and outcome-based program that looks to invest resources in projects that best address a set of national goals. Performance measures selected for the 2015 RTP are tentative pending the final outcome of federal performance measure rulemakings. Results will be incorporated into the scheduled 2020 RTP update.

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 make models of future growth scenarios within a region. The scenarios generated from the modeling process are based on land use designations from the region's adopted general plans. Blueprint planning is designed to engage the public in the planning process. It fosters a platform to build consensus for a vision of future growth and preferred land use and transportation patterns.

Purpose of Blueprint Planning

The purpose of Blueprint planning is to engage the community in a grass-roots planning process using visual aids provided through GIS modeling. It gives the people in a region the chance to participate with decision makers to guide infrastructure and development in a manner that will result in financially viable, healthy, and desirable communities.

The visual models 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 RTP and general plans are carried out. The process can identify small changes to the current development pattern (current trend) that can reap the greatest benefit to the region. The end result is a consensus-driven scenario that preserves quality of life while improving public health, increasing transportation choices, improving air quality, preserving agricultural land, minimizing the costs of public infrastructure, and improving 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

The Blueprint plan for the county and incorporated cities known as "Tehama Tomorrow," began with a grant in 2007. The grant provided funding to create, collect, and aggregate the necessary data for regional planning. Additional grants were used to conduct public outreach, create scenarios (what if analysis), share GIS data and planning tools with city and county planning departments, and create interactive online maps to be used by the public and regional decision makers.

A comprehensive assessment of community values was conducted. Public meetings were held throughout the region, surveys were conducted in outlying communities, and an online survey was developed. This extensive public engagement effort resulted in participation from over 300 residents. 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.

Table 11. 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

Residents were also asked to rank their priorities to preserve the 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 they are necessary to maintain the current population and keep the next generation from relocating to find employment. Preserving

agricultural land is one way to keep economic opportunities open to the current and future generations of Tehama County.

Table 12. 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

Scenario Planning – "What if Analysis"

The following three scenarios are a result of the survey responses and community workshops:

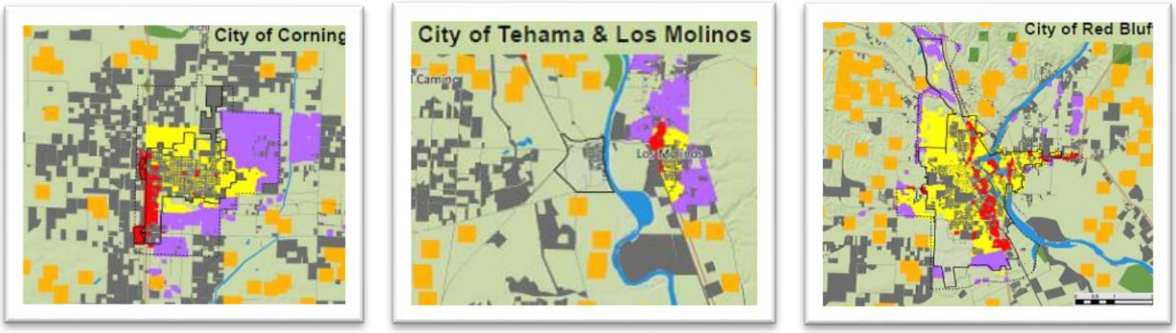
- Scenario A: Strong Cities and Communities;
- Scenario B: Specific Plans/I-5 Corridor; and
- Scenario C: Current Trend

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 is favorable as it builds up the core areas with higher density residential and commercial development which takes advantage of existing infrastructure. The density allows for more transportation choices such as walking, biking and transit. This scenario reduces vehicle miles traveled as housing is located near shopping, jobs, and recreational opportunities. Consequently, this scenario has the least impact to agricultural land and natural resource areas; top priorities of community members.

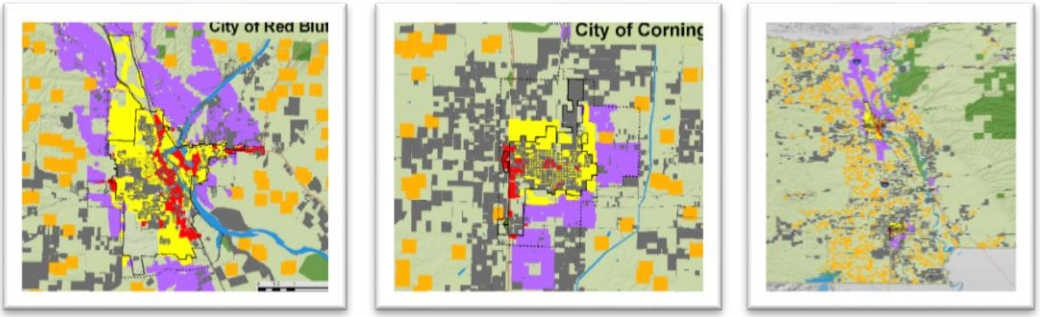
Figure 11. Strong Cities and Communities Scenario



Scenario B: Specific Plans/I-5 Corridor

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 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 activities would respond to serve the needs of the new population center. Interchanges along I-5 would require improvements to accommodate the increased traffic. The spheres of influence around Red Bluff and Corning would be developed with higher residential density. Commercial and industrial uses would strengthen the economic core of the cities.

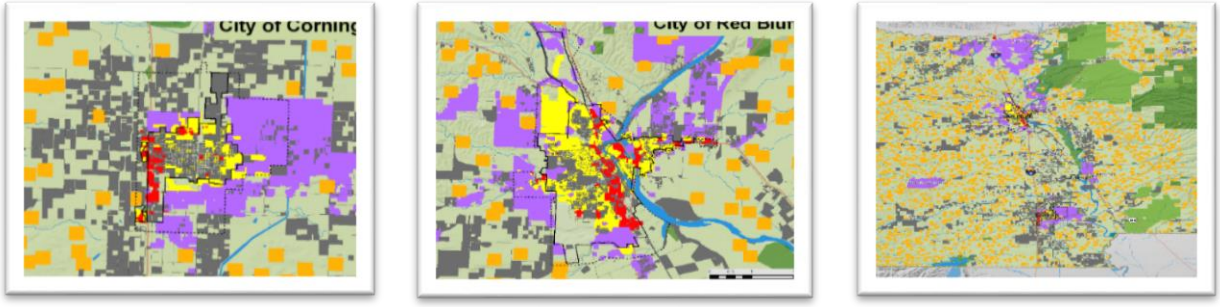
Figure 12. Specific Plans/I-5 Corridor Scenario



Scenario C: Current Trend

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 allows residents to live a rural lifestyle. This practice does not preserve agricultural lands. Proper planning and policies will need to be used to lessen the impacts of continuing with the *Current Trend*. Negative impacts include increased commute times, increased response time for emergency personnel, and reduced agricultural and natural resource lands.

Figure 13. Current Trend Scenario



Performance Measures and D Factors

All three scenarios have pros and cons in regards to achieving regional priorities. The Blueprint planning process does not determine which development pattern should be implemented; rather, it highlights potential impacts to local land use and transportation infrastructure so the community and decision-makers can make informed choices. The following performance measures were used to evaluate and compare the impacts of each scenario:

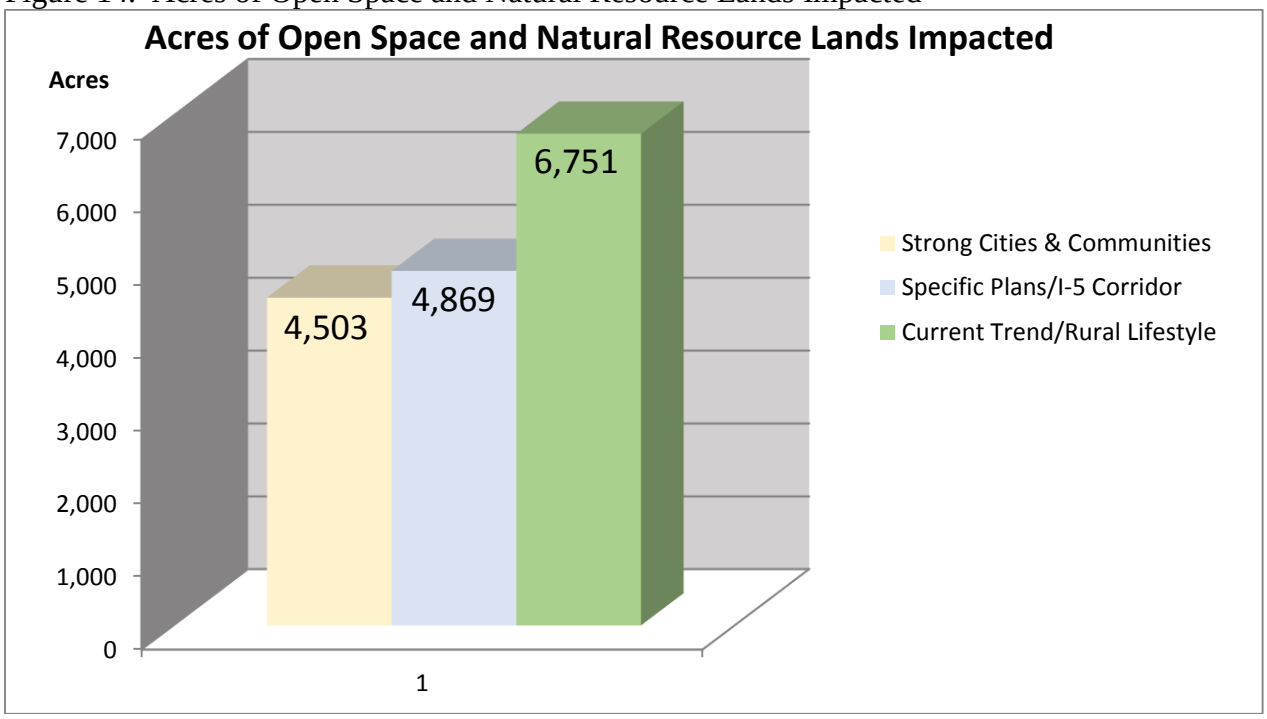
- Impacts to agricultural lands, open space, and scenic views and natural resources – i.e. areas of environmentally sensitive land which development may occur.
- Economic and residential growth in cities and communities – i.e. Acres of industrial, commercial, and residential land developed
- Impacts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

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. To preserve agricultural land, the *Strong Cities and Communities* scenario designates 4,202 more housing units built in cities and communities compared to the *Current Trend*. More walkable vibrant downtowns would likely result from this development pattern. Shifting to this development pattern would preserve the open space and rural lifestyle for those currently living in rural areas.

Figure 14. Acres of Open Space and Natural Resource Lands Impacted



The *Specific Plans/I-5 Corridor* scenario impacts the same amount of agricultural land as the *Current Trend* scenario, but it impacts 28% less open space and natural resource lands. Conservation of open space and natural resources is the top priority chosen by the community to preserve the quality of life in the region.

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. Policies to preserve agricultural land through land-use classifications addresses this issue. Coordination between the county and cities to ensure an adequate mix of residential and commercial land is available near existing cities would help ensure that rural areas are preserved.

Tehama Tomorrow

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.

The *Strong Cities and Communities* and *Specific Plan/I-5 Corrido*r 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; it will be the combination of factors and the degree to which they are present in a given area that has the largest impact.

Air Quality

Virtually all 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 SVAB consists of nine counties and is split into two planning sections based on the degree of pollutant transport from one area to the other and the level of emissions within each area. The Tehama County area belongs to the Northern Sacramento Valley Air Basin (NSVAB), which is composed of the seven northern-most counties of the SVAB. These counties include Butte, Colusa, Tehama, Shasta, Sutter, Glenn, and Yuba. The air basin of the Sacramento Valley is about 200 miles long in a north/south direction, and has a maximum width of about 150 miles, although the width of the valley floor only averages about 50 miles.

Tehama County is currently in partial non-attainment for federal ozone and state PM_{10} standards for the Tuscan Buttes area. Primary sources of PM_{10} pollution include wood stoves, open and prescribed burning, wind-blown 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. 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), Yolo-Solano 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. These ozone precursors are emitted as part of the exhaust of internal combustion engines in the NSVAB and BSA and transported northward via prevailing winds. Due to the regional nature of the ozone problem and the fact that the NSVAB counties share the same air basin with BSA, the Attainment Plan is prepared in conjunction with the Sacramento Valley Air Basin Control Council's Technical Advisory Committee (TAC).

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.

Northern Sacramento Valley Air Quality Attainment Plan

As specified in the California Clean Air Act of 1988 (CCAA), Chapters 1568-1588, 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 (SOx), and nitrogen oxides (NOx) 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.

The Northern Sacramento Valley (NSV) is classified as a moderate nonattainment area for state ozone standard. The area comprises the northern portion of the Sacramento Valley Air Basin and includes the counties of Butte, Colusa, Glenn, Tehama, Shasta and the northern portions of Yuba and Sutter (Feather River Air Quality Management District). The region is generally rural in nature, with a low population density and a predominately agricultural economy. Its industrial base is dominated by agricultural/construction support operations, although small scale manufacturing is also found throughout the region.

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. The clean air act sets national ambient air quality standards for various air pollutants, including carbon monoxide, ozone, oxides of nitrogen, sulfur dioxide and particulate matter.

Individual projects contemplated in the RTP will be subject to project-level environmental review prior to approval and construction. Measures, such as construction best management practices (BMPS), may be required for individual projects to reduce temporary short-term 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 request emphasized that RTPs should utilize models that accurately measure the benefits of land use strategies aimed at reducing vehicle trips and/or trip length. The CTC staff established an RTP Guidelines work group to assist in the development of "best practices" for inclusion in the RTP Guidelines. The Addendum to the 2007 RTP Guidelines (May 29, 2008) provides several

recommendations for consideration by rural RTPAs to address GHG. 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.

The transportation planning literature recognizes three interrelated components that contribute to transportation emissions reductions. Those components include changes in vehicle technology (cleaner burning engines), alternative fuel sources, and vehicle use. The first two components are typically the responsibility of industry and national governmental interests. RTPAs and local governments have the ability to affect vehicle use by promoting transportation alternatives to the automobile, and by managing the demand for transportation. These efforts typically involve goals and policies and/or projects and programs focused on getting people out of their cars and into non-auto modes of travel (mode shifting).

The following RTP goals are from the Regional Transportation Policy and Action chapter located on page 52. These goals were established to lessen dependence on the automobile and to promote mode shifting to other forms of transportation.

Goal #3: Strategically improve the interregional and regionally significant roadways to keep people and freight moving safely, effectively and efficiently.

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.

Goal #6: Create vibrant, people-centered communities.

Goal #7: Provide an integrated, multimodal range of practical transportation choices.

Goal #10: Practice and embrace agricultural, environmental, and resource stewardship consistent with the RTP Guidelines.

The 2015 RTP recognizes that travel demand management and non-auto mobility options, including walking, biking and transit, require coordinated land use decisions and improved infrastructure. The goals and policies in the RTP are consistent with the 2010 RTP guidelines and CTC STIP guidelines to provide a balanced multi-modal transportation system.

The county and cities are committed to implementing these types of policies and strategies that reduce reliance on the automobile and reduce GHG emissions. Examples of the strategies and projects that have been implemented or included in this RTP to reduce VMT are described below.

Transit Strategies to Reduce VMT

- *Transit Subsidy* – An employee incentive program entitles all 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.

Active Transportation Strategies and Projects to Reduce VMT

- *Active Transportation Plan* – The City of Corning received a Caltrans planning grant to write an Active Transportation Plan. The Plan will be completed in the fall of 2015.
- *SR36 Active Transportation Project* – This project will fill in gaps in sidewalk and install bike lanes on SR36 through the Antelope area to downtown Red Bluff.
- *SR99 Los Molinos Enhancements Phase 3* – This project will provide paved shoulders, parking, landscape islands, sidewalks and pedestrian safety lighting, bike lanes and drainage to fill in gaps in pedestrian infrastructure.
- *Los Molinos Gap Closure from Grant Street to Los Molinos High School* – Extend sidewalk, bike lanes and drainage from SR99 to Los Molinos High School along Grant Street.
- *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.

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 changing 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.

Financial Element

The federal transportation bill Moving Ahead for Progress in the 21st Century (MAP-21), or the latest extension thereof, requires that the RTP be "fiscally constrained." This means that estimated costs for projects proposed in the 20 year planning horizon of the RTP must be consistent with "reasonably foreseeable" revenues during the same period. The current 90 day extension of MAP-21 (expires October 29, 2015), a recently proposed federal transportation bill, and the California special legislative session focusing on transportation funding are variables that could have significant impacts to transportation funding.

The financial element of the RTP identifies the current and anticipated revenue sources and financing techniques available to fund transportation projects discussed in the RTP. The intent is to define realistic financial constraints and opportunities. All projects on the constrained list must be fully funded. During programming and project implementation, the costs of the project are refined by phase; project approval and environmental clearance, design, right of way, and construction. This chapter discusses resources from public and private, identifies innovative financing for projects, and recommends additional financing strategies.

Projecting transportation revenues on a short or long term basis is problematic at best due to insufficient and volatile funding sources. According to the 2014 California Streets and Roads Needs Assessment, the gas tax of 18 cents is currently worth 9 cents when adjusted for inflation. The purchasing power of the gas tax and other transportation funds continue to decline with increasing regulations, and rising construction costs. This is compounded by the need to maintain aging streets, roads, bridges, transit facilities, and other critical components of transportation infrastructure.

Based on historical trends, current conditions, and a fiscally conservative approach, transportation revenues in this plan are projected out 20 years. Many of the competitive funding programs such as the Active Transportation Program (ATP), Federal Lands Access Program (FLAP), and others were not included in the analysis due to the competitive nature of programs and unpredictable funding levels.

Six Major Components

This chapter addresses the following components as required by the 2010 Regional Transportation Plan guidelines.

1. Projected Available Funds – Includes all anticipated public and private financial resources that will reasonably be available to support RTP implementation for all modes of transportation over the 20 year planning horizon.
2. Projected Costs – Estimate of costs to implement the projects identified in RTP. Short term projects include those that have programmed funding in the next five years (2015-2020). The long range (2021-2035) project costs are estimated in the year of construction and are listed on the unconstrained list.
3. Projected Operation and Maintenance Costs – Includes a summary of current funds available for operations and maintenance as well as findings from the 2015 Rural Counties Pavement Needs Assessment prepared by the California Rural Counties Task Force (RCTF).

4. Constrained RTP – Financially constrained list of projects consistent with available funding (short and long-term). Projects are consistent with the FTIP, ITIP, RTIP, and SHOPP.
5. Unconstrained List of Projects – A list of potential projects if additional funding becomes available (short and long-term).
6. Potential Funding Shortfall – Identifies where funding is insufficient to fund projects in the long-range transportation plan.

Projection of Available Funds

Projecting revenues and expenditures over a 20-year horizon is difficult as funding levels are insufficient and unstable with dramatic fluctuations, impacted by state or federal legislation. Some projects are eligible for discretionary funds, which are nearly impossible to forecast due to volatile funding cycles and the extremely competitive nature for limited transportation funds.

At the state level, tax revenues have remained at 18 cents for the past 20 years and vehicles have become more fuel efficient. Transportation programs that are dependent on tax revenues such as the State Transportation Improvement Program (STIP) or State Transit Assistance (STA) are projected to remain flat over the planning period. At the federal level, it has been assumed that funding levels of the current transportation bill will be maintained.

Federal and state programs have specific requirements and limitations which create transportation "funding silos." Consequently funding projections are divided into seven sections: roadways and bridges; pavement maintenance; state highways; active transportation, transit; alternative fuel infrastructure; and aviation. This approach is consistent with funding requirements and more accurately identifies funding levels available by mode or program.

The following table provides short and long term projections of funding for the funding sources used in the financial analysis.

Table 13. Projection of Transportation Revenues

Projection of Transportation Revenues			
Transportation Funding	**Short Range (1-5 years)**	**Long Range (5-20 years)**	**Total**
Capital Funding			
Regional Improvement Program (RIP)	$11,775,000	$11,250,000	$23,025,000
Highway Bridge Program (HBP)[1]	$13,106,490	$18,750,000	$31,856,490
Highway Bridge Program (HBP)-Seismic	$38,148,000	$0	$38,148,000
Congestion Mitigation and Air Quality (CMAQ)[2]	$2,687,594	$8,018,325	$10,705,919
Highways Safety Improvement Program (HSIP)[3]	$900,000	$2,250,000	$3,150,000
Community Development Block Grant (CDBG)[4]	$1,977,000	$0	$1,977,000
California Energy Commission (CEC)	$3,980,000	$0	$3,980,000
Subtotal	**$68,594,084**	**$40,268,325**	**$112,842,409**
Maintenance Funding			
Regional Surface Transportation Program (RSTP)	$4,549,860	$13,649,580	$18,199,440
Local Transportation Fund (LTF)-Streets & Roads	$4,420,000	$13,260,000	$17,680,000
Highway Uses Tax (HUTA) Known as Gas Tax	$22,122,748	$66,368,245	$88,490,993
Secure Rural Schools (SRS) [5]	$2,058,633	$6,000,000	$8,058,633
Subtotal	**$33,151,242**	**$99,277,825**	**$132,429,066**
Transit			
Federal Transit Administration (FTA) 5310/5311[6]	$2,085,895	$5,357,685	$7,443,580
State Transit Assistance (STA)	$1,566,695	$4,700,085	$6,266,780
Local Transportation Fund (LTF)	$5,371,632	$17,233,893	$22,605,524
Proposition 1B Bond Funds (PTMISEA & CTAF)	$757,523	$0	$757,523
Low Carbon Transit Operations Program (LCTOP)	$103,810	$311,430	$415,240
Farebox	$750,000	$2,250,000	$3,000,000
Subtotal	**$10,635,555**	**$29,853,093**	**$40,488,647**
Aviation			
California Aid to Airports Program (CAAP)	$100,000	$300,000	$400,000
Subtotal	**$100,000**	**$300,000**	**$400,000**
Total	**$112,480,880**	**$169,699,242**	**$286,160,123**

1. Includes Jellys Ferry Bridge ($25.5 M HBP/Seismic) and Evergreen Rd Bridge ($7.6 M HBP/Seismic).
2. CMAQ funds can only be used on projects that reduce greenhouse gas emissions or relieve congestion.
3. Analysis includes $900,000 in HSIP grant funds for an awarded safety project.
4. Corning and the County have received CDBG grants and are working to construct their projects.
5. Projection assumes Secure Rural Schools is maintained for the next 20 years.
6. Tehama County received a FTA 5310 grant in 2015 for $300,000.

The revenue projections are compared to the short and long term transportation needs of the county and incorporated cities to determine the extent of the shortfalls to operate and maintain the transportation system.

Table 14. RTP Revenue and Capital Expenditure Projections

RTP Revenue & Capital Expenditure Projections	
Short Term Funding Available	$112,480,880
Constrained List	$108,785,628
Balance	$3,695,253
Long Term Funding Available	$0
Unconstrained List Excluding State Highway Projects	$370,907,240
Shortfall	($370,907,240)
Short & Long Term Funding Deficit	**($367,211,987)**

There is nearly a $200 million shortfall in unfunded transportation needs for the county and cities. This excludes state highway needs and the funding needed to maintain an acceptable pavement condition. These needs are analyzed separately in the following section.

Constrained Project Lists

The constrained project lists represents the projects needed to operate, maintain and enhance the transportation system to meet the regional needs. There is a total of $112 million allocated over the next five years for local transportation needs and $76 million allocated to the state highway system.

Local Roads

Table 15. Constrained Project List

Constrained Project List Programmed Projects with Committed Funding						
PPNO	**Agency**	**Project Name**	**Funding Source**	**Cost**	**Year**	**Project Intent**
Roadway Improvements						
	County	Gerber Road Intersection Improvements	HSIP	$1,600,000	2016	Intersection Safety
2567	County	99W Corning to Glenn County Line	STIP	$3,055,000	2019	Pavement Rehabilitation
	Corning	Solano St., 3rd Street Overlay	CDBG	$447,000	2015	Pavement Rehabilitation
2509	City of Tehama	5th Street and Gyle Road Reconstruction and Drainage Improvement	STIP	$1,183,000	2016	Operational Improvements
2401	Corning	Solano Streetscape Improvements	STIP, CMAQ, Local	$2,200,000	2016	Bike/Ped. Improvements
	County	Los Molinos Drainage Project - Grant Street	CDBG	$1,500,000	2017	Operational/Drainage
2569	County	99W from Gyle Road to South Main St.	STIP, Demonstration	$2,950,000	2019	Access Improvements
	County, Cities	Road Maintenance & Operations	LTF, RSTP, HUTA, Secure Rural Schools	$33,151,242	2015/19	Maintenance
			Total	**$46,086,242**		
Bridge						
2493	County	Tehama County Bridges, Deck Restoration	STIP, HBP	$2,123,000	2016	Bridge Maintenance
2527	Red Bluff	Baker Road Bridge at Brickyard Creek	HBP	$1,183,000	2017	Bridge Replacement
2182	County	Reeds Creek Road Bridge at Pine Creek	HBP, STIP	$1,338,000	2016	Bridge Replacement
2331	County	McCoy Low Water Crossing	HBP, STIP	$5,955,000	2016	Bridge Replacement
2333	County	Kirkwood Road Bridge at Jewett Creek	HBP, STIP	$2,381,000	2016	Bridge Replacement
2334	County	Columbia Ave Bridge at Jewett Creek	HBP	$1,386,000	2016	Bridge Replacement
2378	County	Jellys Ferry Road Bridge at Sacramento River	HBP, STIP	$29,264,000	2017	Bridge Replacement
2379	County	Evergreen Road Bridge at Cottonwood Creek	HBP, STIP	$7,575,000	2016	Bridge Replacement
			Total	**$51,205,000**		
Transit						
	County	Transit Service to Glenn County	CMAQ	$70,000	2016	Connectivity
	County	Transit Service to Shasta College Red Bluff	CMAQ	$25,000	2016	Connectivity
	County	Modernize Transit Fleet	PTMISEA	$400,000	2017	Bus Replacement
	County	Transit Facility Remodel	PTMISEA, CTAF	$600,000	2015	Transit Maintenance
	County	Transit Operations and Maintenance	LTF, 5311, STA	$7,419,386	2015/19	Operations
			Total	**$8,514,386**		
Bicycle/Pedestrian						
	Corning	Bike/Pedestrian Improvement Plan	Caltrans Planning Grant	$150,000	2016	Bicycle/Pedestrian
	Red Bluff, TCTC, Caltrans	SR36 Active Transportation Project	CMAQ	$800,000	2017	Bicycle/Pedestrian
2570	County	Grant St/SR99 Los Molinos Enhancements Ph. 3	STIP, CDBG	$1,200,000	2020	Pedestrian Access
			Total	**$2,150,000**		
Alternative Fuel						
	Countywide	Electric Vehicle DC Fast Chargers	CEC, CMAQ, LCTOP	$750,000	2018	Alternative Fuels
Aviation						
	Red Bluff	ADA Access to Terminal	Local	$80,000	2015	Access
		Constrained Total		**$108,785,628**		

State Highways

Table 16. Constrained State Highway Project List

Constrained State Highway Project List						
Programmed Projects with Committed Funding						
PPNO	**Agency**	**Project Name**	**Funding Source**	**Cost**	**Year**	**Project Intent**
	Caltrans	SR32 Colby Curve Improvements	SHOPP	$2,735,000	2018	Curve Improvement
3533	Caltrans	SR36 Lassen Lodge Curve Improvement	SHOPP	$7,936,000	2016	Curve Improvement, Shoulders
3574	Caltrans	Highly Reflective Signs Upgrade	SHOPP	$2,628,000	2016	Improved Signage
	Caltrans	Shasta, Siskiyou, Tehama Sign Upgrade	SHOPP	$355,000	2017	Improved Signage
3481	Caltrans	SR32 East of Forest Ranch "Smokey Creek"	SHOPP	$3,286,000	2015	Curve Improvement
3573	Caltrans	SR32 East of Chico Colby Curves	SHOPP	$3,838,000	2018	Curve Improvement
3590	Caltrans	SR36 Near Red Bluff Meister Curves	SHOPP	$3,407,000	2018	Curve Improvement
	Caltrans	SR32 Deer Creek Paving	SHOPP	$1,000,000	2016	Pavement Rehabilitation
	Caltrans	Downtown Red Bluff Capital Maintenance East (42.1-46.0)	SHOPP	$6,817,000	2017	Pavement Rehabilitation
	Caltrans	Bridge Maintenance - Tehama County	Maintenance	$2,123,000	2016	Bridge Maintenance
3359	Caltrans	Reconstruct Safety Roadside Rest Area - Corning	Maintenance	$9,040,000	2016	Maintenance
2528	Caltrans, TCTC	SR99 Los Molinos Enhancements Phase 3	STIP, SHOPP	$4,729,000	2020	Pedestrian Access
3515	Caltrans	08-0095L Sacramento River Bridge on I-5	SHOPP	$28,236,000	2018	Bridge Seismic Retrofit
			Total	**$76,130,000**		

Modal Analysis

The following section contains an analysis of funding and needs by mode. This analysis defines funding sources and describes short and long term needs.

Roadways and Bridges

The projects in this section consist of safety, maintenance, and operational enhancement projects to local roads, excluding state highways. The county and cities use the following revenues to fund these projects:

- Regional Improvement Program (RIP) funds are the primary funding source for transportation projects with regional significance provided by the State Transportation Improvement Program. Tehama County uses RIP funds to leverage federal bridge funds to provide the required 11.47% match.
- Highway Safety Improvement Program (HSIP) is a competitive program that funds safety projects which decreases the severity and rate of accidents on rural roads.
- Community Development Block Grant (CDBG) is a program that provides communities with resources to address infrastructure needs. The City of Coring is doing an overlay project to fix local roads and the County of Tehama is installing drainage on Grant Street in Los Molinos.
- Highway Bridge Program (HBP) provided the federal bridge funds used by the county and cities to replace bridges and provides 88.53% of eligible project expenditures.

Table 17. Roadway and Bridge Summary

	Projected Revenue		Projected Project Costs		Funding Shortfall
	Short Range	Long Range	Short Range	Long Range	
Roadway	$14,652,000	$13,500,000	$12,935,000	$112,407,180	($97,190,180)
Roadway Maintenance	$33,151,242	$99,277,825	$33,151,242	$323,000,000	($223,722,175)
Bridge Maintenance and Replacement Costs	$51,254,490	$18,750,000	$51,205,000	$95,091,994	($76,292,504)

Roadway costs include rehabilitation, safety improvements, and operational improvements to county and cities' roadways, excluding state highways. The minimal RIP funding added to the 2016 STIP signifies a reduction in roadway investment. The HSIP and CDBG programs are competitive and are not reliable sources for consistent funding.

Of the 309 structures in the region, 41 are eligible for replacement and 111 are eligible for rehabilitation. The structures on the unconstrained list will cost an estimated $95 million over the next 20 years to either replace or maintain, which is $76 million more than the anticipated revenues (See Table 17).

Pavement Maintenance Needs

The 2015 Rural Counties Pavement Needs Assessment included a study of existing funding for pavement maintenance compared to the maintenance needs over the next 20 years. The study found that in order to increase the pavement condition index (PCI) in the county and cities from the current average PCI of 62 to 70 (Objective 1.1 in the Policy Element) it would require $323 million ($16.2 million per year) over 20 years. The projected funding available for maintenance in the region is currently $132 million ($6.6 million per year) for the next 20 years. This is a $223 million or $11.1 million per year shortfall over the next 20 years. If additional funding became available, increasing the PCI to 70 would decrease the deferred maintenance costs from the current $202.8 million to $102.6 million. To maintain the pavement condition index (PCI) at a 70 or better would require $10.6 million annually. Maintaining existing infrastructure referred to as "fix it first" is a critical priority in the policy chapter of this RTP.

State Highway Needs

The State Highway Operational and Protection Program (SHOPP) provides funding for state highway needs. Caltrans District 2 is responsible for the state highways in seven Northern California counties and determines which projects are programmed in the 10 year SHOPP funding cycle. There is a total of $76 million programmed for projects in Tehama County, and an estimated $163 million in unfunded state highway needs over the next 20 years.

Table 18. State Highway Summary

State Highway Summary					
	Projected Revenue		Projected Project Costs		Funding Shortfall
	Short Range	Long Range	Short Range	Long Range	
State Highway	$76,130,000	$150,000,000	$76,130,000	$163,451,000	($13,451,000)

In addition to the projects listed on the unconstrained list, there are additional state highway needs that are in the early planning stages. With additional planning and scoping, the following projects can be amended into the RTP as appropriate:

- Expand I-5 to three lanes in each direction where the third lane currently does not exist.
- Replace overcrossings or upgrade interchanges including Bowman Road Interchange, Hooker Creek Interchange, Sunset Hills Drive Interchange and Red Bluff South Main Street Interchange.
- Study feasibility of I-5 interchange construction at Sour Grass Road Overcrossing.
- State Route 36 from Baker Road to Crittenden Street expand to a four lane road with a center turn lane.

When partnering opportunities arise, these projects can be jointly funded by Caltrans and TCTC. State highways serve the regional circulation patterns and economies. In Red Bluff, State Route 36 functions as Main Street and Antelope Boulevard.

Active Transportation Funding Needs

The county and cities use the following revenues for capital funding for active transportation projects:

- Congestion Mitigation and Air Quality (CMAQ*)* funds can only be expended on projects that provide congestion relief or air quality improvements.
- Active Transportation Program (ATP) is a competitive program that consolidated federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School programs, into a single program. Local agencies have received Safe Routes to School grants in the past. The ATP is a highly competitive program, but it has a 10% set aside for rural counties which may enable to local agencies to receive funding.

The region is at the early stages of implementing complete street policies however, much progress has been made in the last year. The City of Corning received a Caltrans planning grant to develop an active transportation plan. TCTC is partnering with Caltrans District 2 to construct bike lanes and fill in sidewalk gaps along SR36 in conjunction with a Caltrans capital maintenance project.

The Los Molinos Enhancement Phase 3 is a jointly funded Caltrans/TCTC project that will fill in gaps in pedestrian infrastructure in Los Molinos. An additional county project will install pedestrian infrastructure to connect SR99 pedestrian improvements to Los Molinos High School.

Table 19. Active Transportation Summary

Active Transportation Summary					
	Projected Revenue		Projected Project Costs		Funding Shortfall
	Short Range	Long Range	Short Range	Long Range	
Active Transportation	$2,687,594	$8,018,325	$2,150,000	$24,650,000	($16,094,081)

In 2012-13 the region started receiving an annual $534,555 allocation of Congestion Mitigation and Air Quality (CMAQ) funds. CMAQ funds can a variety of emission-reducing projects including active transportation projects. The unconstrained list contains $24.6 million in unfunded active transportation projects with only $10.7 million of CMAQ funds available. Complete streets elements can be included on maintenance projects, bridge projects and capital projects when appropriate. Other funding such as Regional Improvement Program (RIP), or Local Transportation Funds (LTF) can also be used to augment CMAQ funds to further implement the regions goal of providing an integrated, multimodal range of practical transportation choices (Policy Element Goal #7).

Transit Funding Needs

The region uses the following sources for funding transit improvement projects:

- Local Transportation Fund (LTF) is derived from a ¼ cent of the state sales tax and is used to fund transit operations.
- State Transit Assistance (STA) is derived from the statewide sales tax on diesel fuel and is allocated by formula based on population. STA funds are used for transit operations.
- Federal Transit Administration (FTA) 5311 program is distributed by formula to support public transit in areas with urban populations of 50,000 or fewer. 5311 funds are used locally for transit operations.
- Federal Transit Administration 5310 funds are discretionary and are designated to providing transportation to the elderly and persons with disabilities. Tehama County received a $300,000 grant in 2015 to augment the operations of ParaTRAX.
- California Transit Assistance Fund (CTAF) consists of Proposition 1B bond funds designated to provide capital funding to increase protection against security threats and develop disaster response transportation systems that move people, goods, and emergency personnel during emergencies. Funds are used locally for various capital transit projects.
- The Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) funds are used for capital service expansions, bus procurement, and other capital enhancements. PTMISEA funds are used locally to remodel the transit operations facility, install bus shelters, and purchase replacement buses.
- Low Carbon Transit Operations Program (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 being used locally to install bus stop shelters.

There is an estimated $28.5 million in operational and capital long term needs for the transit system

and $29.8 million in funding available. This projection of expenses assumes that operating costs grow at 1.5% annually and new transit services are funded by grants or growth in transit revenues. The projection does not take into account potential changes to state or federal regulations that may require more expensive fuel, fueling stations, or alternative fuel buses to comply with clean air standards.

Table 20. Transit Summary

Transit Summary					
	Projected Revenue		Projected Project Costs		Funding Shortfall
	Short Range	Long Range	Short Range	Long Range	
Transit Cost	$10,635,555	$29,853,093	$8,514,386	$28,479,241	$3,495,020

There are currently four transit projects on the constrained list which include expansion of service to connect to Shasta Community College Red Bluff campus and Glenn Ride in Orland, renovations of the newly purchased transit facility, and short term fleet replacement. There are $2.6 million in transit projects on the unconstrained list which includes expansion of service to Redding and Chico and long term fleet replacement. Grant funding will be pursued to implement these projects.

Alternative Fuel Infrastructure Needs

The region uses the following sources for funding alternative fuel infrastructure projects:

- California Energy Commission grant for DC Fast Chargers for California's North-South Corridor. DC fast charges will be installed in the region per the Upstate Plug-In Electric Vehicle Readiness Project.
- CMAQ funds can be used for alternative fuel infrastructure needs as well but are not included in this section.

Table 21. Alternative Fuel Summary

Alternative Fuel Summary					
	Projected Revenue		Projected Project Costs		Funding Shortfall
	Short Range	Long Range	Short Range	Long Range	
Aviation Costs	$3,980,000	$0	$750,000	$1,000,000	$2,230,000

The California Energy Commission (CEC) administers a grant program called DC Fast Chargers for California's North-South Corridor. The three county region of Siskiyou, Shasta and Tehama have completed the Upstate Plug-In Electric Vehicle Readiness Project which included preliminary planning and design of electric vehicle infrastructure. The DC Fast Chargers for California's North-South Corridor sets a maximum funding level for the corridor at $3.98 million for the I-5 and SR99 north of Sacramento. Both of these corridors have very little fast charger coverage and it is the Energy Commission's goal to fund stations that fill in the gaps to complete the West Coast Electric Highway. The Upstate Plug-In Electric Vehicle Readiness Project has DC fast chargers slated for Corning and Red Bluff. The installation of DC fast chargers will meet the

short term needs of interregional travelers in the region.

Aviation Needs

The region uses the following sources for funding aviation improvement projects:

- The California Aid to Airports Program (CAAP) allocates $10,000 annually to each public airport that applies to the program.
- Federal Aviation Administration (FAA) grant program provides grant funding for eligible airport projects.
- Airport Improvement Program (AIP) provides matching funds to federal FAA grants.

Currently, the Red Bluff Municipal Airport terminal is being modified to provide ADA access at an estimated cost of $80,000 and is the only project on the constrained list. The Red Bluff and Corning Municipal airports receive $10,000 annually from the CAAP. Over 20 years it is projected that $400,000 will be received through the CAAP program. Additional grants can be received through the AIP or the FAA program; however, due to the highly competitive nature of these programs as well as insufficient and unstable revenues no discretionary grants were projected.

Table 22. Aviation Cost Summary

Aviation Cost Summary					
	Projected Revenue by Mode		Projected Costs by Mode		Funding Shortfall
	Short Range	Long Range	Short Range	Long Range	
Aviation Costs	$100,000	$300,000	$80,000	$10,001,000	($9,681,000)

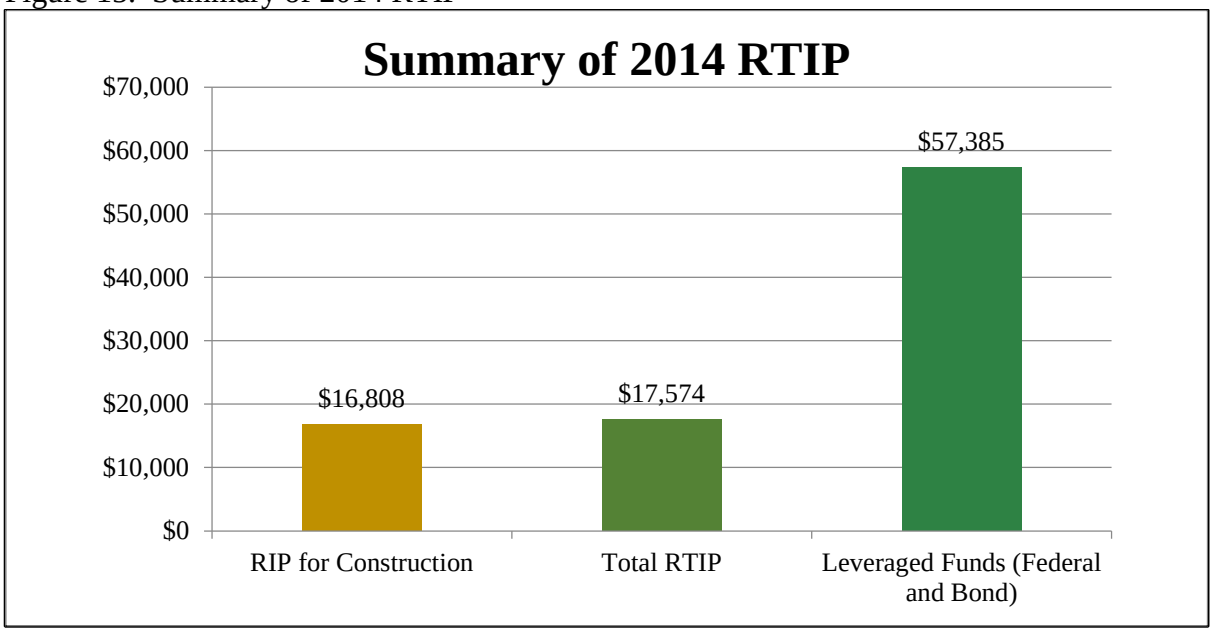
The unconstrained project list includes an estimated $10 million in projects for maintenance and expansion needs over the next 20 years to potentially be funded by multiple sources as funds become available.

Financial Strategies

The financial analysis revealed that in the long term there is insufficient funding to enhance, maintain and operate the transportation system. However, there are financing strategies used locally to ensure the greatest benefit from limited transportation funding. Below are five financial strategies the region uses and will continue to use to implement the projects contained in this RTP.

1. Leveraging of funds – Historically the region has leveraged HBP funds with RIP funds at an 88.53% to 11.47% ratio. With the use of federal toll credits, off-system bridges can be funded with 100% federal funds. This has allowed essential bridge replacement projects to move forward allowing RIP funds to address other transportation needs. For example, in the 2014 RTIP the proposed programming was highly leveraged (See Figure 15).

Figure 15. Summary of 2014 RTIP



2. Discretionary transportation funds – In order to find the high priority state and federal projects, transportation funds are often distributed through competitive programs. The region has had success obtaining grant funding through specific programs. The region has delivered five Safe Routes to School grants and six HSIP projects and is in the process of delivering a seventh. Planning and preliminary design of projects is essential to being prepared to apply for funding from discretionary programs to meet local transportation needs.

3. Local/private funds – Currently the assessment of development impact fees varies by jurisdiction. Tehama County does not have an approved impact fee to ensure new developments pay fair share to mitigate impacts to the transportation system. The cities use the impact fees to leverage other funds to complete transportation projects. Private investments can also come through donations of time, materials, or land for community projects. For example, a local contractor provided base rock at a discounted rate for a Safe Routes to School bike path.

4. Multiple funding sources – Often funding sources are too small to fully fund the project. For example, in 2015 a project to install 28 bus stop shelters cost approximately $150,000 and used a combination of five funding sources (one federal, two Proposition 1B Bond, one state, and one local) to fully fund the project. By funding the project in such a way the transit agency was able to take advantage of small pots of money to complete a larger project.

5. Partnering – Large projects or projects that cross jurisdictional boundaries often require partnering with other agencies. Partnering on projects overcomes obstacles such as personnel shortages and funding shortages to efficiently use transportation funds. For

example, Caltrans District 2 is working on a capital maintenance project on SR36 starting in Red Bluff. The TCTC has agreed to augment the SHOPP funds with CMAQ funds to ensure that gaps in the sidewalk through the business district in Red Bluff are filled. Partnering on priority projects and using multiple funding sources has been a successful approach for the region.

Revenue Projection Assumptions

Short Term= 2015-16 to 2019-20
Long Term= 2020-21 to 2034-35

Capital Funding

RIP-Regional Improvement Program

Short Term: Projections are based on currently programmed projects and $500,000 in new funding. The new funding is based on the 2016 STIP fund estimate, which includes no new funding. It is anticipated that in the 2018 STIP fund estimate will include $500,000 in new funding which is a cautious estimate based on the 2012 and 2014 STIP allocations to Tehama County.

Long Term: Projected revenue is $750,000 per year based on historical data.

Highway Bridge Program (HBP)

Short Term: Projection includes currently programmed HBP funds.

Long Term: Projection based on bridges currently eligible for replacement and local agencies capacity to deliver bridge projects.

Highway Bridge Program HBP (Seismic)

Short Term: Projection includes two currently programed seismic bridges; Jellys Ferry Bridge at Sacramento River and Evergreen Road Bridge at South Fork Cottonwood Creek.

Long Term: This Proposition 1B bond funded program is funding the two seismically deficient bridges in Tehama County. No future funding will be received by Tehama County as there are no additional bridges that qualify for the program.

Congestion Mitigation and Air Quality (CMAQ)

Short Term: Projection based on existing apportionment levels from Caltrans Division of Transportation Programming estimated annual funds in the amount of $534,555 from 2014-15 through 2017-18.

Long Term: Since this is a new funding source without historical trends, projections were estimated at the current funding levels.

Highway Safety Improvement Program (HSIP)

Short Term: $900,000 is the projected amount of HSIP needed to deliver the Gerber Road at 99W & San Benito Avenue Intersection Safety Improvement project.

Long Term: Projection includes grant award for safety project once every five years at $750,000.

Maintenance Funding

Regional Surface Transportation Program (RSTP)

Short Term: Projection based on the 2015-16 apportionment amount of $909,972.

Long Term: Projection based on the 2015-16 apportionment amount of $909,972.

Local Transportation Fund (LTF)

Short Term: Projection based on straight line allocation from the last five years for a total annual distribution of $884,000 for local streets and roads purposes to be distributed based on percentage of population.

Long Term: Projection based on straight line allocation from last five years for a total annual distribution of $884,000 for local streets and roads purposes to be distributed based on percentage of population.

Highway Users Tax (HUTA)-Referred to as "Gas Tax"

Short Term: Projection is based on anticipated receipts from the 2015-16 adopted budgets of cities and the county. Projected annual receipts is $4,424,550 for the region.

Long Term: Projection is based on anticipated receipts from the 2015-16 adopted budgets of cities and the county. Projected annual receipts is $4,424,550 for the region.

Federal Forest Reserves-County of Tehama only

Short Term: Based on the $458,633 budgeted to be received in 2015-16 and the $400,000 to be received in 2016-17 due to the reauthorization of the Secure Rural School Act on April 16, 2015. $400,000 was projected annually thereafter.

Long Term: Assumption that federal legislation will continue the Secure Rural Schools Act at the current level. An estimated amount of $400,000 was projected.

Transit Funding

Federal Transit Administration (FTA) 5310/5311

Short Term: Projection based on the Tehama County FTA 5311 2014-15 allocation in the amount of $357,179. A new funding source was received in 2015-2016 from the FTA 5310 program in the amount of $300,000.

Long Term: The FTA 5311 program is appropriated by formula annually. The amount fluctuates from year to year based on availability of funds. Projection based on the Tehama County FTA 5311 2014-15 allocation in the amount of $357,179.

State Transit Assistance (STA)-Funds are subject to state legislation.

Short Term: Projection based on the Tehama County 2014-15 STA allocation of $313,339.

Long Term: Projection based on the Tehama County 2014-15 STA allocation of $313,339.

Local Transportation Fund (LTF)

Short Term: Projection based on the $1,053,053 of expenditures from the Tehama County 2014-15 regional transit system budget escalated at 1% annually.

Long Term: Projection based on the $1,053,053 of expenditures from the Tehama County 2014-15 regional transit system budget escalated at 1% annually.

Proposition 1B Transit Bond Funds-10 year funding approved by voters in 2006.

Short Term: Projection based on the remaining unallocated balance of the Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) in the amount of $658,753 and the California Transit Assistance Fund (CTAF) in the amount of $98,770.

Long Term: Proposition 1B bond funds final allocation is in 2016-2017 so this is not a long term funding source.

Low Carbon Transit Operations Program (LCTOP)-This program is new in 2014-15 and all projections are based on the first funding cycle.

Short Term: Projection based on 2014-2015 allocation of $20,762.

Long Term: Projection based on 2014-2015 allocation of $20,762.

Transit Farebox*-The regional transit fares are in line with the lowest fares within the 16 Northern California counties and fiscal year 2014-15 was the first time fares were increased in 10 years.*

Short Term: Projection based on the 2014-2015 farebox receipts of $150,000.

Long Term: Projection based on the 2014-2015 farebox receipts of $150,000.

Aviation Funding

*California Aid to Airports Program (CAAP***)**

Short Term: Each public airport that qualifies receives and annual credit of $10,000. The Corning Municipal Airport and Red Bluff Municipal Airport each receive $10,000 annually for a total of $20,000.

Long Term: Projections are maintained at the existing levels.

Unconstrained Local Roads Project List

Table 23. Unconstrained Local Roads Project List

Unconstrained Local Roads Project List			
Projects Without Committed Funding			
Agency	**Project**	**Cost**	**Project Intent**
Roadway Improvements			
City of Tehama	B Street Realignment (North B Street)	$400,000	Safety
Corning	Stripping and Roadway Illumination-Citywide	$85,000	Safety
TCTC/Red Bluff	SR 36 RR Crossing and Main Street	$8,000,000	Safety
Red Bluff	Baker Road and Walnut St Intersection Imp.	$750,000	Safety
City of Tehama	B, C, D, E, F, G, H, I, 2nd, 3rd, 4th, 5th Streets, Tehama Avenue, and Cavalier Drive	$3,200,000	Rehabilitation
Corning	Blackburn Avenue (widening and reconstruction)	$750,000	Rehabilitation
Corning	99W, South Avenue to County Line (reconstruction)	$500,000	Rehabilitation
Corning	Solano Street, Houghton and Toomes Avenues (widening and reconstruction)	$1,000,000	Rehabilitation
Red Bluff	Luther Road, South Jackson Street to Airport Reconstruction	$750,000	Rehabilitation
Red Bluff	Walnut Street overlay	$1,000,000	Rehabilitation
Red Bluff	Monroe Street overlay	$1,200,000	Rehabilitation
Red Bluff	South Main St Overlay (Antelope to UPRR X-ing)	$2,000,000	Rehabilitation
Red Bluff	S. Jackson St. Overlay (Luther to Vista Way)	$500,000	Rehabilitation
Red Bluff	Luther Road @ S. Main Intersection Reconstruction	$2,000,000	Rehabilitation
County	Baker Road Reconstruction	$3,000,000	Rehabilitation
County	Chestnut Ave Resurfacing	$47,520	Rehabilitation
County	Trinity Ave Resurfacing	$190,080	Rehabilitation
County	Aramayo Way Resurfacing	$207,900	Rehabilitation
County	Kirkwood Road Resurfacing	$95,040	Rehabilitation
County	Hall Road Resurfacing	$190,080	Rehabilitation
County	Finnell Avenue Chipseal	$213,840	Rehabilitation
County	Edith Road Resurfacing	$85,536	Rehabilitation
County	Rawson Road Resurfacing	$392,832	Rehabilitation
County	Gyle Road Resurfacing	$291,456	Rehabilitation
County	Truckee Avenue Resurfacing	$202,752	Rehabilitation
County	Watkins Road Resurfacing	$133,056	Rehabilitation
County	Fourth Avenue Resurfacing	$152,064	Rehabilitation
County	Fifth Avenue Resurfacing	$120,384	Rehabilitation
County	Bell Mill Road Resurfacing	$31,680	Rehabilitation

Agency	Project	Cost	Project Intent
County	Berrendos Ave Resurfacing	$31,680	Rehabilitation
County	Chestnut Ave Resurfacing	$47,520	Rehabilitation
County	Cone Grove Road Resurfacing	$139,392	Rehabilitation
County	Foothill Road Resurfacing	$174,240	Rehabilitation
County	Gilmore Ranch Road Resurfacing	$63,360	Rehabilitation
County	Hoy Road Resurfacing	$63,360	Rehabilitation
County	Kaer Road Resurfacing	$45,619	Rehabilitation
County	Mary Lane Resurfacing	$25,344	Rehabilitation
County	Mulberry Ave Resurfacing	$46,253	Rehabilitation
County	McCoy Road Resurfacing	$348,480	Rehabilitation
County	McCoy Road Resurfacing	$107,712	Rehabilitation
County	Chipseals 5-year period	$3,000,000	Rehabilitation
County	Overlays 5-year period	$10,000,000	Rehabilitation
County	McCoy Road culverts and chipseal	$1,500,000	Rehabilitation
County	99W Resurfacing	$10,000,000	Rehabilitation
Corning	Fig Lane, Toomes Avenue - Houghton Avenue	$750,000	Operational Improvement
Corning	Traffic Signal: Solano Street and Third Street	$300,000	Operational Improvement
Corning	Traffic Signal: Oren Avenue at Solano Street (Hoag Road)	$300,000	Operational Improvement
Corning	Traffic Signal: Marguerite Avenue at Blackburn Avenue	$300,000	Operational Improvement
Corning	Traffic Signal: Third Street at Blackburn Avenue	$300,000	Operational Improvement
Corning	Traffic Signal: Solano Street at Houghton Avenue	$300,000	Operational Improvement
Corning	Traffic Signal: Fig Lane at Marguerite Avenue	$300,000	Operational Improvement
Corning	Traffic Signal: Fig Lane at Hwy 99W	$300,000	Operational Improvement
Corning	Solano Interchange East Side Improvements: relocate sign, street/drainage improvements	$175,000	Operational Improvement
Corning	South Avenue Interchange Improvements Phase II	$16,000,000	Operational Improvement
Red Bluff	Railroad X @ South Main/UP Overcrossing replacement	$4,000,000	Operational Improvement
Red Bluff	Traffic Signal: South Jackson @ Aloha	$500,000	Operational Improvement
Red Bluff	Traffic Signal: South Jackson @ Luther	$500,000	Operational Improvement
Red Bluff	Traffic Signal: South Jackson @ Oak	$500,000	Operational Improvement
Red Bluff	Vista Way Extension to Montgomery St.	$2,000,000	Operational Improvement
County	Jellys Ferry Reconstruction North	$16,000,000	Operational Improvement
County	Jellys Ferry Reconstruction South	$12,000,000	Operational Improvement
County	Bend Ferry Road Reconstruction	$4,800,000	Operational Improvement
Cities/County	Maintenance and Operation of Transportation System	$99,277,825	Maintenance
	Total Roadway Improvement Costs	**$211,685,005**	
Transit Projects			
County	Transit Service to Chico	$300,000	Transit Expansion

Agency	Project	Cost	Project Intent
County	Transit Service to Redding	$300,000	Transit Expansion
County	Modernization of Transit Fleet	$2,000,000	Fleet Replacement
County	Transit Operations and Maintenance	$25,879,241	Transit Operations
	Total Transit Project Costs	**$28,479,241**	
Active Transportation Projects			
Corning	Solano Street from Solano (East City Limits) to Old Hwy 99W	$3,000,000	Access Improvement
Corning	Highway 99W (Colusa to South Ave)	$600,000	Access Improvement
Corning	6th St. Bikeway (Colusa to Fig Lane)	$100,000	Access Improvement
Red Bluff	Walnut St./Monroe Class 2 Bikeway	$500,000	Access Improvement
Red Bluff	Sale Lane Sidewalk/Bike Lane to Sacramento River Discovery Center	$200,000	Access Improvement
Red Bluff	Lake Red Bluff Bikeway	$1,500,000	Access Improvement
Red Bluff	Reeds Creek River Walk (Washington St. to Paskenta Road)	$2,000,000	Access Improvement
Red Bluff	Johnson St. Bikeway (Walnut St. to Baker Road via Walbridge St.)	$200,000	Access Improvement
Red Bluff	Diamond Avenue College Connection	$5,000,000	Access Improvement
Red Bluff	Vista Way Bikeway (Montgomery Road. to Luther Road via Airport Road)	$100,000	Access Improvement
Red Bluff	Washington St. Bikeway (Willow St. to Walton St.)	$200,000	Access Improvement
Red Bluff	Adobe Park Bikeway (Dog Island Park to Ide Adobe State Park)	$3,000,000	Access Improvement
Red Bluff	Adobe Road Bikeway	$3,000,000	Access Improvement
Red Bluff/County	Baker Road Bikeway (SR 36 to Walnut St.)	$2,000,000	Access Improvement
Countywide	Bowman Road Bikeway (Evergreen School to I-5)	$1,750,000	Access Improvement
Tehama/County	Tehama-Los Molinos Bikeway	$1,500,000	Access Improvement
		$24,650,000	
Alternative Fuel Project			
Cities/County	DC Fast Chargers and Level 2 Chargers	**$1,000,000**	Alternative Fuels
	Total Alternative Fuel Costs	**$1,000,000**	
Aviation Projects			
Corning	Card Controlled Access Gates	$40,000	Aviation Improvements
Corning	Emergency Access Road Extension	$50,000	Aviation Improvements
Corning	Fuel Farm Replacement	$120,000	Aviation Improvements
Corning	Security Perimeter Fence	$150,000	Aviation Improvements
Corning	Design Only Terminal Area Improvements	$200,000	Aviation Improvements
Corning	Hangar Taxiways	$190,000	Aviation Improvements
Corning	Lime Treated Shoulder Stabilization	$160,000	Aviation Improvements
Corning	T-Hangars (12 Units)	$700,000	Aviation Improvements
Corning	Water/Fire Protection System	$300,000	Aviation Improvements

Agency	Project	Cost	Project Intent
Corning	Seal and Mark Runway	$100,000	Aviation Improvements
Red Bluff	Repair large and small aircraft storage and operations hangar buildings	$600,000	Aviation Improvements
Red Bluff	Continued oversight of land use issues surrounding the airport	$100,000	Aviation Improvements
Red Bluff	Further development of vacant airport property to enhance airport revenues	$250,000	Aviation Improvements
Red Bluff	Pursue pavement maintenance, seal coating, crack sealing, and repair activities	$300,000	Aviation Improvements
Red Bluff	Airport analysis and environmental document	$6,000	Aviation Improvements
Red Bluff	Airport design and engineering services	$65,000	Aviation Improvements
Red Bluff	Airspace and obstruction analysis	$15,000	Aviation Improvements
Red Bluff	Airport master planning and airport capital imp. plan	$150,000	Aviation Improvements
Red Bluff	Helipad location and design	$125,000	Aviation Improvements
Red Bluff	Electrical improvements	$100,000	Aviation Improvements
Red Bluff	Airfield pavement evaluation and rehabilitation	$1,300,000	Aviation Improvements
Red Bluff	Construction inspection and documentation	$200,000	Aviation Improvements
Red Bluff	Pavement management system	$50,000	Aviation Improvements
Red Bluff	Rates and charges analysis	$30,000	Aviation Improvements
Red Bluff	Apron layout and design	$200,000	Aviation Improvements
Red Bluff	Drainage improvements	$250,000	Aviation Improvements
Red Bluff	Fencing and security improvements	$50,000	Aviation Improvements
Red Bluff	Apron improvements	$300,000	Aviation Improvements
Red Bluff	Hangar site design and construction	$500,000	Aviation Improvements
Red Bluff	General aviation terminal design and Construction	$3,300,000	Aviation Improvements
Red Bluff	Airport land use compatibility planning	$50,000	Aviation Improvements
Red Bluff	Airport operational and management support	$50,000	Aviation Improvements
	Total Aviation Project Costs	**$10,001,000**	
Bridge Projects			
Corning	Fig Lane @ Jewett Creek	$1,500,000	Bridge Replacement
Corning	Hwy 99W @ Burch Creek	$3,000,000	Bridge Replacement
Corning	Hwy 99W @ Jewett Creek	$1,500,000	Bridge Replacement
Corning	3rd St. @ Blackburn Moon Drain (North City Limits)	$1,500,000	Bridge Replacement
Red Bluff	Main St. Bridge @ Reeds Creek	$2,420,000	Bridge Replacement
Red Bluff	Walnut St. Bridge @ Brickyard Creek	$550,000	Bridge Replacement
County	8C-0310	$396,977	Bridge Replacement
County	8C-0257	$388,359	Bridge Replacement
County	8C-0095	$735,401	Bridge Replacement
County	8C-0230	$582,658	Bridge Replacement
County	8C-0278	$1,007,644	Bridge Replacement
County	8C-0324	$337,748	Bridge Replacement

Agency	Project	Cost	Project Intent
County	8C-0057	$2,952,500	Bridge Replacement
County	8C-0058	$2,361,587	Bridge Replacement
County	8C-0167	$220,000	Bridge Replacement
County	8C-0072	$512,500	Bridge Replacement
County	8C-0086	$486,809	Bridge Replacement
County	8C-0107	$396,977	Bridge Replacement
County	8C-0050	$569,072	Bridge Replacement
County	8C-0303	$499,490	Bridge Replacement
County	8C-0110	$4,818,750	Bridge Replacement
County	8C-0280	$310,205	Bridge Replacement
County	8C-0141	$446,479	Bridge Replacement
County	8C-0089	$390,210	Bridge Replacement
County	8C-0009	$926,805	Bridge Replacement
County	8C-0129	$329,920	Bridge Replacement
County	8C-0026	$378,795	Bridge Replacement
County	8C-0022	$244,126	Bridge Replacement
County	8C-0012	$739,820	Bridge Replacement
County	8C-0041	$482,313	Bridge Replacement
County	8C-0042	$1,508,445	Bridge Replacement
County	8C-0290	$125,091	Bridge Replacement
County	8C-0032	$1,324,938	Bridge Replacement
County	8C-0172	$204,960	Bridge Replacement
County	8C-0140	$264,763	Bridge Replacement
County	8C-0131	$155,606	Bridge Replacement
County	8C-0043	$4,239,220	Bridge Replacement
County	8C-0292	$105,053	Bridge Replacement
County	8C-0313	$872,967	Bridge Replacement
County	8C-0246	$147,649	Bridge Replacement
County	8C-0154	$221,514	Bridge Replacement
	Total Bridge Replacement Costs	**$40,155,348**	
County	Bridge Preventative Maintenance	$2,000,000	Preventative Maintenance
County	8C-0210	$219,965	Preventative Maintenance
County	8C-0174	$400,450	Preventative Maintenance
County	8C-0175	$945,630	Preventative Maintenance
County	8C-0199	$318,946	Preventative Maintenance
County	8C-0163	$243,572	Preventative Maintenance
County	8C-0164	$233,554	Preventative Maintenance
County	8C-0068	$439,875	Preventative Maintenance
County	8C-0111	$1,028,398	Preventative Maintenance
County	8C-0239	$666,952	Preventative Maintenance
County	8C-0087	$354,622	Preventative Maintenance
County	8C-0317	$168,800	Preventative Maintenance

Agency	Project	Cost	Project Intent
County	8C-0076	$423,574	Preventative Maintenance
County	8C-0188	$217,558	Preventative Maintenance
County	8C-0289	$192,958	Preventative Maintenance
County	8C-0255	$432,676	Preventative Maintenance
County	8C-0263	$198,488	Preventative Maintenance
County	8C-0100	$512,137	Preventative Maintenance
County	8C-0121	$635,412	Preventative Maintenance
County	8C-0218	$525,000	Preventative Maintenance
County	8C-0334	$444,161	Preventative Maintenance
County	8C-0079	$650,950	Preventative Maintenance
County	8C-0207	$214,120	Preventative Maintenance
County	8C-0149	$228,733	Preventative Maintenance
County	8C-0251	$285,640	Preventative Maintenance
County	8C-0299	$249,475	Preventative Maintenance
County	8C-0021	$369,910	Preventative Maintenance
County	8C-0106	$134,988	Preventative Maintenance
County	8C-0117	$1,891,260	Preventative Maintenance
County	8C-0323	$200,114	Preventative Maintenance
County	8C-0063	$361,720	Preventative Maintenance
County	8C-0062	$646,855	Preventative Maintenance
County	8C-0294	$105,053	Preventative Maintenance
County	8C-0138	$162,640	Preventative Maintenance
County	8C-0077	$827,377	Preventative Maintenance
County	8C-0049	$893,225	Preventative Maintenance
County	8C-0008	$1,043,891	Preventative Maintenance
County	8C-0274	$134,988	Preventative Maintenance
County	8C-0264	$161,617	Preventative Maintenance
County	8C-0325	$187,140	Preventative Maintenance
County	8C-0267	$427,089	Preventative Maintenance
County	8C-0104	$190,395	Preventative Maintenance
County	8C-0283	$309,658	Preventative Maintenance
County	8C-0074	$142,900	Preventative Maintenance
County	8C-0333	$146,002	Preventative Maintenance
County	8C-0073	$1,256,961	Preventative Maintenance
County	8C-0116	$896,569	Preventative Maintenance
County	8C-0245	$343,011	Preventative Maintenance
County	8C-0316	$219,965	Preventative Maintenance
County	8C-0162	$412,088	Preventative Maintenance
County	8C-0099	$147,649	Preventative Maintenance
County	8C-0249	$123,750	Preventative Maintenance
County	8C-0064	$401,337	Preventative Maintenance
County	8C-0327	$66,174	Preventative Maintenance

Agency	Project	Cost	Project Intent
County	8C-0120	$635,412	Preventative Maintenance
County	8C-0147	$200,375	Preventative Maintenance
County	8C-0007	$130,196	Preventative Maintenance
County	8C-0066	$194,463	Preventative Maintenance
County	8C-0216	$168,517	Preventative Maintenance
County	8C-0234	$264,986	Preventative Maintenance
County	8C-0146	$337,365	Preventative Maintenance
County	8C-0256	$219,965	Preventative Maintenance
County	8C-0335	$271,558	Preventative Maintenance
County	8C-0067	$1,133,934	Preventative Maintenance
County	8C-0125	$1,059,087	Preventative Maintenance
County	8C-0241	$215,420	Preventative Maintenance
County	8C-0122	$635,412	Preventative Maintenance
County	8C-0024	$634,495	Preventative Maintenance
County	8C-0198	$222,905	Preventative Maintenance
County	8C-0258	$290,495	Preventative Maintenance
County	8C-0224	$480,387	Preventative Maintenance
County	8C-0225	$246,292	Preventative Maintenance
County	8C-0126	$221,723	Preventative Maintenance
County	8C-0084	$392,234	Preventative Maintenance
County	8C-0189	$298,750	Preventative Maintenance
County	8C-0112	$236,175	Preventative Maintenance
County	8C-0215	$168,517	Preventative Maintenance
County	8C-0132	$937,698	Preventative Maintenance
County	8C-0276	$135,406	Preventative Maintenance
County	8C-0037	$174,676	Preventative Maintenance
County	8C-0213	$602,580	Preventative Maintenance
County	8C-0123	$847,249	Preventative Maintenance
County	8C-0222	$98,300	Preventative Maintenance
County	8C-0235	$139,088	Preventative Maintenance
County	8C-0211	$166,544	Preventative Maintenance
County	8C-0242	$108,197	Preventative Maintenance
County	8C-0238	$290,495	Preventative Maintenance
County	8C-0301	$198,488	Preventative Maintenance
County	8C-0113	$1,133,931	Preventative Maintenance
County	8C-0011	$196,675	Preventative Maintenance
County	8C-0115	$1,103,209	Preventative Maintenance
County	8C-0124	$1,654,754	Preventative Maintenance
County	8C-0331	$198,995	Preventative Maintenance
County	8C-0197	$401,825	Preventative Maintenance
County	8C-0275	$112,647	Preventative Maintenance
County	8C-0142	$590,558	Preventative Maintenance

Agency	Project	Cost	Project Intent
County	8C-0150	$198,518	Preventative Maintenance
County	8C-0176	$130,196	Preventative Maintenance
County	8C-0296	$136,990	Preventative Maintenance
County	8C-0161	$661,421	Preventative Maintenance
County	8C-0200	$395,410	Preventative Maintenance
County	8C-0097	$390,595	Preventative Maintenance
County	8C-0208	$390,375	Preventative Maintenance
County	8C-0091	$1,051,156	Preventative Maintenance
County	8C-0168	$608,215	Preventative Maintenance
County	8C-0309	$660,345	Preventative Maintenance
County	8C-0006	$5,903,484	Preventative Maintenance
County	8C-0302	$266,361	Preventative Maintenance
County	8C-0314	$125,453	Preventative Maintenance
County	8C-0186	$203,553	Preventative Maintenance
County	8C-0056	$1,628,630	Preventative Maintenance
	Total Bridge Preventative Maintenance Costs	**$54,936,646**	
	Total Bridge Project Costs	**$95,091,994**	
	Total Unconstrained Project Costs	**$370,907,240**	

Unconstrained State Highway Project List

Table 24. Unconstrained State Highway Project List

State Highway Unconstrained Project List			
Agency	**Project**	**Cost**	**Project Intent**
Caltrans, Red Bluff, TCTC	SR36 Curve Improvements	$10,000,000	Safety
Caltrans	SR36 East of Mineral (88.0-89.0)	$3,973,000	Collision Severity Reduction
Caltrans	Interstate 5 Tehama County	$2,653,000	Collision Reduction
Caltrans	SR36 South Fork Cottonwood Creek 08-0021	$1,597,000	Safety
Caltrans	SR36 Gurnsey Creek 08-0061	$317,000	Safety
Caltrans	Upgrade Roadside Signs to Overhead (25 signs)	$1,703,000	Safety
Caltrans	Upgrade Lighting to LED (65 fixtures)	$1,703,000	Safety
Caltrans	Roadside Maintenance Vehicle Pull Outs	$3,080,000	Safety
Caltrans	SR36 West Red Bluff Paving	$10,000,000	Maintenance
Caltrans	SR36 Dry Creek Bridge 08-0029	$815,000	Maintenance
Caltrans	SR32 Deer Creek Bridge 08-0072	$409,000	Maintenance
Agency	**Project**	**Cost**	**Project Intent**

Caltrans	SR36 Downtown Red Bluff CAPM West	$8,867,000	Maintenance
Caltrans	SR36 Dales Corner CAPM	$12,012,000	Maintenance
Caltrans	SR36 Paynes Creek CAPM	$9,612,000	Maintenance
Caltrans	SR32 Deer Creek Rehab (2R) Rehab/Reconstruction	$13,013,000	Maintenance
Caltrans	SR36 Trinity County Line to Red Buff - Drainage Restoration	$6,226,000	Maintenance
Caltrans	SR99 Replace 25 Culverts	$1,845,000	Maintenance
Caltrans	Native Planting/Water Conservation	$2,050,000	Maintenance
Caltrans	Herb Miles SB Safety Roadside Rest Area	$2,520,000	Maintenance
Caltrans	Herb Miles NB Safety Roadside Rest Area	$2,520,000	Maintenance
Caltrans	SB Cottonwood Truck Scales Reconstruction	$3,100,000	Maintenance
Caltrans	Roadside Protection and Restoration - Purchase Credits	$1,300,000	Maintenance
Caltrans	Roadside Protection and Restoration - Battle Creek Riparian Mitigation	$1,700,000	Maintenance
Caltrans	SR36 Red Bluff Drainage Improvements	$3,400,000	Operational Improvement
Caltrans	SR36 Morgan Summit Install Truck Climbing Lanes	$5,075,000	Operational Improvement
Caltrans	Install 1 CCTV at South Avenue on I-5	$378,000	Operational Improvement
Caltrans	SR36 Morgan Summit Install CCTV and Roadside Weather Information System	$554,000	Operational Improvement
Caltrans, TCTC	SR99 Salt Creek Bridges Trail -SR36 to Hogsback Road	$2,000,000	Access Improvement
Caltrans	SR36 East Sand Slough Bridge 08-0090	$7,265,000	Seismic Retrofit
Caltrans	SR36 Paynes Creek Slough 08-0088	$4,365,000	Seismic Retrofit
Caltrans	SR36 Samson Slough 08-0089	$3,640,000	Seismic Retrofit
Caltrans	Bridge Scour (various locations)	$2,750,000	Bridge Preservation
Caltrans	SR99 Salt Creek Overflow 08-0017	$1,993,000	Bridge Rehabilitation
Caltrans	SR99 Salt Creek Overflow 08-0018	$1,993,000	Bridge Rehabilitation
Caltrans	SR99 Salt Creek 08-0019	$1,993,000	Bridge Rehabilitation
Caltrans	SR36 Sacramento River 08-0023	$1,034,000	Bridge Rehabilitation
Caltrans	SR36 E. Red Bluff 08-0082	$1,993,000	Bridge Rehabilitation
Caltrans	I-5 over Sacramento River 08-0096L	$2,343,000	Bridge Rehabilitation
Caltrans	I-5 Jellys Ferry Overcrossing 08-0103	$2,343,000	Bridge Rehabilitation
Caltrans	I-5 Hills Drive Overcrossing 08-0102	$1,993,000	Bridge Rehabilitation
Caltrans	I-5 S. Main Street Overcrossing 08-0112	$1,993,000	Bridge Rehabilitation
Caltrans	I-5 South Avenue Overcrossing 08-0131	$1,993,000	Bridge Rehabilitation
Caltrans	SR99 Champlin Slough 08-0006	$1,418,000	Bridge Rehabilitation
Caltrans	Bridge Deck Rehab, Paint, Joints - SR36, 99 & I-5	$11,920,000	Bridge Rehabilitation
Total State Highway Project Costs		**$163,451,000**	

Appendix A

PUBLIC PARTICIPATION PLAN FOR THE TEHAMA COUNTY
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 <u>October 29, 2015</u>.

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 <u>September 30, 2015</u>.

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 <u>29 de octubre de 2015</u>.

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 <u>30 de septiembre 2015</u>.

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

Public Works Home
Employment Opportunities
GIS Data
Engineering Division
Land Development
Permits
± Projects & RFP's
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Drainage Issues
Drought Information
Floodplain Management
Levee Systems
± Emergency Flood Information
± Groundwater Information
± Meetings
± Surface Water
± Water & Environmental Agencies
Operations & Maintenance
Bridge Maintenance
Pavement Management
Road Closures
Road Maintenance
Snow Plowing
Traffic Signs & Safety

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,

Barbara O'Keeffe
Deputy Director – Transportation

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

Contact List of Local Partners			
Name	**Area**	**Agency**	**Email**
Bell-Carter Foods	Local	Bell-Carter Foods, Inc	contactus@bellcarter.com
Bobbie Hughes	Local	Sacramento River Discovery Center	bhughe1@rbuhsd.k12.ca.us
Bruce Henz	Local	City of Red Bluff	bhenz@cityofredbluff.org
Carolyn Steffan	Local	City of Tehama	cdsteffan@sbcglobal.net
Crain Walnut	Local	Crain Walnut	crainwalnut@crainwalnut.com
Dan Little	Local	Shasta Regional Planning 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 Grime	Local	City of Corning	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	jbrewer@corning.org
John Stoufer	Local	City of Corning	jstoufer@corning.org
Jon Clark	Local	Butte County Coalition of Governments	jonclark@bcag.org
Kari	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@tehcoapcd.net
Larry Miller	Local	Lassen County	lmillar@co.lassen.ca.us
Logan Smith	Local	Siskiyou County Economic Development	logan@siskiyoucounty.org
Los Molinos Chamber	Local	Los Molinos Chamber of Commerce	lmcoc2012@gmail.com
Mardy Thomas	Local	Glenn County	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 County	dowp@dow-associates.com
Red Bluff Chamber	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 Public Works	rtippett@trinitycounty.org
Ryan Teubert	Local	Tehama County Flood Control	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@tehamacountyrcd.org
Wanda Gray	Local	Paratransit Services	wandagray@mchsi.com
Allen Skaggs	Local	NVS	alnvs@att.net

Contact List of State Partners			
Name	**Area**	**Agency**	**Email**
Aaron Casas	State	Caltrans	aaron.casas@dot.ca.gov
C Snyder	State	California Water Resources Control Board	csnyder@waterboards.ca.gov
CalEPA	State	California Environmental Protection Agency	cepacomm@calepa.ca.gov
Cari Anderson	State	California Air Resources Board	cari.anderson@arb.ca.gov
Cy Oggins	State	California State Lands Commission	cy.oggins@slc.ca.gov
Dona Calder	State	California Department of Water Resources	dcalder@water.ca.gov
Janea Scott	State	California Energy Commission	Amie.Brousseau@energy.ca.gov
Juan Castro	State	Greyhound	juan.castro@greyhound.com
L. Martin	State	California Department of Parks and Recreation	lmartin@parks.ca.gov
Region 1	State	California Department of Fish and Wildlife	askregion1@dfg.ca.gov
S. Yandon	State	California Trucking Association	syandon@caltrux.org
Sean Kennedy	State	Amtrak	sean.kennedy@amtrak.com
Secretary	State	California Natural Resources Agency	rsecretary@resources.ca.gov
Stephen Testa	State	California Department of Conservation	stephen.testa@conseration.ca.gov

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 Lohoefener	Federal	U.S. Fish & Wildlife Service	ren_lohoefener@fws.gov
S. Harral	Federal	U.S. Bureau of Reclamation	sharral@usbr.gov
Virginia Jones	Federal	U.S. Forest Service	virginiadjones@fs.fed.us
Wanda Brown	Federal	Wanda Brown	wanda.brown@citlink.net

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@srta.ca.gov); Darwyn Jones (Djones5@wal-mart.com); Daryl Baker; Dave Gowan (dave@redbluffchamber.com); Dawn Grime (dgrine@corning.org); Elizabeth Ritter (en.ritter@yahoo.com); Forest Harlan (forest.harlan@ilsnc.org); Joe Donaldson (jadonaldson@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 Miller (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 (rtippett@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 (wandagray@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 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
530-385-1462 ext. 3017

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); Janea 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,

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
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 Lohoefener (ren_lohoefener@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

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Barbara O'Keeffe
Deputy Director – Transportation
Tehama County Transportation Commission & Transit Agency
530-385-1462 ext. 3017