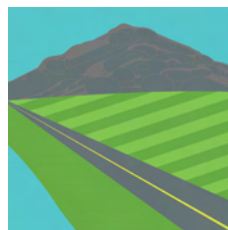




2019 Tehama County Regional Transportation Plan

Adopted May 2019 - Amended April 2020



TCTC
TEHAMA COUNTY
TRANSPORTATION COMMISSION

2019 Tehama County

Regional Transportation Plan

Report Prepared For:



Report Prepared By:



Table of Contents

1	Introduction	1
1.1	About the Tehama County Transportation Commission	1
1.2	About the Regional Transportation Plan	1
1.3	RTP Planning Requirements	2
1.4	RTP Planning Process	2
1.5	RTP Implementation	5
2	Regional Overview	7
2.1	Population Trends	7
2.2	Demographics	10
2.3	Socioeconomic Conditions	11
2.4	Disadvantaged Communities	13
2.5	Housing	17
2.6	Agriculture	18
2.7	Transportation	18
2.8	Streets and Roads	20
2.9	Public Transit	29
2.10	Active Transportation	34
2.11	Aviation	35
2.12	Goods and Freight Movement	36
2.13	Railroads	36
3	Policy Element	37
3.1	Regional Vision	37
3.2	Regional Goals, Objectives, and Strategies	37
4	Action Element	43
4.1	Project Purpose and Need	43
4.2	Regional Priorities	43
4.3	RTP Project Lists	44
4.4	Program-Level Performance Measures	51
4.5	Transportation System Improvements	54
4.6	Transportation Systems Management	54
4.7	Intelligent Transportation Systems (ITS)	55
5	Financial Element	57
5.1	Projected Revenues	57
5.2	Cost Summary	59
5.3	Revenue vs. Cost by Mode	59

List of Tables

Table 1.1: Meeting Dates	4
Table 1.2: Tribal Contact List	4
Table 1.3: Regional Planning and Programming Process	5
Table 2.1: Existing Population	9
Table 2.2: Existing and Future Age of the Population	10
Table 2.3: Household Income	11
Table 2.4: Poverty	12
Table 2.5: Major Employers	13
Table 2.6: Unemployment	13
Table 2.7: Educational Attainment	14
Table 2.8: Disadvantaged Communities – Median Household Income	15
Table 2.9: Disadvantaged Communities – Free or Reduced Lunch Eligibility	16
Table 2.10: Housing Characteristics	17
Table 2.11: Home Value vs. Median Household Income	17
Table 2.12: Regional Commodities	18
Table 2.13: Vehicle Ownership	18
Table 2.14: Commuting Patterns	20
Table 2.15: Roadway Mileage and Jurisdiction	20
Table 2.16: Vehicle Miles Traveled (VMT)	21
Table 2.17: Pavement Condition Index (PCI)	23
Table 2.18: Pavement Condition Index (PCI) by Local Agency	23
Table 2.19: Bridge Sufficiency Rating (SR)	24
Table 2.20: Highway Traffic Volumes	25
Table 2.21: Highway Truck Traffic	26
Table 2.22: Collision Summary	27
Table 4.1: Roadway Projects	44
Table 4.2: Bridge Projects	46
Table 4.3: Transit Projects	48
Table 4.4: Bicycle and Pedestrian Projects	48
Table 4.5: Aviation Projects	49
Table 4.6: SHOPP Projects	50
Table 5.1: Projected Revenues from Federal, State, and Local Sources* for Tehama County	57
Table 5.2: Revenue vs Costs by Mode	59
Table 5.3: Comparison of Roadway Costs to Expected Revenue	59
Table 5.4: Comparison of Bridge Costs to Expected Revenue	60
Table 5.5: Comparison of Transit Costs to Expected Revenue	60
Table 5.6: Comparison of Bikeway and Pedestrian Costs to Expected Revenue	60
Table 5.7: Comparison of Aviation Costs to Expected Revenue	61

List of Figures

Figure 2.1: Map of Tehama County	8
Figure 2.2: Historic Population	9
Figure 2.3: Future Population	10
Figure 2.4: Demographics	11
Figure 2.5: Disadvantaged Communities – Median Household Income Map	15
Figure 2.6: Mode Share	19
Figure 2.7: Tehama County Road Network	22
Figure 2.8: Tehama County Collisions Map, 2013 – 2017	28
Figure 2.9: Tehama County Transit Map, Red Bluff and Corning	31
Figure 2.10: Tehama County Transit Map, RTR and G/T	32

List of Appendices

Appendix A – Stakeholder List

Appendix B – State Wildlife Action Plan Excerpts for Tehama County

Appendix C – Roadway Projects

Appendix D – Bridge Projects

Appendix E – Transit Projects

Appendix F – Bicycle and Pedestrian Projects

Appendix G – Aviation Projects

Appendix H – SHOPP Projects

1. Introduction

1.1 About the Tehama County Transportation Commission

The Tehama County Transportation Commission (TCTC) is the state-designated Regional Transportation Planning Agency (RTPA) for Tehama County. TCTC reviews transportation needs and identifies improvements for transportation, transit operations and infrastructure. TCTC administers local, state, and federal funds for the implementation and maintenance of transportation infrastructure throughout the region.

Transportation investments impact public safety, economic opportunity, personal mobility, public health, environmental quality, and other factors that collectively define quality of life. The benefits and opportunities of transportation investment should be analyzed to reflect the needs and values of communities during the planning process. Transportation planning has far-reaching impacts and the County strives to develop a regional approach to meet transportation needs.

TCTC is governed by a six-member commission, comprised of one elected official each from the incorporated cities of Corning, Red Bluff, and Tehama, and three elected officials from Tehama County. Additional information regarding TCTC, Commissioners, staff, regional plans and programs is available online at:

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

1.2 About the Regional Transportation Plan

One of the major planning responsibilities of the TCTC is the development of the Regional Transportation Plan (RTP). The RTP serves as the planning blueprint to guide transportation investments in Tehama County involving local, state and federal funding over the next twenty (20) years. Transportation improvements in the RTP are identified as short-range/constrained (2019-2029) or long-range/unconstrained (2030-2039). The RTP must be updated every four (4) years to be compliant with Caltrans guidelines and to be eligible for many sources of funding; the last RTP update was adopted in 2015. 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:

- ❖ The Policy Element (Chapter 3) describes the regional vision and goals, supported by short and long-range objectives and course of action;
- ❖ The Action Element (Chapter 4) identifies the projects that support the vision, goals and objectives set forth in the Policy Element;
- ❖ The Financial Element (Chapter 5) identifies the current and anticipated revenue sources and funding strategies available to fund the planned transportation projects set forth in the Action Element.



1.3 RTP Planning Requirements

TCTC is required to update the RTP every four years. Guidelines regarding the preparation of the RTP are updated to reflect evolving priorities and requirements at the state and federal level. New state/federal laws, policies, executive orders, and programs affect the content of the RTP. The California Transportation Commission (CTC) develops RTP Guidelines to provide guidance so that RTPAs will develop their RTPs to be consistent with federal and state transportation planning requirements.

For the first time, two separate guidelines were adopted in January 2017 to guide RTP development in Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs). Both documents incorporate new legislation and the associated goals, particularly related to Assembly Bill 32 and Senate Bill 375, which encourage regional greenhouse gas (GHG) emission reductions from passenger vehicles and light duty trucks through changes in transportation and land use. Although Tehama County is not located in an MPO and therefore not subject to the guidelines regarding GHG emissions and air quality conformity analysis, the policies and actions identified in this Plan will improve air quality and community health.

1.4 RTP Planning Process

Each RTP builds upon previous efforts while taking into account recent accomplishments within an evolving demographic, political, economic, and environmental setting. RTP planning is a collaborative process requiring ongoing communication between all levels of government, community stakeholders, and the public. In an effort led by the TCTC, the RTP is the result of extensive discussion, data exchange, and consensus-building among federal, state, tribal, and local agency partners. TCTC seeks to integrate the needs and priorities of partners and entities that are invested or otherwise impacted by regional transportation policy and investment strategies. RTP planning includes public presentation, hearings, interagency notifications, and review and comment periods. The collaborative nature of the process does not stop and start with each planning cycle.

1.4.1 Inter-Agency Coordination

Notices were sent to local, regional, state, and federal agencies having an interest in the region, including Caltrans, agencies responsible for land use, natural resources, environmental protection, conservation, and historic preservation. Contact people for each identified agency were tracked in a stakeholder list throughout the duration of the RTP development process (see Appendix A) and were invited to TCTC and TAC meeting to become involved in the RTP development. Federal agencies – including the Bureau of Land management and Lassen Volcanic National Park, state agencies, and local agencies have been invited for involvement in this Plan. Letters were sent by postage and by e-mail in the beginning of the RTP development process to neighboring Counties' transportation planning agencies. Agency contacts were also alerted of the option to become involved in the RTP and provide input or recommended projects through a variety of other methods.

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



1.4.2 Coordination with Other Plans and Studies

During development of the 2019 RTP update, existing plans, documents and studies addressing transportation in Tehama County were reviewed to ensure the RTP's consistency with other planning documents relevant in Tehama County. These documents include but are not limited to the following:

- ❖ Tehama Tomorrow – Regional Blueprint (2015).
- ❖ North State Transportation for Economic Development Study (2013).
- ❖ Tehama County Coordinated Public Transit – Human Services Transportation Plan (2015).
- ❖ Tehama County General Plan (2009).
- ❖ Red Bluff Circulation Element (1991).
- ❖ Red Bluff Land Use Element (1993).
- ❖ Corning General Plan (2014).
- ❖ Caltrans District 2 California State Route 99 Transportation Concept Report (2016).
- ❖ Airport Land Use Compatibility Plans.

Additionally, the following interregional plans were consulted for consistency:

- ❖ California Transportation Plan.
- ❖ California Rail Plan.
- ❖ Interregional Transportation Strategic Plan.
- ❖ Transportation Concept Reports.
- ❖ California Aviation System Plan.
- ❖ Goods Movement Action Plan.
- ❖ Strategic Highway Safety Plan.
- ❖ California Strategic Highway Safety Plan.
- ❖ Corridor System Management Plan.

The 2019 RTP is consistent with the above plans as required by the 2017 RTP Guidelines.

1.4.3 Public Participation

Throughout the process, community members throughout Tehama County were encouraged to participate in discovering transportation related needs and responding to the draft RTP. This included individual contact with stakeholders, Tribes, and resource agencies, public meetings, public notice of review periods, and public hearings. The list below (Table 1.1) describes the opportunities for public involvement. See Appendix A for a complete list of stakeholders and for the Public Participation Plan.

Table 1.1 Meeting Dates	
Meeting	Dates
Technical Advisory Committee	December 5, 2018
Technical Advisory Committee	January 25, 2019
Tehama County Transportation Commission	March 6, 2019
Tehama County Transportation Commission	March 25, 2019



1.4.4 Coordination with the California State Wildlife Action Plan

The goals identified in the Policy Element (Chapter 3) of this Plan consider stressors identified in the State Wildlife Action Plan. The State Wildlife Action Plan (SWAP) identifies separate conservational provinces broken into subzones called ecoregions by the SWAP. Tehama County crosses through the Central Valley and Sierra Nevada Province and the North Coast and Klamath Province. In the Central Valley and Sierra Nevada Province, Tehama County is classified within the Great Valley and Sierra Nevada Foothills ecoregions; in the North Coast and Klamath Province, Tehama County is classified within the Northern California Interior Coast Ranges ecoregion. The SWAP identifies sensitive species, habitat stressors, and suggested conservation goals and actions for each of the ecoregions in California. According to the SWAP, the major stressors within Tehama County are as follows:

- ❖ Agricultural and forestry effluents.
- ❖ Annual and perennial non-timber crops.
- ❖ Climate change.
- ❖ Commercial and industrial areas.
- ❖ Dams and water management/use.
- ❖ Fire and fire suppression.
- ❖ Household sewage and urban waste water.
- ❖ Housing and urban areas.
- ❖ Invasive plants/animals.
- ❖ Livestock, farming and ranching.
- ❖ Logging and wood harvesting.
- ❖ Recreational activities.
- ❖ Roads and railroads.

To view the excerpts from the SWAP related to ecoregion attributes, stressors, and sensitive species, in Tehama County, see Appendix B.

1.4.5 Coordination with Native American Tribal Governments

There is one federally recognized Tribal entity in Tehama County. The Paskenta Band of Nomlaki Indians of California has headquarters in the City of Corning. In addition, a significant portion of the population of the Greenville Rancheria with headquarters in Plumas County have relocated within Tehama County due to historical changes in the Rancheria's federal recognition status. Cooperative planning between Tribal governments, regional and local agencies and Caltrans was achieved during the planning process of this document. In addition to being invited to TCTC and TAC meetings, tribes were contacted directly by e-mail and by phone for project solicitation. Tribal projects are included in Chapter 4, the Action Element. Table 1.2 lists the contact information for the Tribes contacted for coordination on the RTP update effort.

Table 1.2 Tribal Contact List		
Name	Contact Person	Mailing Address
Paskenta Band of Nomlaki Indians of California	Andrew Alejandro, Chairman	P.O. Box 709 Corning, CA 96021
Greenville Rancheria	Kyle Self, Chairman	P.O. Box 279 Greenville, CA 95947

1.5 RTP Implementation

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

The project lists are separated in two lists; a “constrained” list of programmed projects planned for the 2019-2029 timeframe and an “unconstrained” list of projects for the 2030-2039 timeframe that do not have specific funding.

Many sources of funding are available for transportation projects in Tehama County and many include eligibility requirements Tehama County must complete in order to receive funding. Table 1.3 summarizes local, regional and State programming documents.

The State Transportation Improvement Program (STIP) is a five-year capital improvement program of transportation projects. The California Transportation Commission (CTC) updates the STIP biennially. The STIP programming cycle begins with the release of a fund estimate in July of odd-numbered years and adoption of the fund estimate (FE), typically in August. The FE identifies the amount of new funds available for the programming of transportation projects. After the fund estimate is adopted, regional transportation planning agencies (RTPAs) prepare a Regional Transportation Improvement Program (RTIP) for 75% of the funding and submit it to the CTC. Caltrans prepares the Interregional Transportation Improvement Program (ITIP) for their share (25%) of funding and submit it to the CTC. State and regional agencies work together to leverage funding and maximize benefits.

Table 1.3 Regional Planning and Programming Process				
Document	Planning Horizon	Contents	Responsible Agency	Update Requirements
RTP	20+ years	Vision, Goals, and Projects for the Region	TCTC	Every 4 years
OWP	1 year	Planning Activities and Studies	TCTC	Annually
RTIP	5 years	Transportation Projects	TCTC	Every 2 years
ITIP	5 years	Transportation Projects	Caltrans	Every 2 years
STIP	5 years	Transportation Projects	CTC	Every 2 years
FTIP	4 years	Federally-funded and Regionally Significant Transportation Projects	MPOs	Every 2 years
SHOPP	5 years	Maintenance, Rehabilitation, Operations, and Safety Projects	Caltrans	Every 2 years

Caltrans also biennially prepares a four-year State Highway Operation and Protection Program (SHOPP) that prioritizes maintenance, rehabilitation, operation and safety projects on California State highways. The SHOPP is based on the ten-year program and is funded separately from the STIP.

The CTC considers the RTIP, ITIP, and SHOPP when preparing the STIP. The STIP identifies transportation projects which are programmed and funded. The STIP includes state transportation funds and federal funds administered by the state on behalf of the federal government. The STIP is also used to create the Federal Transportation Improvement Program (FTIP). Any transportation project having federal funds or that is considered regionally significant (regardless of the funding source) must be included in the FTIP. Caltrans



prepares the FTIP for rural counties. Agencies' requests for federal funds cannot exceed the amount of funding provided within the FTIP.

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

http://www.dot.ca.gov/hq/tpp/offices/eab/fundchrt_files/2017_Transportation_Funding.pdf

2. Regional Overview

Tehama County is located in the northern Sacramento Valley, approximately halfway between Sacramento and Oregon. Tehama County is bound 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 (see Figure 2.1). The western boundary of Tehama County is located in the Pacific Coast Range, and the eastern boundary is in the Cascade Mountains. The County is approximately 2,950 square miles and 1,887,807 acres. The topography consists of rolling foothills, fertile valleys, flat-topped buttes, and vast rangelands. Tehama County is bisected by the Sacramento River Valley, a 20-mile-wide swath through the central portion of the county and contains large amounts of national forests in the hills and mountains to the east and west.

There are two major north-south highways (Interstate 5 and State Route 99) and one major east-west highway (State Route 36) in Tehama County that serve regional traffic. Interstate 5 (I-5) traverses north-south through the middle of the Sacramento Valley providing direct access to the cities of Red Bluff, Corning, and points beyond. State Route (SR) 99 enters Tehama County on the southeastern side from Butte County and connects to Los Molinos before terminating in Red Bluff. State Route 36 (SR 36) traverses the County in an east-west direction and connects Tehama County to Nevada in the east and the coast to the west.

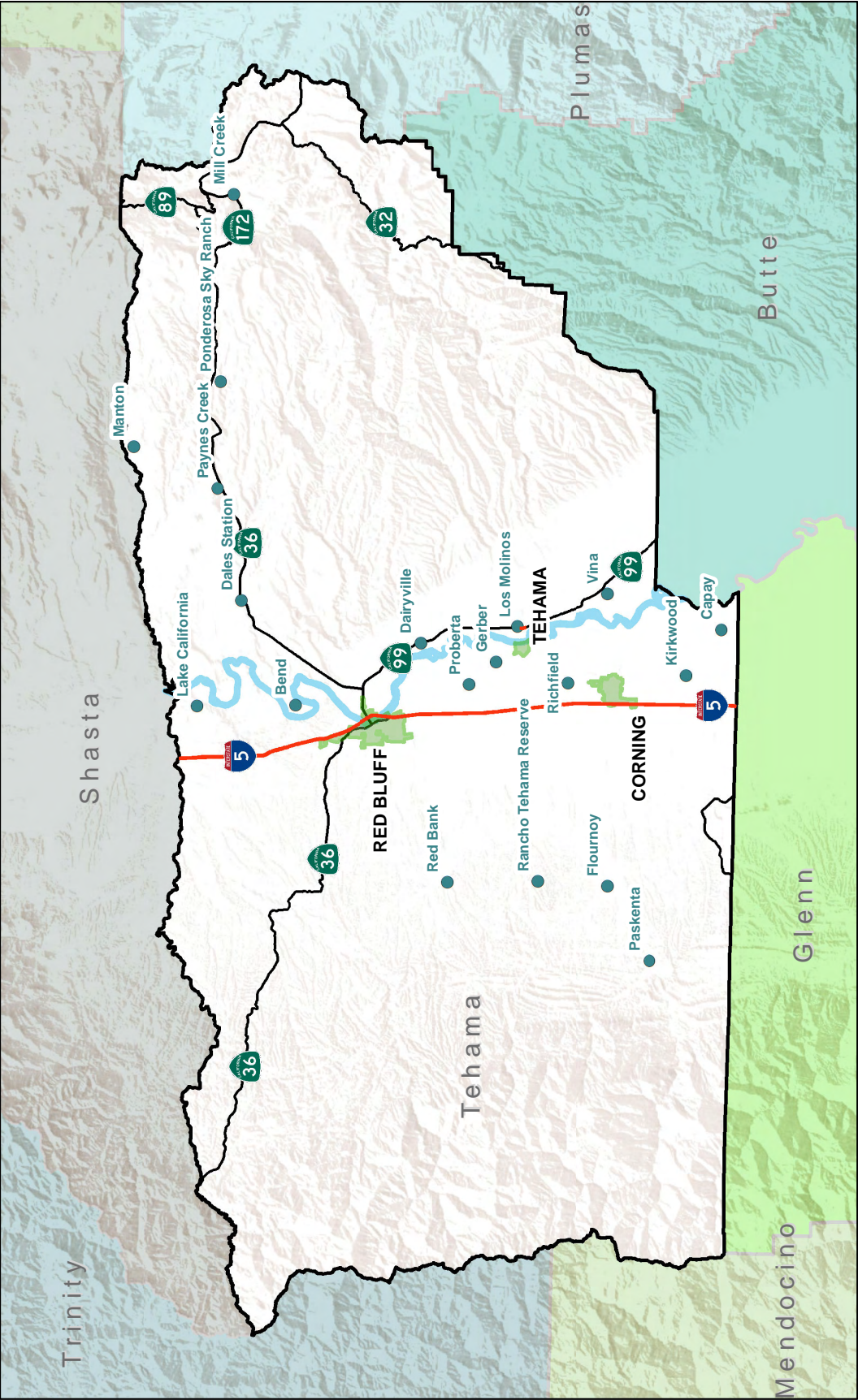
There are three incorporated cities in Tehama County: Corning, Red Bluff, and Tehama. Major population centers in the County include the Cities of Red Bluff and Corning, Lake California, and Los Molinos. In 1856, the City of Tehama was established as the county seat, however the City of Red Bluff became the county seat the next year. 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 in the County, 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.

2.1 Population Trends

Population growth heavily influences the needs of the transportation system by increasing trips and potentially spurring the need for new and expanded roadways. This RTP is based on relatively low observed and projected population growth rates, determined from the California Department of Finance (DOF) January Population Estimates and State Population Projections data. DOF population data was used because of its accuracy, detail, and accessibility.

2.1.1 Existing Population

The DOF reported the population for Tehama County at 63,839 in 2015 and 64,039 in 2018 (see Table 2.1). In 2015, the City of Red Bluff had an estimated population of 13,907, which decreased to 13,858 in 2018. Between 2015 and 2018, Tehama County experienced an average annual growth rate of about 0.1%. Population growth occurred in the unincorporated county while the Cities of Red Bluff and Corning both experienced an average annual population decrease during this time period of -0.12% and -0.22% respectively.



**Tehama County
Location Map**

Tehama County
Transportation Commission

Figure 2.1

TOTC
TEHAMA COUNTY
TRANSPORTATION COMMISSION

N

0 20 40 80 Miles

● Towns

■ Cities

— Major Roads

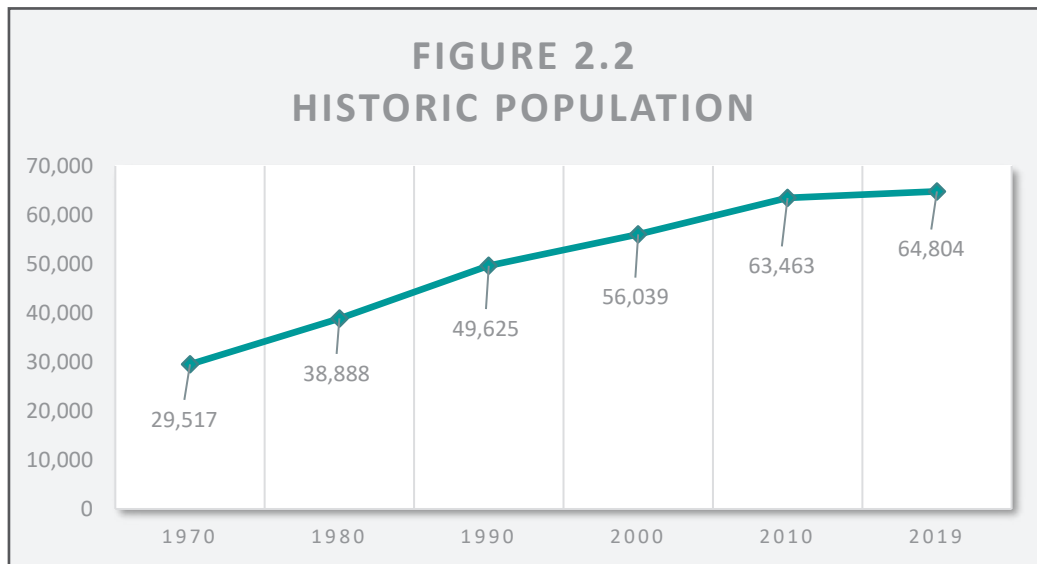
■ Sacramento River

Table 2.1 Existing Population				
	2015	2016	2017	2018
City of Red Bluff	13,907	13,856	13,856	13,858
City of Corning	7,566	7,579	7,541	7,515
City of Tehama	428	434	432	430
Unincorporated County	41,938	42,077	42,120	42,236
Tehama County Total	63,839	63,946	63,949	64,039

Source: California DOF Table E-4 Population Estimates for Cities, Counties and State

2.1.2 Historic Population

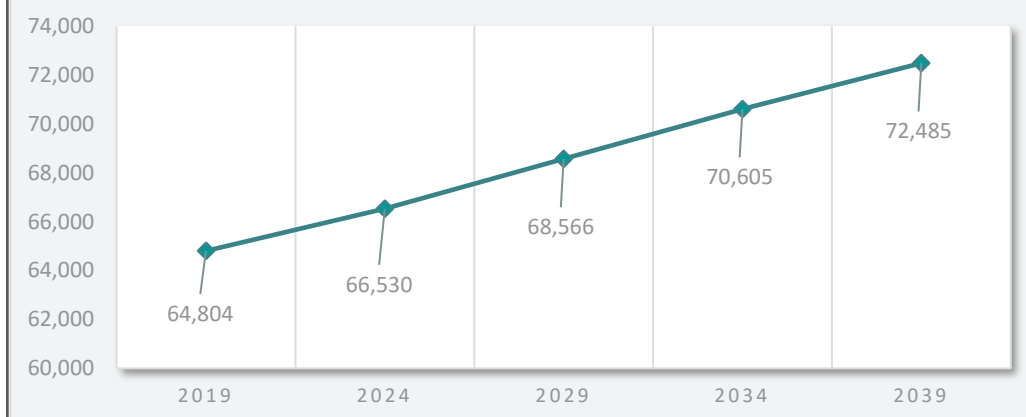
According to the US Census, the Tehama County population increased from 29,517 in 1970 to 63,463 in 2010 (see Figure 2.2). Between 2000 and 2010, the Tehama County population increased by approximately 1.3% annually. The Tehama County population growth is expected to slow between 2010 and 2019, with an estimated annual growth rate of 0.23%.



2.1.3 Future Population

The California DOF estimates that the predicted Tehama County 2019 population of 64,804 will increase to approximately 72,485 by the horizon year of this RTP, 2039 (see Figure 2.3). This represents a projected average annual increase of 0.59% between 2019 and 2039.

FIGURE 2.3
FUTURE POPULATION



2.2 Demographics

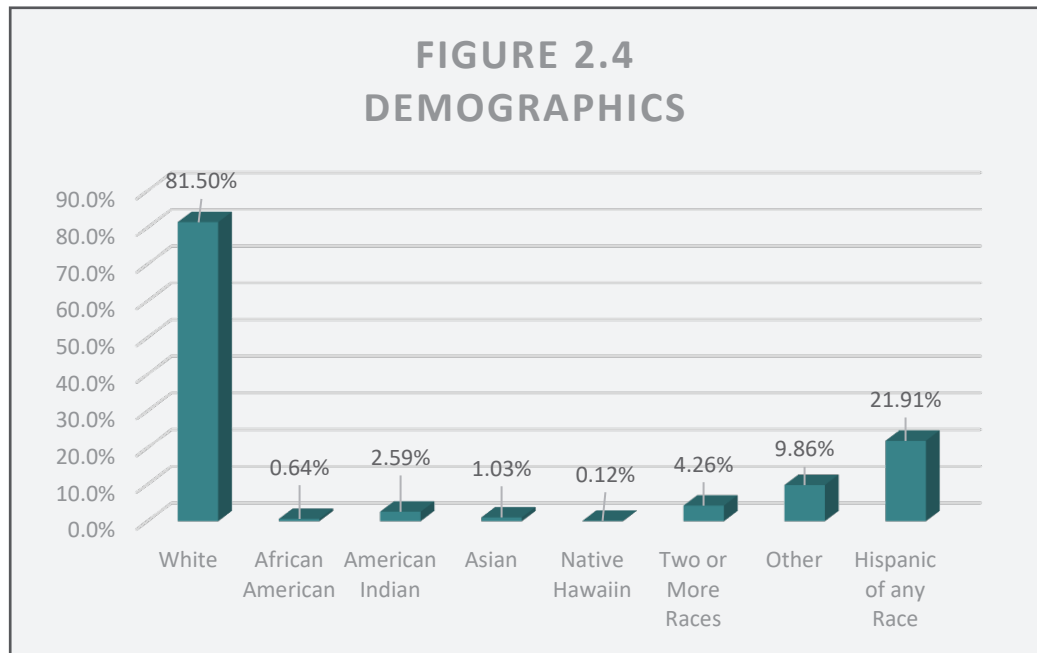
2.2.1 Age of Population

Table 2.2 shows the age trends in Tehama County over the lifetime of the RTP. The most noticeable trend over the upcoming decades is the 2.1% decrease in the percent of population falling under the mid-range age group (36-64) and an equivalent increase in the 65+ age group. The aging population in Tehama County will result in increased need for transit services and senior-based mobility projects.

Table 2.2 Existing and Future Age of Population							
		Total	Ages 0-4	Ages 5-17	Ages 18-35	Ages 36-64	Ages 65+
2018	Number	64,526	4,359	11,169	14,839	21,890	12,269
	Percent	100.0%	6.8%	17.3%	23.0%	33.9%	19.0%
2023	Number	66,166	4,515	11,373	16,054	20,831	13,393
	Percent	100.0%	6.8%	17.2%	24.3%	31.5%	20.2%
2028	Number	68,152	4,746	11,752	16,417	20,598	14,642
	Percent	100.0%	7.0%	17.2%	24.1%	30.2%	21.5%
2033	Number	70,211	4,802	12,303	16,029	21,992	15,085
	Percent	100.0%	6.8%	17.5%	22.8%	31.3%	21.5%
2038	Number	72,111	4,811	12,808	16,345	22,952	15,195
	Percent	100.0%	6.7%	17.8%	22.7%	31.8%	21.1%
Source: California Department of Finance Report P:2 County Population Projections by Age							

2.2.2 Demographics

As seen in Figure 2.4, the Tehama County population is predominantly white (81.5%) with a significant Hispanic population (21.91%).



2.3 Socioeconomic Conditions

2.3.1 Income

Table 2.3 shows the Tehama County household income distribution relative to the California and U.S. distributions. The proportion of Tehama County households in the lower income brackets, especially households with income between \$10,000 and \$34,999, is significantly higher than the state and national averages.

Table 2.3 Household Income			
	Tehama County	California	United States
Less than \$10,000	6.0%	5.7%	7.0%
\$10,000 to \$14,999	7.5%	4.9%	5.1%
\$15,000 to \$24,999	15.7%	9.1%	10.2%
\$25,000 to \$34,999	13.9%	8.7%	9.9%
\$35,000 to \$49,999	15.4%	11.8%	13.2%
\$50,000 to \$74,999	17.6%	16.5%	17.8%
\$75,000 to \$99,999	10.8%	12.1%	12.2%
\$100,000 to \$149,999	8.5%	15.2%	13.5%
\$150,000 to \$199,999	2.2%	7.3%	5.4%
\$200,000 or more	2.3%	8.7%	5.7%
Source: 2016 American Community Survey 5-Year Estimates			



2.3.2 Poverty

According to the American Community Survey, 21.5% of Tehama County residents live below the poverty level. This is significantly higher than the state (15.8%) and national rates (15.1%).

Table 2.4 Poverty		
	Below Poverty	Percent Below Poverty
Tehama County	13,363	21.5%
California	6,004,257	15.8%
United States	46,932,225	15.1%
Source: 2016 American Community Survey 5-Year Estimates		

2.3.3 Major Employers

In 2016, the total number of employed persons in Tehama County was estimated at 23,094. Tehama County-based employers with the largest number of employees include Ferrellgas, Walmart, Rolling Hills Casino, and Sierra Pacific Industries (see Table 2.5).

Table 2.5 Major Employers			
Employer Name	Location	Industry	Employees
Walmart Distribution Ctr	Red Bluff	Distribution Centers (whls)	1,000 to 4,999
Rolling Hills Casino	Corning	Casinos	500 to 999
Sierra Pacific Industries	Corning	Lumber-Manufacturers	500 to 999
Bell-Carter Olive Co	Corning	Olives (whls)	250 to 499
Sierra Pacific Industries	Red Bluff	Lumber-Manufacturers	250 to 499
Sierra Pacific Windows	Red Bluff	Windows	250 to 499
St Elizabeth Community Hosp	Red Bluff	Hospitals	250 to 499
Tehama County Dept of Edu	Red Bluff	Government Offices-County	250 to 499
Walmart Supercenter	Red Bluff	Department Stores	250 to 499
CAL Fire	Red Bluff	Fire Departments	100 to 249
Forestry & Fire Protection	Red Bluff	Government Offices-State	100 to 249
Home Depot	Red Bluff	Home Centers	100 to 249
Pactiv	Red Bluff	Packaging Materials-Manufacturers	100 to 249
Petro Stopping Ctr	Corning	Truck Stops & Plazas	100 to 249
Precision Towing	Red Bluff	Wrecker Service	100 to 249
RBNC	Red Bluff	Convalescent Homes	100 to 249
Red Bluff High School	Red Bluff	Schools	100 to 249
Red Bluff Union High Schl Dist	Red Bluff	Schools	100 to 249
State Department Forestry	Red Bluff	Fire Departments	100 to 249
Tehama County Coroner	Red Bluff	Government Offices-County	100 to 249
Tehama County Health Svc	Red Bluff	Government Offices-County	100 to 249
Tehama County Mental Health	Red Bluff	Government Offices-County	100 to 249
Tehama County Social Svc Dept	Red Bluff	Government Offices-County	100 to 249
Source: California EDD Labor Market Information			

2.3.4 Unemployment

Tehama County's unemployment rate of 12.6% is significantly higher than the state rate of 8.7%. Of the population 16 years and over in Tehama County (49,635), only 53.3% are actively participating in the labor force.

Table 2.6 Unemployment				
	Total	Labor Force Participation Rate	Employment/ Participation Ratio	Unemployment Rate
Tehama County	49,635	53.3%	46.5%	12.6%
California	30,565,746	63.4%	57.5%	8.7%
United States	253,323,709	63.5%	58.4%	7.4%
Source: 2016 American Community Survey 5-Year Estimates				

2.3.5 Educational Attainment

As shown in Table 2.7, Tehama County has a much lower rate of higher education than the California and the United States rates. Only 13.8% of people over 25 in Tehama County have a bachelor's degree or higher, compared to 32% in California and 30.3% in the U.S.

Table 2.7 Educational Attainment 25 Years and Older						
	Less Than High School	High School Graduate	Some College, No Degree	Associate's Degree	Bachelor's Degree	Graduate or Professional Degree
Tehama County	17.1%	31.1%	30.5%	7.5%	9.2%	4.6%
California	17.9%	20.6%	21.7%	7.8%	20.1%	11.9%
United States	13.0%	27.5%	21.0%	8.2%	18.8%	11.5%
Source: 2016 American Community Survey 5-Year Estimates						

2.4 Disadvantaged Communities

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

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



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

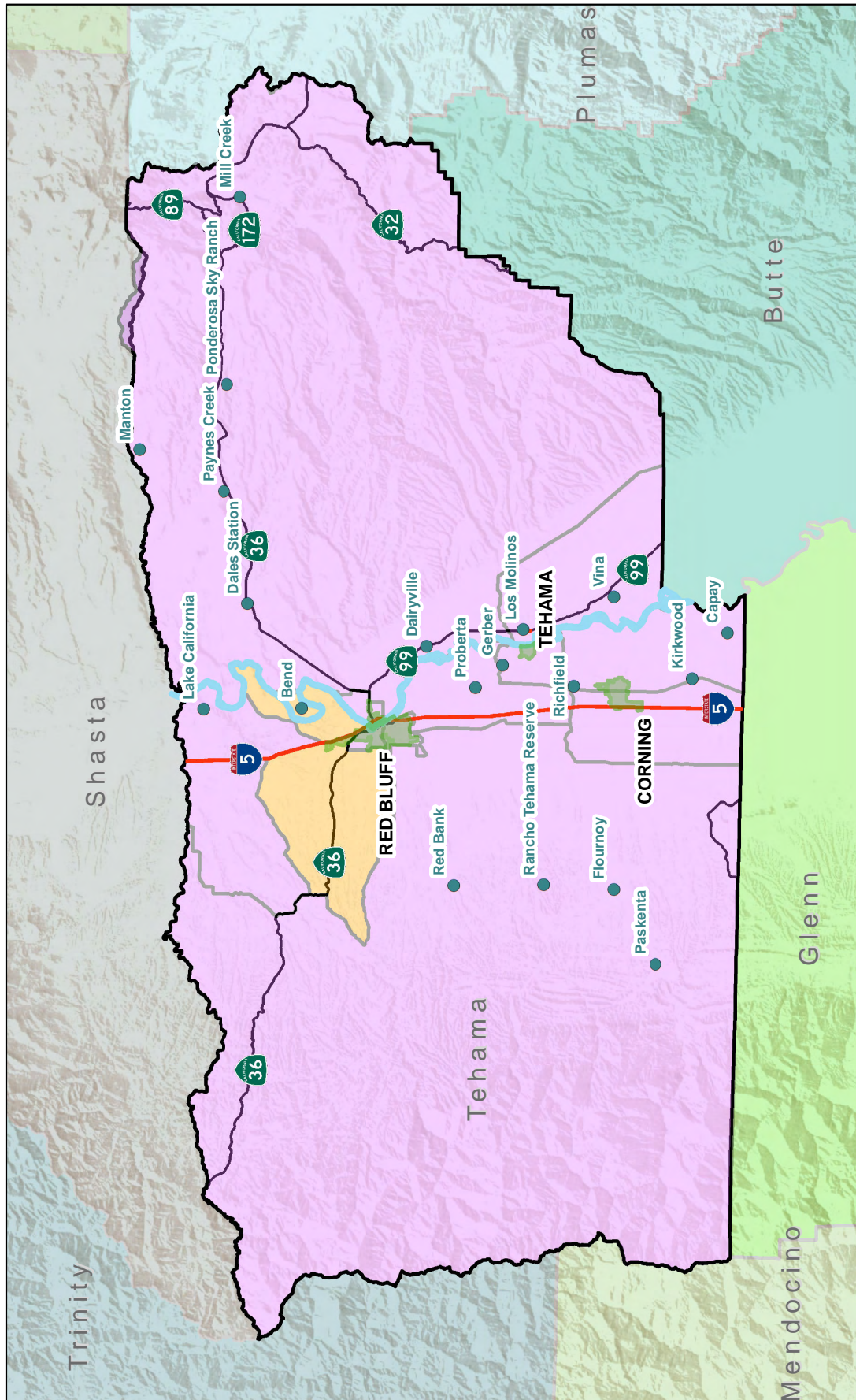
CalEPA uses information generated by the California Communities Environmental Health Screening Tool CalEnviroScreen (CES 3.0) to identify disadvantaged communities. This tool was developed to identify communities in California most burdened by pollution from multiple sources and those most vulnerable to its effects.

The Active Transportation Program (ATP) is a biennial California Transportation Commission (CTC) program that funds bicycle and pedestrian projects on a competitive basis. The first ATP Cycle occurred in 2014 and provided about \$123 million for project that encourage increased active transportation use. The most recent cycle of the ATP, Cycle 4, will provide approximately \$440 million over the financial years 19/20 to 22/23. The ATP includes four possible metrics for defining disadvantaged communities: Median Household Income (MHI), free-or-reduced lunch eligibility of public-school students, CalEnviroScreen, and a metric of the applying agency's choosing. Currently, no census tracts within Tehama County qualify as a disadvantaged community using the CalEnviroScreen tool.

The 2016 MHI in Tehama County was only \$40,687, far below \$51,026 which is 80% of the California MHI and serves as the cutoff point designating a disadvantaged community. As seen in Table 2.8 (identified in red) and Figure 2.5 (areas in pink), ten of the eleven census tracts within Tehama County qualify as disadvantaged communities.

A total of 70.9% of public school K-12 students in Tehama County are eligible for free or reduced lunch prices (Table 2.9). To qualify as a disadvantaged community, 75% of the public school students must be eligible. However, 22 of the 40 public schools in Tehama County do qualify.

Table 2.8 Disadvantaged Communities* - Median Household Income	
Place	Median Household Income (MHI)
Tehama County	\$40,687
Census Tract 1	\$41,935
Census Tract 2	\$50,245
Census Tract 3	\$39,879
Census Tract 4	\$57,161
Census Tract 5	\$30,907
Census Tract 6	\$36,846
Census Tract 7	\$30,703
Census Tract 8	\$40,882
Census Tract 9	\$40,000
Census Tract 10	\$46,256
Census Tract 11	\$38,489
California	\$63,783
*Disadvantaged Community defined as 80% California's MHI, or \$51,026	
Source: 2016 American Community Survey 5-Year Estimates	



N

Major Roads
Sacramento River

Towns
Cities

Disadvantaged Communities
< \$51,026 MHI
> \$51,026 MHI

0 20 40 80 Miles

Tehama County
Disadvantaged Communities -
Median Household Income

Tehama County
Transportation Commission

Figure 2.5

TOTO
TEHAMA COUNTY
TRANSPORTATION COMMISSION





Table 2.9 Disadvantaged Communities* - Free or Reduced Lunch Eligibility			
School Name	Enrollment (K-12)	Free/Reduced Eligible (Count)	Free/Reduced Eligible (%)
Tehama County Juvenile Justice Center	24	24	100.0%
Columbia Academy	11	11	100.0%
Evergreen Community Day (5-8)	2	2	100.0%
Rancho Tehama Elementary	98	94	95.9%
Olive View Elementary	575	509	88.5%
Elkins Elementary	15	13	86.7%
Los Molinos Elementary	313	270	86.3%
Gerber Elementary	414	354	85.5%
Plum Valley Elementary	13	11	84.6%
Woodson Elementary	672	567	84.4%
West Street Elementary	300	252	84.0%
Salisbury High (Continuation)	112	94	83.9%
Centennial Continuation High	27	22	81.5%
Lincoln Street	75	61	81.3%
Jackson Heights Elementary	460	373	81.1%
Maywood Middle	456	368	80.7%
William M. Metteer Elementary	458	364	79.5%
Tehama eLearning Academy	102	81	79.4%
Vina Elementary	82	64	78.0%
Vista Preparatory Academy	609	473	77.7%
Manton Elementary	13	10	76.9%
Bidwell Elementary	506	384	75.9%
Corning High	947	662	69.9%
Evergreen Community Day K-5	3	2	66.7%
Los Molinos High	199	132	66.3%
Bend Elementary	102	66	64.7%
Antelope Elementary	473	298	63.0%
Kirkwood Elementary	97	61	62.9%
Evergreen Middle	444	277	62.4%
Richfield Elementary	248	148	59.7%
Red Bluff High	1536	898	58.5%
Reeds Creek Elementary	160	93	58.1%
Evergreen Elementary	572	329	57.5%
Lassen View Elementary	323	170	52.6%
Lassen-Antelope Volcanic Academy (LAVA)	87	41	47.1%
Evergreen Institute of Excellence	102	47	46.1%
Berrendos Middle	251	113	45.0%
Flournoy Elementary	26	11	42.3%
Tehama County Special Education	44	11	25.0%
Los Molinos Community Day	1	0	0.0%
Total	10952	7760	70.9%
*Disadvantaged Community defined as 75% or more of public school students are eligible for free or reduced lunch			
Source: California Department of Education Student Poverty FRPM Data			

2.5 Housing

As seen in Table 2.10, there were 27,025 housing units in Tehama County in 2016, of which 23,573 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 54.1% and 45.9% respectively. The median value of owner-occupied units in Tehama County is \$177,100, which is half of the statewide median of \$366,400 (Table 2.11). There are fewer persons per household in Tehama County, 2.66 compared to the statewide average of 2.94 despite the fact that only 9.4% of housing in Tehama County is considered multi-unit compared to 31% statewide. Lower density housing impacts development patterns and transportation infrastructure.

Table 2.10 Housing Characteristics							
Place	Total Housing Units	Owner-Occupied		Renter-Occupied		Vacant Units	
		Count	%	Count	%	Count	%
City of Red Bluff	6,054	2,263	37.4%	3,141	51.9%	650	10.7%
City of Corning	2,900	1,239	42.7%	1,385	47.8%	276	9.5%
City of Tehama	220	129	58.6%	55	25.0%	36	16.4%
Unincorporated County	18,051	12,013	66.6%	3,348	18.5%	2,690	14.9%
Tehama County	27,225	15,644	57.5%	7,929	29.1%	3,652	13.4%

Source: 2016 American Community Survey 5-Year Estimates

Table 2.11 Home Value vs. Median Household Income			
	Median Home Value	Median Household Income	Median Household Income as % Home Value
Tehama County	\$178,600	\$40,867	22.9%
City of Red Bluff	\$139,800	\$30,311	21.7%
City of Corning	\$155,300	\$31,333	20.2%
City of Tehama	\$170,300	\$45,000	26.4%
California	\$409,300	\$63,783	15.6%
United States	\$184,700	\$55,322	30.0%

Source: 2016 American Community Survey 5-Year Estimates

2.6 Agriculture

Local businesses and agricultural industries transport their products to market and receive supplies via freight. Agricultural goods produced in Tehama County are shipped to 62 countries throughout the world. Maintaining the rural roadways to provide safe, efficient routing of these goods is essential to staying competitive in the international market. According to the 2017 Tehama County Crop Report, the total value of the region's agricultural production in 2017 was \$381,714,400, an increase of 13.9% from the 2016 values. Table 2.12 highlights values of some of the region's top commodities.

Table 2.12 Regional Commodities			
Product	2016 Value	2017 Value	Change
Walnuts	\$104,926,000	\$120,127,300	14.5%
Almonds	\$46,458,600	\$53,340,800	14.8%
Table Olives	\$36,380,400	\$39,273,600	8.0%
Prunes	\$18,069,300	\$29,711,500	64.4%
Nursery Stock	\$18,185,500	\$23,292,700	28.1%
Honey and Bee Products	\$21,892,100	\$18,868,400	-13.8%
Olive Oil	\$5,367,900	\$10,358,600	93.0%
Milk	\$9,491,000	\$8,846,400	-6.8%
Timber	\$9,732,800	\$7,919,700	-18.6%
Livestock	\$3,032,300	\$3,577,200	18.0%
Source: 2017 Tehama County Crop Report			

2.7 Transportation

2.7.1 Vehicle Ownership

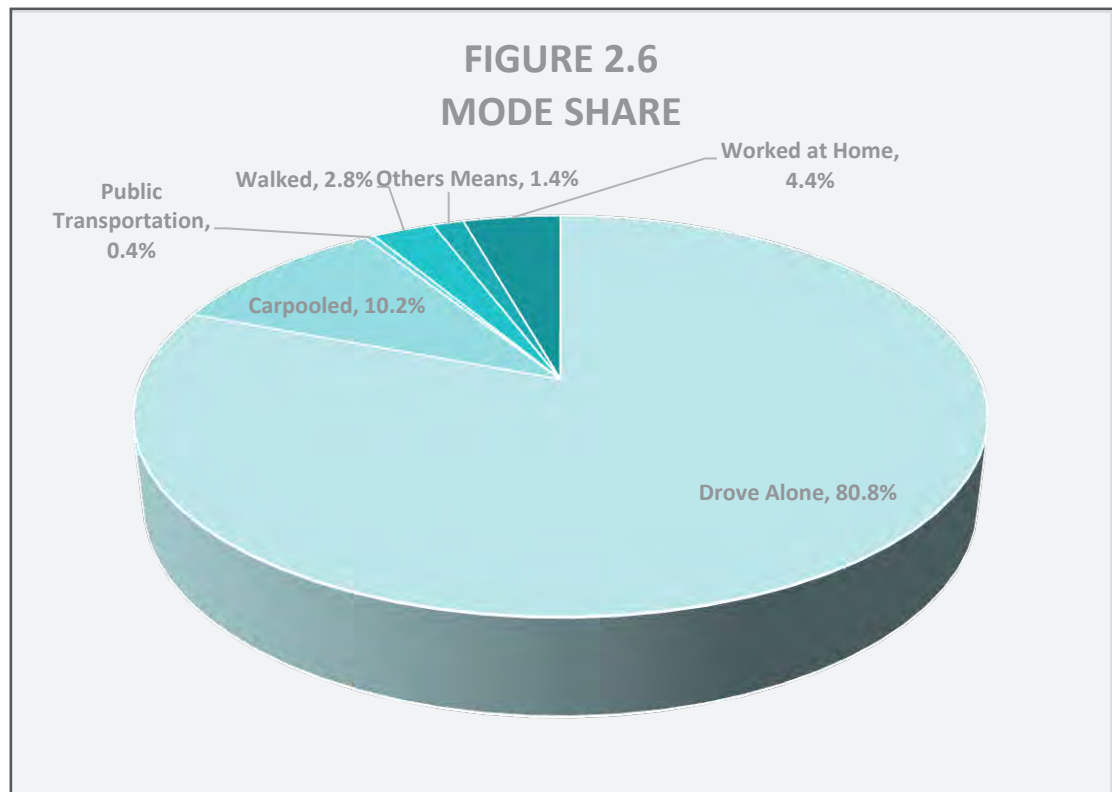
Tehama County has vehicle ownership rates similar but slightly higher than the average California and national vehicle ownership rates (Table 2.13). Tehama County has a smaller proportion of households with a single vehicle or no vehicles available and has a higher proportion of households with two or more vehicles available. This is consistent with rural areas that depend on vehicles more than urbanized areas due to lower-density development patterns, longer travel distances between destinations, and limited transit options.

Table 2.13 Vehicle Ownership			
Vehicles Available	Tehama County	California	United States
0	6.36%	7.61%	9.0%
1	31.03%	31.71%	33.6%
2	38.28%	37.45%	37.3%
3	17.43%	15.36%	14.0%
4+	6.91%	7.87%	6.1%
Source: 2016 American Community Survey 5-Year Estimates			

2.7.2 Mode Share

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

As seen in Figure 2.6, most travel to work in the region is characterized by single-occupancy drivers (80.8%) or carpooling (10.2%). It is estimated that 4.4% of all workers in the region work from home. The remaining work trips are split by the following modes: walking (2.8%), public transportation (0.4%) and taxicab, motorcycle, bicycle, or others means (1.4%).





2.7.3 Commute Patterns

There are notable multi-county commute patterns between Tehama and bordering counties. County-to-County travel data between Tehama County and key surrounding counties is shown in Table 2.14. Of the 20,945 employed Tehama County residents, 9,366 (44.7%) work in Tehama County and 11,579 (55.3%) work in other counties, most notably Shasta (15.8%), Butte (8.4%), Sacramento (4.6%), and Glenn (3.1%) Counties. Housing affordability and rural lifestyle make Tehama County a desirable place to live, however the lack of local jobs prompts residents to commute outside of the region.

		Table 2.14 Commuting Patterns					
		Destinations					
		Tehama	Shasta	Butte	Sacramento	Glenn	Other Counties
Origin	Tehama	9,366	3,319	1,756	961	653	4,890
	Shasta	2,195	42,543	1,362	1,270	-	7,479
	Butte	1,161	1,187	50,611	2,928	1,410	15,622
	Sacramento	-	-	-	360,262	-	205,667
	Glenn	596	300	1,861	563	4,173	2,607

Source: 2015 Longitudinal Employer-Household Dynamics

2.8 Streets and Roads

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

2.8.1 Current System

The region has approximately 1,625 centerline road miles maintained by the cities and county (Table 2.15). The City of Red Bluff maintains 75.92 miles (4.7%); the City of Corning maintains 41.82 miles (2.6%); the City of Tehama maintains 5.78 miles (0.4%); and Tehama County maintains

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An interregional and regionally significant corridor, Interstate 5 (I-5) is the backbone of the region's

Table 2.15 Roadway Mileage and Jurisdiction		
Jurisdiction	Lane Miles	% Total Miles
City of Red Bluff	75.92	4.7%
City of Corning	41.82	2.6%
City of Tehama	5.78	0.4%
State Highways	205.3	12.6%
State Park Service	8.58	0.5%
U.S. Army	2.23	0.1%
U.S. Bureau of Fish & Wildlife	3.06	0.2%
U.S. Forest Service	176.18	10.8%
Tehama County	1106.45	68.1%
Total	1625.32	100.0%

Source: 2017 California Public Road Data

transportation network, carrying upwards of 45,000 trips per day (see Figure 2.7). It is also part of a 1,382 mile north-south travel and freight corridor stretching from the Mexican to Canadian border. Residents rely on the goods movement system to bring consumer goods to the region. The north state acts as a major international trade gateway for the rest of California and the United States. It is designed by the Federal Highway Administration (FHA) as a Major Freight Corridor and a “Corridor of the Future.” I-5 dissects the middle of Tehama County, connecting the cities of Corning and Red Bluff.

State Route 36 is an east/west route that traverses the majority of California north of Sacramento. SR 36 connects US 395 in Susanville, Lassen County near the border with Nevada to Highway 101 near Eureka in Humboldt County. SR 36 west of Red Bluff provides access to federal recreational lands and serves as an alternate route to California’s northern coastal areas; east of Red Bluff provides access to Lake Almanor, Lassen Volcanic National Park, and the City of Susanville. Average annual daily traffic on SR 36 is highest in Tehama County, on the segment of roadway that runs through the City of Red Bluff at nearly 20,000 vehicles per day.

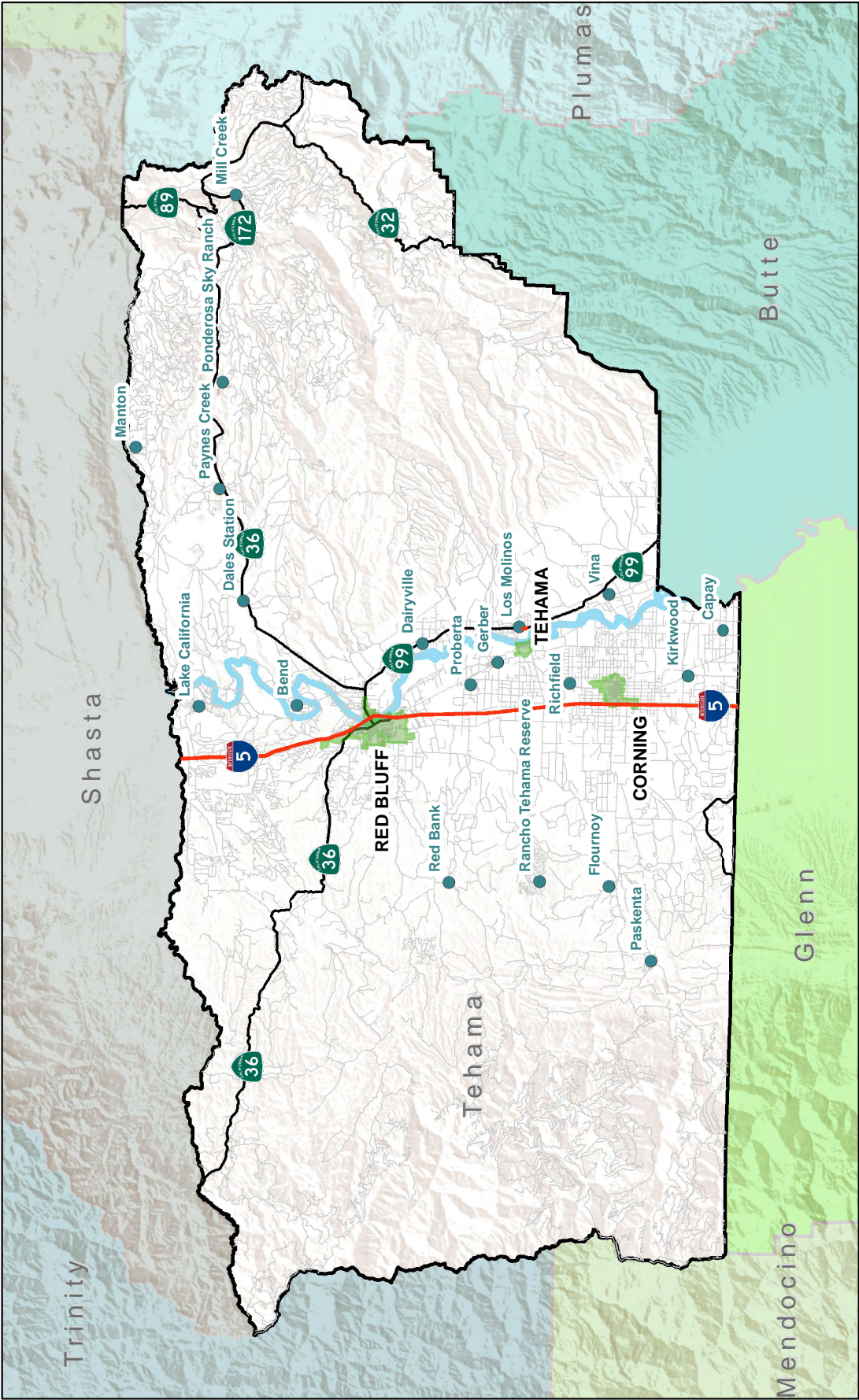
State Route 89 is a north/south route that begins at US 395 in Mono County, traverses northwest through Tehama County and Lassen Volcanic National Park, and eventually terminates at the intersection with I-5 in Siskiyou County near the base of Mount Shasta. State Route 89 is an important corridor for communities in the Sierra Nevada region, and connects Reno and the east-central portion of California to I-5 in Northern California and provides entry north into Oregon. SR 89 accommodates up to nearly 17,000 vehicles per day in some segments but has low travel rates within Tehama County.

State Route 99 is a critical north/south route in California for the movement of people and goods. State Route 99 parallels I-5 through the central California valley and connects Butte and Tehama Counties. SR 99 is the primary connection to the City of Chico in Butte County. SR 99 begins at SR 36 in Red Bluff and terminates at I-5 near Wheeler Ridge in Kern County. The nation relies heavily on this system for access to agricultural products. Traffic volumes on SR 99 are highest in Sacramento, with over 230,000 vehicles using some segments of SR 99 daily. In Tehama County, average annual daily traffic on SR 99 ranges from about 7,700 to 13,900 vehicles daily.

2.8.2 Vehicle Miles Traveled

Reducing vehicle miles traveled has become one of the top priorities for Local and State agencies involved in transportation, in alignment with the State and Federal legislation setting goals for greenhouse gas reductions. Although the daily vehicle mileages for the Cities of Red Bluff, Corning, and Tehama have decreased between 5%-25% between 2010 and 2016, the county-wide daily vehicle mileage has increased by 7.5% during the same time period (see Table 2.16). This indicates that in-town driving has decreased but commuting has increased between communities within and outside of Tehama County.

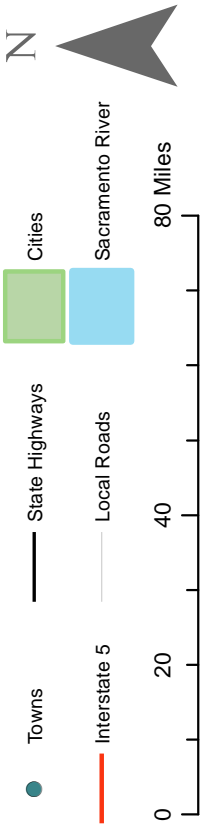
Table 2.16 Vehicle Miles Traveled (VMT)					
Place	Lane Miles	2010 Daily VMT	2013 Daily VMT	2016 Daily VMT	Change, 2010 - 2016
City of Red Bluff	75.92	149.57	149.56	129.46	-13.4%
City of Corning	41.82	61.61	61.61	58.26	-5.4%
City of Tehama	5.78	5.37	5.37	4.02	-25.1%
Tehama County	1625.32	2491.59	2412.84	2677.61	7.5%
Source: California Public Road Data 2010, 2013, 2016					



Tehama County
Road Network

Tehama County
Transportation Commission

Figure 2.7



2.8.3 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.” Table 2.17 denotes PCI and the associated level of necessary maintenance to achieve good to excellent road conditions. As pavement conditions decrease, the cost of maintenance escalates exponentially.

Table 2.17 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: 2016 California Local Streets and Roads Needs Assessment		

The 2018 California Local Streets and Roads Needs Assessment estimates the region’s average PCI to be 54, putting the region in an “at risk” category for California (see Table 2.18). The 2016 California Local Streets and Roads Needs Assessment estimated a PCI value of 53 for Tehama County, indicating that the county-wide roadway system is maintaining or improving slightly. Between 2010 and 2016, the county-wide PCI dropped from 65 to 53 indicating a period of rapid deterioration that may now be turning around.

Table 2.18 Pavement Condition Index (PCI) by Local Agency						
Agency	2010 PCI	2012 PCI	2014 PCI	2016 PCI	2018 PCI	Change
City of Red Bluff	-	-	0-49	0-49	0-49	-
City of Corning	-	-	50-60	50-60	50-60	-
City of Tehama	-	-	50-60	61-70	71-100	-
Tehama County	65	65	62	53	54	-11
Legend:	Good	At Risk		Poor	Failed	
Source: California Statewide Local Streets and Roads Needs Assessment 2010, 2012, 2014, 2016, 2018						

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 the 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.



2.8.4 Bridges

According to the 2018 California Streets & Roads Needs Assessment, there are over 300 bridges within the County and incorporated cities. The Needs Assessment reports a Sufficiency Rating (SR) value for each bridge; bridges with values under 80 and above 50 are considered eligible for rehabilitation and bridges with a rating under 50 are considered structurally deficient or functionally obsolete and are eligible for replacement. Of the 305 bridges in Tehama County, 96 are eligible for rehabilitation and 47 are eligible for replacement (Table 2.19). Although the average SR rating for Tehama County bridges has risen in recent years, the estimated cost for bridge needs has risen consistently to the current need of \$178 million.

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.

Table 2.19 Bridge Sufficiency Rating (SR)					
	2010	2012	2014	2016	2018
Number of Bridges	309	309	309	305	305
Average SR	-	74	74	76	76
Structures with SR < 80	94	91	91	96	96
Structures with SR < 50	-	56	56	47	47
Total Bridge Need (Millions)	\$107	\$136	\$136	\$159	\$178

Source: California Statewide Local Streets and Roads Needs Assessment 2010, 2012, 2014, 2016, 2018

2.8.5 Traffic Volumes

Five State Highways and Interstate-5 run through Tehama County. Average Annual Daily Traffic (AADT) has increased on nearly every roadway segment in Tehama County since 2012 (Table 2.20). Between 2012 and 2016, the change in AADT ranged from -7.8% to 41.4%, although some of the higher rates of increase occurred on low-volume roadways and does not represent a large increase in car volumes. The largest increases in Tehama County occurred on I-5, where AADT increased by up to 6,500 vehicles, or 22.4%.



Table 2.20 Highway Traffic Volumes						
Segment	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	Change, 2012-2016
Interstate 5						
Glenn/Tehama County Line	23,600	24,100	24,300	25,750	26,900	14.0%
Corning, South Avenue	25,450	27,000	27,900	29,500	30,700	20.6%
Red Bluff, Diamond Avenue	29,000	31,000	32,500	34,250	35,500	22.4%
Red Bluff, Jct. Rte. 36	35,400	34,550	37,300	38,400	40,200	13.6%
Bowman Road	40,000	39,000	40,900	42,500	43,000	7.5%
State Route 32						
Jct. Rte. 36	1,000	1,050	1,050	340	990	-1.0%
Shasta/Tehama County Line	1,000	1,050	1,050	1,050	1,100	10.0%
State Route 36						
Shasta/Tehama County Line	450	450	450	540	550	22.2%
Oak Knoll Drive	1,300	1,300	1,300	1,500	1,500	15.4%
McCoy Road	3,900	3,900	3,900	4,200	4,500	15.4%
Red Bluff, Adobe Road	10,000	10,000	10,000	10,200	10,400	4.0%
Red Bluff, Oak Street	17,250	17,200	17,200	17,500	17,500	1.4%
Jct. Rte. 99 South	6,450	6,450	6,450	7,700	7,700	19.4%
Manton Road	1,100	1,050	1,050	1,050	1,200	9.1%
Jct. Rte. 32 Southwest	1,250	1,250	1,250	1,250	1,700	36.0%
State Route 89						
Jct. Rte. 36	290	350	350	350	410	41.4%
Jct. Rte. 44	290	350	350	350	410	41.4%
State Route 99						
Butte/Tehama County Line	11,200	11,200	12,000	12,500	13,500	20.5%
South Avenue	7,250	7,250	7,200	8,600	7,600	4.8%
Aramayo Way	9,000	9,000	9,000	9,550	8,300	-7.8%
Kaufman Avenue	8,050	8,450	8,450	9,200	9,900	23.0%
State Route 172						
Mineral, Jct. Rte. 36	150	110	110	140	150	0.0%
Mineral Springs, Jct. Rte. 36	120	90	90	90	140	16.7%
Source: Caltrans Traffic Census, 2012-2016						



2.8.6 Truck Traffic

The majority of freight traffic in Tehama County occurs on I-5 and SR 99, the two main north-south roadways in Tehama County and two of the main north-south roadways in California connecting northern and southern California. As seen in Table 2.21, truck traffic ranges from 1.0% - 18.7% of total vehicle traffic on Tehama County highways. An AADT of 6,500 on I-5 was reported in Tehama County for 2016.

Table 2.21 Highway Truck Traffic							
	2012		2014		2016		% Change, 2012-2016
	Truck AADT	Truck % Total	Truck AADT	Truck % Total	Truck AADT	Truck % Total	
Interstate 5	6200	20.4%	5950	18.5%	6500	18.7%	4.8%
State Route 32	83	8.3%	87	8.3%	93	9.0%	12.0%
State Route 36	340	5.8%	345	6.1%	380	6.7%	11.8%
State Route 89	3	0.9%	4	1.0%	4	1.0%	33.3%
State Route 99	960	12.3%	970	12.3%	1050	12.1%	9.4%
State Route 172	4	3.0%	3	3.5%	2	1.2%	-50.0%

Source: Caltrans Traffic Census, 2012-2016

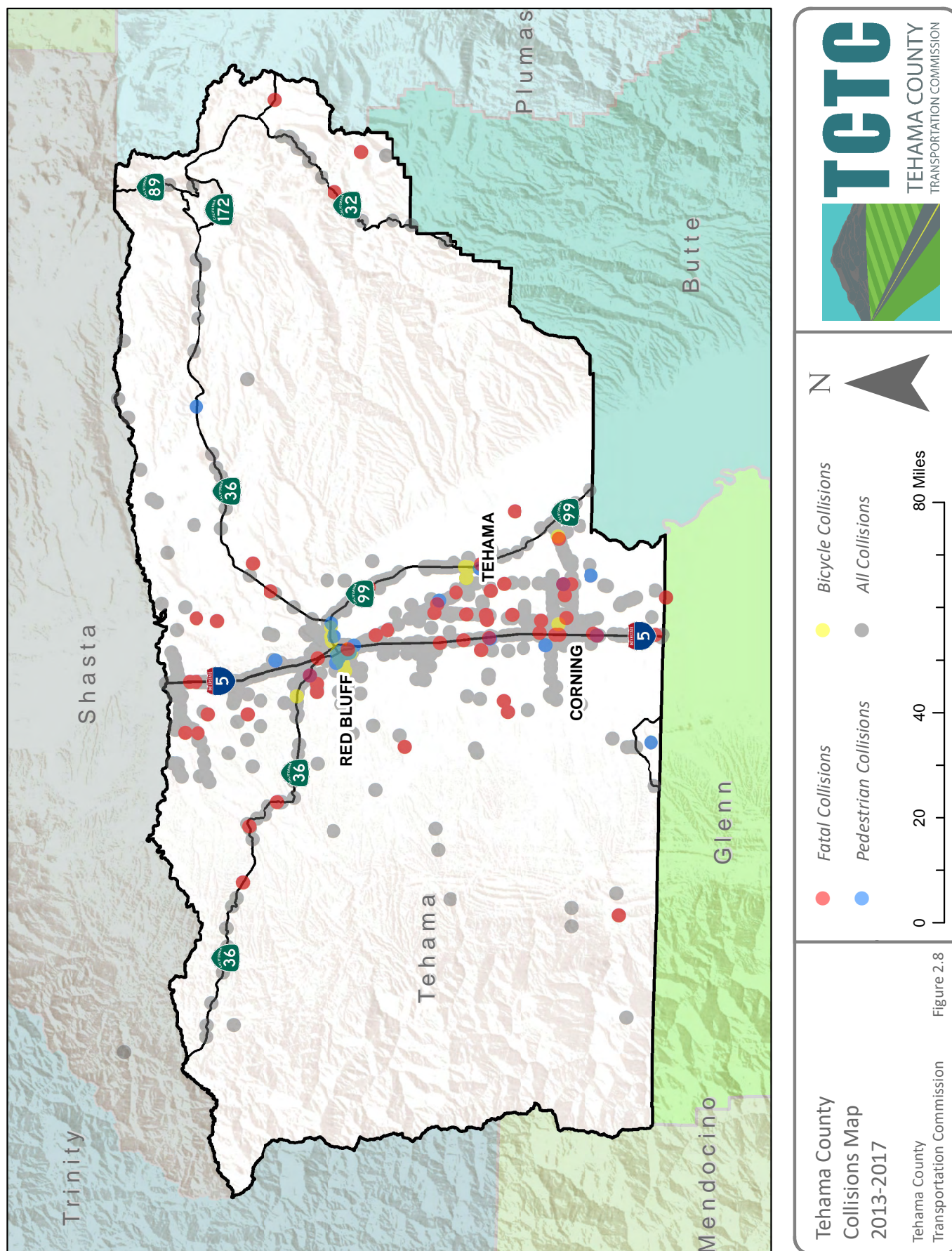
2.8.7 Collisions

In order to monitor the safety needs of the region, a five-year summary of collisions on Federal and State routes was compiled (see Table 2.22). 74% of total collisions and 93% of fatal collisions occurred in the unincorporated regions of the county. In the past five years, collisions peaked in 2015 (as seen in Table 2.22) with 300 total collision and 19 fatal collisions. In 2017, the total number of collisions dropped to 272, and fatal collisions dropped to 12. Figure 2.8 displays a visual representation of the spatial distribution of collisions in Tehama County, including fatal collisions, pedestrian collisions, and bicycle collisions. Bicycle and Pedestrian collisions were centered in the incorporated cities of Red Bluff, Corning, and Tehama.



Table 2.22 Collision Summary					
Place	Total Collisions	Highway Collisions	Fatal Collisions	Pedestrian Collisions	Bicycle Collisions
2013					
City of Red Bluff	68	27	1	10	10
City of Corning	14	3	0	1	0
City of Tehama	0	0	0	0	0
Unincorporated	152	74	10	3	1
Total	234	104	11	14	11
2014					
City of Red Bluff	65	22	1	11	7
City of Corning	15	1	0	1	3
City of Tehama	0	0	0	0	0
Unincorporated	161	63	13	2	2
Total	241	86	14	14	12
2015					
City of Red Bluff	54	21	0	6	11
City of Corning	11	1	0	0	1
City of Tehama	0	0	0	0	0
Unincorporated	235	105	19	3	2
Total	300	127	19	9	14
2016					
City of Red Bluff	65	28	2	7	6
City of Corning	1	0	0	0	0
City of Tehama	2	0	0	0	0
Unincorporated	212	95	14	1	2
Total	280	123	16	8	8
2017					
City of Red Bluff	49	18	0	7	3
City of Corning	2	2	1	0	0
City of Tehama	0	0	0	0	0
Unincorporated	221	110	11	6	1
Total	272	130	12	13	4

Source: SWITRS



2.9 Public Transit

TRAX (Tehama Rural Area eXpress) provides regional transit services to Tehama County's incorporated cities of Corning, Red Bluff, and Tehama, and the unincorporated communities of Los Molinos, Gerber, Proberta, Dairyville, Richfield, and Rancho Tehama Reserve. The need for affordable, convenient, and dependable transit service continues to grow.

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

TRAX (Tehama Rural Area eXpress)

In 1996, TRAX service commenced. Policy decisions are determined by the Tehama County Transit Agency Board (TCTAB). Transit management is the responsibility of the TCTC. Daily bus operations and maintenance are performed by a transit contractor. The TRAX service area includes the incorporated cities of Corning, Red Bluff and Tehama, as well as the unincorporated communities along Highway 99E and Highway 99W. The TRAX service includes the following eight routes (see Figure 2.9 and Figure 2.10):

- ❖ Route 1: Red Bluff Route that serves destinations such as Tehama County Health Center, Sacred Heart School, Walmart, Shasta College, Social Services, and St. Elizabeth's Hospital.
- ❖ Route 1 – Saturday: The abbreviated version of Route 1 that runs on Saturdays and does not serve Shasta College.
- ❖ Route 2: Red Bluff route that serves an expanded area compared to Route 1. Destinations along Route 2 include Highway 36 east to Sunset Market, Greenville Rancheria on Kimball Road, North Valley Services, and more.
- ❖ Route 2 - Saturday: The same route as Route 2, but available Saturdays with fewer stops.
- ❖ Route 3: A regional route connecting communities along SR 99 and SR 99 W, including Red Bluff, Dairyville, Los Molinos, Tehama, Gerber and Proberta.
- ❖ Route 5: A Corning route that serves destinations along Corning Road and SR 99 W. Route 5 stops at Rolling Hills Casino.
- ❖ Route 6 – Saturday: A expanded route that runs on Saturdays and is similar to Route 3. Route 6 serves the same communities along SR 99 and Sr 99 W as Route 3 and extends south to Corning.
- ❖ RTR Express Route: A rural route that connects Rancho Tehama Reserve to Red Bluff.
- ❖ Glenn/Tehama Connect: A north-south route that connects communities in Tehama County to the Glenn County transit service in Orland. The Glenn/Tehama Connect serves Red Bluff, Proberta, Tehama, Richfield, Corning and Rolling Hills Casino.
- ❖ The City of Red Bluff pays for the Saturday service which is above and beyond requirements of the Americans with Disabilities Act.

All TRAX buses have bike racks, wheelchair lifts, and relatively short wheelbases to operate in rural areas. ADA complementary paratransit service is provided on the same vehicles as fixed route. Regional routes allow for deviation up to $\frac{3}{4}$ 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 $\frac{3}{4}$ mile of a transit route.



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 2016 American Community Survey, 25.5% of Tehama County's population is under 18 and 15.9% is 65 or older. Together these segments account for 41.4% of the population.

ParaTRAX

ParaTRAX is a demand response (dial-a-ride) program, which provides a curb-to-curb service to certified individuals with disabilities and seniors. ParaTRAX operates Monday through Saturday. Many seniors 65 and older choose to use their senior passes and ride TRAX for free.

Medical Transportation Service (METS)

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

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.

2.9.1 Additional Transit Providers

Susanville Rancheria

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

Tehama County Senior Nutrition Program

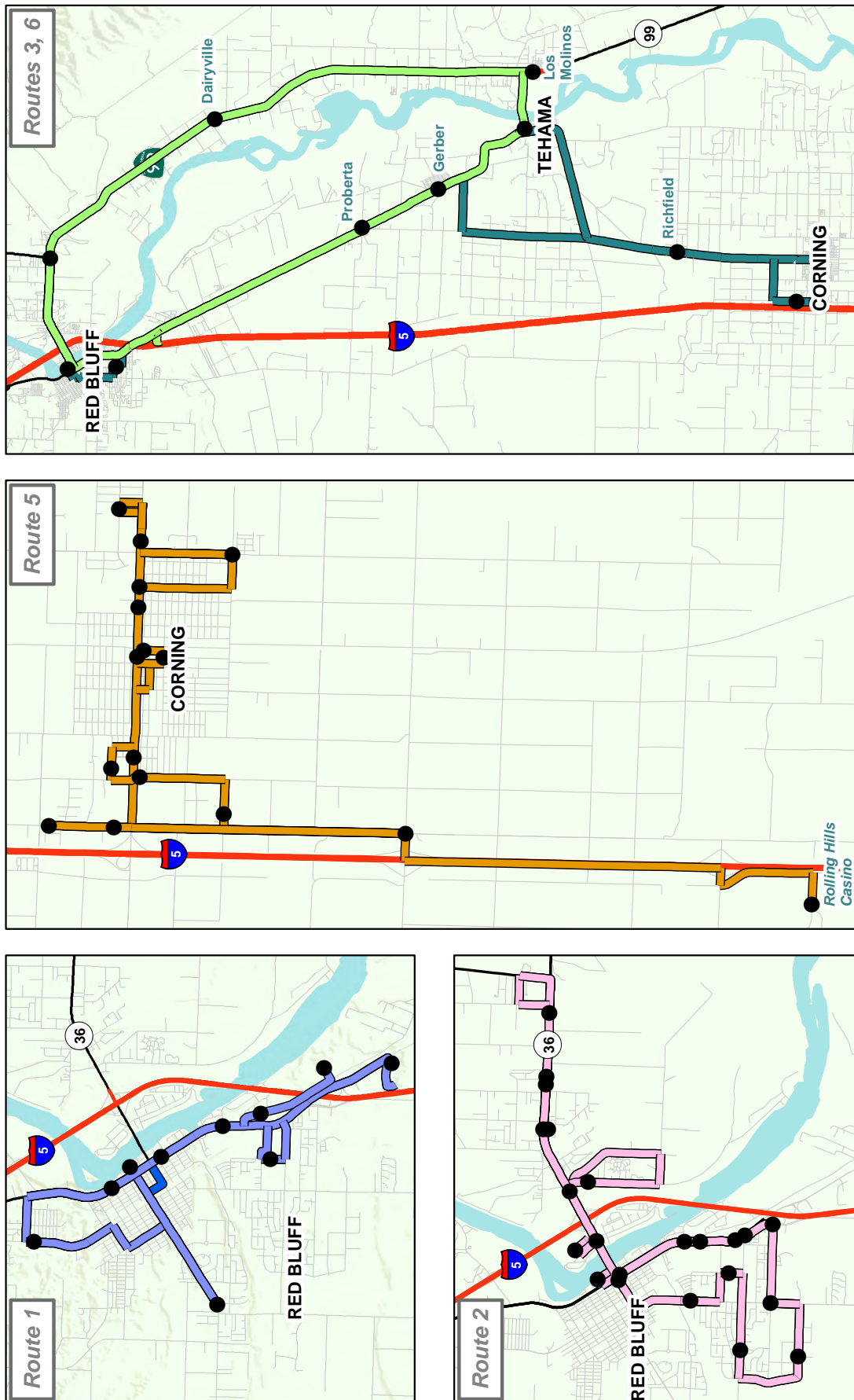
The Tehama County Senior Nutrition Program provides home delivered meals and congregate meals to elderly residents in the greater Red Bluff area. In addition to delivering meals, the program offers rides back to the Red Bluff Community Center.

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 to 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.

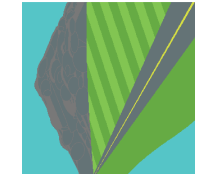
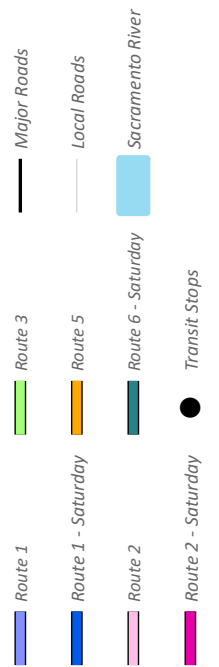
School Transportation

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.

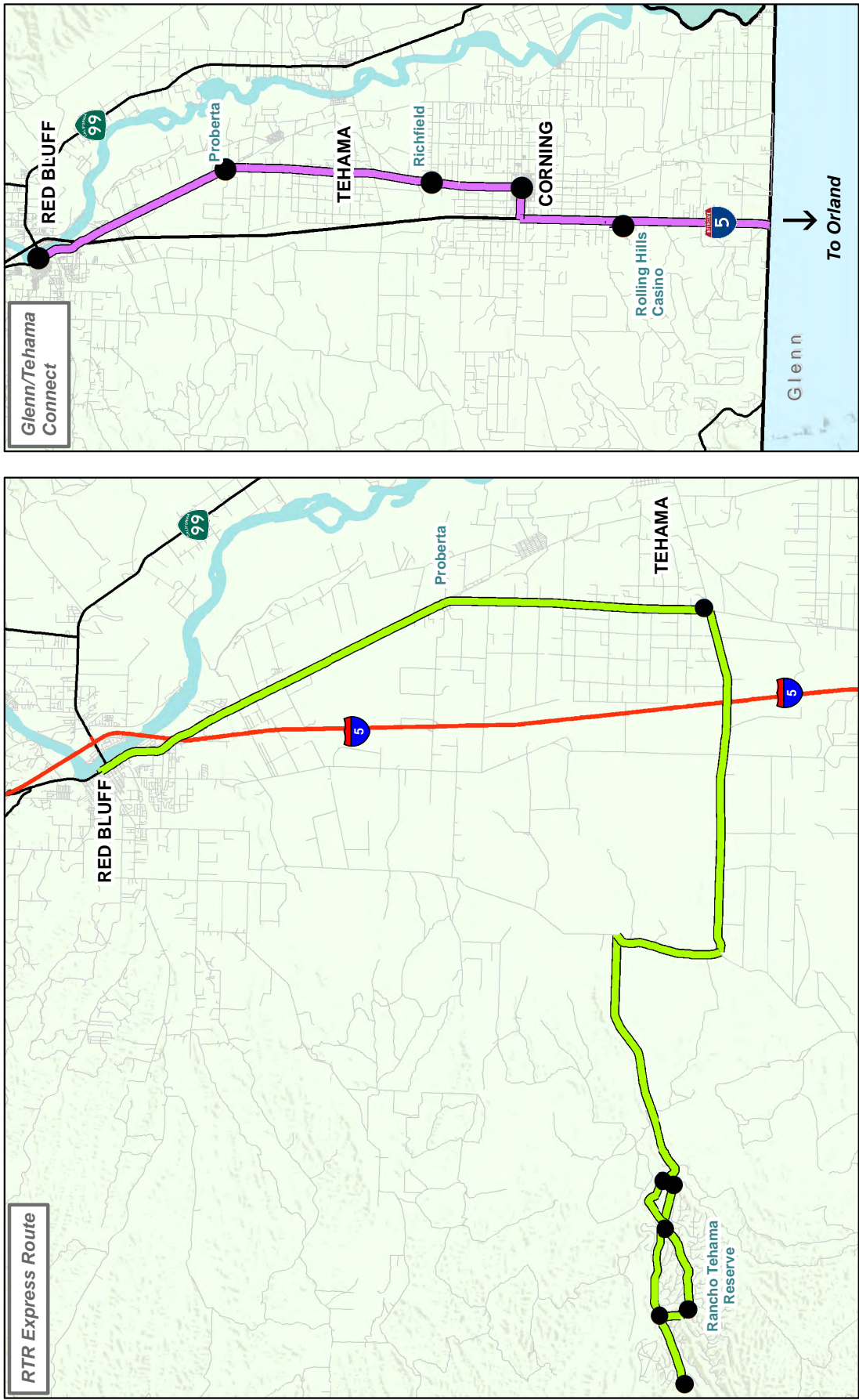


Tehama County
Transit Map
Red Bluff
Corning
Tehama County
Transportation Commission

Figure 2.9



TCTC
TEHAMA COUNTY
TRANSPORTATION COMMISSION



Tehama County
Transit Map

RTR Express Route

Glenn/Tehama Connect

Tehama County
Transportation Commission

Transit Stops

RTA Express Route

Glenn/Tehama Connect

Major Roads

Local Roads

Sacramento River

N

TCTC

TEHAMA COUNTY
TRANSPORTATION COMMISSION

Figure 2.10



Taxi Service

Red Bluff Sunset Cab Company offers traditional taxi service.

Senior Ride On

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

North Valley Services

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

2.9.2 Multi-Regional Services

Commercial Bus Lines

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

Greyhound

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

Amtrak

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

Charter Service

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

Rideshare Services

Ridesharing services such as Uber and Lyft have begun to thrive in rural areas such as Tehama County and will continue to serve an important service for residents who are unable to purchase or operate a personal vehicle.



2.10 Active Transportation

Active transportation is any human-powered mode of transportation, such as bicycling or walking. The updated term is consistent with recent changes in federal funding programs and better distinguishes the role of individual choice and regional policies, programs, and investments in supporting walkable communities. Active transportation plays an essential role in connectivity between modes. Many public transit trips begin and end with walking or cycling. As part of coordinated multimodal strategy, walking/cycling helps alleviate traffic congestion and reduces vehicle miles traveled associated with air quality impacts. Active transportation bicycle facilities are generally divided into four classes:

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

2.10.1 Active Transportation Planning Efforts

Tehama County has a growing system of multi-use trails, bicycle lanes, and other facilities, however there is still a need to connect infrastructure to safely accommodate pedestrians and bicyclists in population centers throughout the County, including the Cities of Red Bluff, Corning, Tehama, the community of Los Molinos, and entering and exiting the community of Lake California. A description of bicycle and pedestrian infrastructure can be found in the Tehama County 2019 Active Transportation Plan.

The City of Corning prepared a bicycle/pedestrian plan funded by a Caltrans planning grant. To view the Corning Bicycle and Pedestrian Transportation Improvement Plan, click the following link:

http://corning.org/Bicycle_and_Pedestrian_Transportation_Improvement_Plan_2016.pdf

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

2.11 Aviation

Municipal airports serve many functions in rural communities. They are used for fighting wild-land fires, agriculture crop spraying, general business or recreation flying, and serve as a commercial package delivery transfer point. 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/>).

2.11.1 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 8,760 (2018) with 21 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 26,280 with 119 aircraft and 16 helicopters based at the airport year round. The operations are comprised of transient aviation, local aviation, air taxi, and military activities. One of the airport's greatest need is increased commercial hangar space. Commercial hangar space is needed to generate additional revenue and accommodate the demand for increased operations.

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

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

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



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

2.12 Goods and Freight Movement

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

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

2.13 Railroads

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

At the state level, the latest California State Rail Plan was adopted in September 2018. 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. You can read the full plan here:

http://www.dot.ca.gov/californiarail/docs/CSRP_Final.pdf

2.13.1 Current System

Amtrak Coast Starlight passenger service runs on UPRR controlled tracks through Tehama County but does not stop. The closest stops are located in Redding at 3:06 AM northbound and 2:21 AM southbound or in Chico at 1:47 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 northbound. A train ticket is required to board the bus.

3. Policy Element

The purpose of the Policy Element is to provide guidance to regional transportation decision makers and promote consistency among state, regional, and local agencies. Consistent with the 2017 RTP Guidelines, the Policy Element is intended to:

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

3.1 Regional Vision

The Policy Element describes transportation issues in the Tehama County region and provides goals, objectives, and policies to assist in setting transportation priorities.

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

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

In coordination with the California State Route 99 Transportation Concept Report (TCR) developed by Caltrans District 2, the TCTC, and local agencies and governments in Tehama County, the regional vision for State Highway 99 is supported by the goals, objectives and strategies set forth in this document. The State Route 99 TCR prioritizes an overwhelming need to identify the future alignment of SR 99 that will best serve interregional travel and freight movement while protecting the integrity of communities and sensitive lands within Tehama County. Potential alignments, as identified by the TCR, include the existing alignment, the South Ave. alignment which would upgrade South Ave. between SR 99 and I-5 to meet highway standards, and the new alignment, which would construct a new roadway connecting SR 99 and I-5 in a direct route between the current SR 99 alignment and South Ave.

3.2 Regional Goals, Objectives, and Strategies

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

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



Goal #1:

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

Objective 1.1

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

Strategies

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

Policy

- Pursue funding that moves the region toward Goal 1.

Performance Measures

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

Objective 1.2

Increase the efficient movement of people and goods.

Strategies

- Utilize roadway design and traffic operations management to facilitate traffic flow.
- Implement safety and operational improvements such as turning or acceleration/deceleration lanes.
- Support cost-effective travel demand management strategies that reduce the number and distance of single-

occupancy vehicle trips.

- Implement intelligent transportation systems (ITS) technologies to smooth traffic flow and inform travel decision making.
- Pursue future opportunities to plan for the regional vision of State Route 99, including the feasibility of and preference for realignment.

Policy

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

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)

Objective 1.3

Increase the efficient movement of people and goods.

Strategies

- Comply with any regional emergency preparedness and disaster evacuation plans.

Goal #2:

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

Objective 2.1

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

Strategies

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

Policy

- a. Identify and eliminate unsafe conditions on roadway

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

Strategies

- a. Advocate transportation funds be used for transportation purposes only at a local and state level and utilize the region's limited funds to leverage state and federal funds.
- b. Work with regional partners (such as Rural Counties Task Force and sixteen-county North State Super Region) to bring about consistent and sustainable transportation funding sources.
- c. Secure grant funding for planning studies.

- d. Position the region to compete for discretionary state and federal transportation funds by developing 'shovel-ready' projects.
- e. Explore potential local transportation revenue options.

Policy

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

Objective 3.2

Maintain adequate traffic capacity on the core interregional network.

Strategies

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

Policy

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



Performance Measures

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

Goal #4

Align financial resources to meet the highest priority transportation needs.

Strategies

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

Policy

- a. Plan and implement projects to meet objectives.

Goal #5

Practice agricultural, environmental, and resource stewardship.

Objective 5.1

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

Strategies

- a. Include agricultural, natural resource, and land management agencies in the regional transportation planning processes.
- b. Seek input from agricultural groups

to identify transportation impacts on agriculture.

- c. Seek funding for environmental impact mitigation and enhancement activities.
- d. Seek funding solutions for situations requiring long-term mitigation monitoring.
- e. Advocate for the reform and streamlining of the environmental process.

Performance Measures

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

Objective 5.2

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

Strategies

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

Goal #6

Create vibrant, people-centered communities.

Objective 6.1

Support local governments in implementing pedestrian and bicycle facilities.

Strategies

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

Policy

- a. Pursue funding resources to move region toward Goal #6.

Strategies

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

Objective 6.2

Enhance community health, safety, and well-being.

Strategies

- a. Support the development and use of active transportation choices (i.e. bicycling and walking, including connections to public transportation).
- b. Identify and map the region's disadvantaged populations to enhance mobility.

- c. Develop transportation safety data and seek funding to resolve identified safety issues (long range).

Policy

- a. Pursue funding resources to move region toward Goal #6.

Performance Measures

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

Goal #7

Provide an integrated, multimodal range of practical transportation choices.

Objective 7.1

Develop an integrated, multimodal range of local transportation choices.

Strategies

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

Objective 7.2

Develop an integrated, multimodal range of interregional transportation choices.

Strategies

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

*Performance Measures*

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

Goal #8

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

Objective 8.1

Utilize a broad range of public participation strategies.

Strategies

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

Performance Measures

- a. Level of public participation.
- b. Public Participation Plan is available on the Tehama County Public Works website.

4. Action Element

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

4.1 Project Purpose and Need

The purpose of the RTP is to provide a vision for the region, supported by transportation goals, for ten-year (2029) and twenty-year (2039) planning horizons. The ten-year planning blocks allow for consistency with the State Transportation Improvement Program (STIP), which operates on 5-year cycles. The RTP documents policy direction, actions, and funding strategies designed to maintain and improve the regional transportation system using the following methods:

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

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

4.2 Regional Priorities

In Tehama County, the limited available funding is focused on maintaining existing roadways, transit, non-motorized facilities (pedestrian/bicycle), airport facilities, and programs. The replacement and rehabilitation of the region's 500+ bridges is a priority. If a capacity increasing project becomes a regional priority, it would only be initiated when complete revenue sources become available.

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



4.3 RTP Project Lists

The projects recommended for short-range and long-range funding in the RTP are presented below. Projects lists are provided by mode (Appendix D through I) for the State, County, and City governments.

Roadway Projects

The following table shows the prioritized short and long term roadway project lists for agencies in Tehama County. Projects are programmed by tier prioritization.

Table 4.1 ROADWAY PROJECTS							
RTP Project Number	Lead Agency	Funding Source	Project Type? (Road, Bike/Ped, Bridge, Transit)	Location	Description	Cost	Construction Year
City of Corning - Short Range							
2019-2029-Maint-Corning	City of Corning	HUTA/SB1/RSTP	Road	Misc.	Misc. Roadway Maintenance Project (Year 1 thru Year 10)	\$ 3,000,000	2019-2029
Tier 1 Total						\$ 3,000,000	
City of Corning - Long Range							
2030-2039-Maint-Corning	City of Corning	HUTA/SB1/RSTP	Road	Misc.	Misc. Roadway Maintenance Project (Year 11 thru Year 20)	\$ 3,000,000	2030-2039
Tier 1 Total						\$ 3,000,000	
01-Road-Corning	City of Corning	Local/Regional Programs	Road	Blackburn Ave.	Blackburn Avenue (widening and reconstruction)	\$ 1,000,000	2030+
02-Road-Corning	City of Corning	Local/Regional Programs	Road	Solano St.	Solano Street, Houghton and Toomes Avenues (widening and reconstruction)	\$ 1,250,000	2030+
03-Road-Corning	City of Corning	Local/Regional Programs	Road	South Ave. & I-5	South Avenue Interchange Improvements Phase II		2030+
04-Road-Corning	City of Corning	Local/Regional Programs	Road	99W	99W, Solano to South Avenue, Widening & Bridge Reconstruction	\$ 7,900,000	2030+
05-Road-Corning	City of Corning	Local/Regional Programs	Road	Misc.	Stripping and Roadway Illumination-Citywide	\$ 150,000	2030+
06-Road-Corning	City of Corning	Local/Regional Programs	Road	Third St.	Third Street Widening, N. City Limits to Solano St.	\$ 600,000	2030+
07-Road-Corning	City of Corning	Local/Regional Programs	Road	Fig Ln.	Fig Lane Extension and Proposed Jewett Creek Bridge	\$ 1,800,000	2030+
08-Road-Corning	City of Corning	Local/Regional Programs	Road	Kirkwood Rd.	Kirkwood Rd. and Fig Lane Intersection Relocation	\$ 200,000	2030+
09-Road-Corning	City of Corning	Local/Regional Programs	Road	Colusa St.	Colusa Street Extension	\$ 650,000	2030+
10-Road-Corning	City of Corning	Local/Regional Programs	Road	Solano St.	Traffic Signal: Solano Street and Third Street	\$ 650,000	2030+
11-Road-Corning	City of Corning	Local/Regional Programs	Road	Oren Ave.	Traffic Signal: Oren Avenue at Solano Street (Hoag Road)	\$ 650,000	2030+
12-Road-Corning	City of Corning	Local/Regional Programs	Road	Marguerite Ave.	Traffic Signal: Marguerite Avenue at Blackburn Avenue	\$ 650,000	2030+
13-Road-Corning	City of Corning	Local/Regional Programs	Road	Third St.	Traffic Signal: Third Street at Blackburn Avenue	\$ 650,000	2030+
14-Road-Corning	City of Corning	Local/Regional Programs	Road	Solano St.	Traffic Signal: Solano Street at Houghton Avenue	\$ 650,000	2030+
15-Road-Corning	City of Corning	Local/Regional Programs	Road	Fig Ln.	Traffic Signal: Fig Lane at Marguerite Avenue	\$ 650,000	2030+
16-Road-Corning	City of Corning	Local/Regional Programs	Road	Fig Ln.	Traffic Signal: Fig Lane at Hwy 99W	\$ 650,000	2030+
17-Road-Corning	City of Corning	Local/Regional Programs	Road	Solano St. & I-5	Solano Interchange East Side Improvements: relocate sign, street/drainage improvements	\$ 650,000	2030+
Tier 2 Total						\$ 18,750,000	
City of Red Bluff - Short Range							
01-Road-Red Bluff	Red Bluff	HUTA/SB1/RSTP	Road	Kimball Rd.	Kimball Road Rehabilitation (Montgomery Rd. to S. Jackson St.)	\$ 1,000,000	2019
02-Road-Red Bluff	Red Bluff	HUTA/SB1/RSTP	Road	S. Main St.	South Main St Rehabilitation (SR36 to Diamond Ave.)	\$ 1,520,000	2020
03-Road-Red Bluff	Red Bluff	HUTA/SB1/RSTP	Road	Monroe St.	Monroe Street Rehabilitation & ADA Access (Breckenridge St to Corona Ave)	\$ 1,500,000	2021
04-Road-Red Bluff	Red Bluff	HUTA/SB1/RSTP	Road	Walnut St.	Walnut Street Rehabilitation & ADA access	\$ 1,360,000	2021
Tier 1 Total						\$ 5,380,000	
05-Road-Red Bluff	Red Bluff	Local/Regional Programs	Road	Johnson St.	Johnson St. Rehabilitation (Hickory St. to Douglas St)	\$ 590,000	2021
06-Road-Red Bluff	Red Bluff	Local/Regional Programs	Road	S. Main St.	Railroad Crossing @ South Main/UP Overcrossing replacement	\$ 4,000,000	2019-2029
07-Road-Red Bluff	Red Bluff	Local/Regional Programs	Road	S. Jackson St.	Traffic Signal: South Jackson @ Aloha	\$ 500,000	2019-2029
08-Road-Red Bluff	Red Bluff	Local/Regional Programs	Road	Jackson St.	Traffic Signal: Jackson @ Oak	\$ 500,000	2019-2029
09-Road-Red Bluff	Red Bluff	Local/Regional Programs	Road	Luther Rd.	Luther Road Rehabilitation (South Jackson Street to Airport)	\$ 580,000	2019-2029
12-Road-Red Bluff	Red Bluff	Local/Regional Programs	Road	Walnut St.	Walnut St. @ Paskenta Road Intersection Improvements (Roundabout)	\$ 1,660,000	2030+
13-Road-Red Bluff	Red Bluff	Local/Regional Programs	Road	Vista Way	Vista Way Extension to Montgomery St.	\$ 2,000,000	2030+
14-Road-Red Bluff	Red Bluff	Local/Regional Programs	Road	Luther Rd.	Luther Road @ S. Main Intersection Reconstruction, Rehabilitation of Luther Rd. (S. Main to	\$ 3,458,000	2030+
Tier 2 Total						\$ 13,288,000	
City of Red Bluff - Long Range							
10-Road-Red Bluff	Red Bluff	Local/Regional Programs	Road	Baker Road	Baker Road and Walnut Street Intersection Improvements	\$ -	2030+
11-Road-Red Bluff	Red Bluff	Local/Regional Programs	Road	S. Main St.	South Main Street Interchange Reconfiguration (**Caltrans**)	\$ -	2030+
Tier 1 Total						\$ 20,406,000	
City of Tehama - Short Range							
01-Road-Tehama	City of Tehama	HUTA/SB1/RSTP	Road	B Street	On B from San Benito to 2nd Street-roadway and shoulder reconstruction	\$ 204,000	2020
Tier 1 Total						\$ 204,000	
02-Road-Tehama	City of Tehama	Local/Regional Programs	Road	F Street	5th Street to east of 2nd Street-roadway and shoulder reconstruction	\$ 323,000	2021
03-Road-Tehama	City of Tehama	Local/Regional Programs	Road	H Street	5th Street to east of 2nd Street-roadway and shoulder reconstruction	\$ 298,000	2021
04-Road-Tehama	City of Tehama	Local/Regional Programs	Road	Tehama Avenue	City Limits to 5th Street-roadway and shoulder reconstruction	\$ 323,000	2021
05-Road-Tehama	City of Tehama	Local/Regional Programs	Road	East Gyle Road	Gyle Rd. to 300 feet west of S. 2nd Street-slope protection	\$ 450,000	2021
06-Road-Tehama	City of Tehama	Local/Regional Programs	Road	E Street	West of 5th Street to east of 2nd Street-roadway and shoulder reconstruction	\$ 435,000	2022
Tier 2 Total						\$ 1,829,000	
City of Tehama - Long Range							
07-Road-Tehama	City of Tehama	HUTA/SB1/RSTP	Road	G Street	5th Street to east of 2nd Street-roadway and shoulder reconstruction	\$ 299,000	2022
Tier 1 Total						\$ 299,000	
08-Road-Tehama	City of Tehama	Local/Regional Programs	Road	I Street	5th Street to east of 2nd Street-roadway and shoulder reconstruction	\$ 288,000	2022
09-Road-Tehama	City of Tehama	Local/Regional Programs	Road	2nd Street	UPRR to I Street-roadway and shoulder reconstruction	\$ 442,000	2022
10-Road-Tehama	City of Tehama	Local/Regional Programs	Road	East Gyle Road	Gyle Road to east of South 2nd Street-roadway and shoulder reconstruction	\$ 287,000	2022
11-Road-Tehama	City of Tehama	Local/Regional Programs	Road	South 2nd Street	I Street to East Gyle Road-roadway and shoulder reconstruction	\$ 224,000	2022
12-Road-Tehama	City of Tehama	Local/Regional Programs	Road	Cavalier Dr. & C St.	UPRR to D St. (Cavalier) & 5th St. to city limits (C St)-roadway and shoulder recon	\$ 648,000	2023
13-Road-Tehama	City of Tehama	Local/Regional Programs	Road	4th Street	UPRR to I Street-roadway and shoulder reconstruction	\$ 432,000	2030+
14-Road-Tehama	City of Tehama	Local/Regional Programs	Road	5th Street	City limits to C Street-roadway and shoulder reconstruction	\$ 226,000	2030+
15-Road-Tehama	City of Tehama	Local/Regional Programs	Road	3rd Street	UPRR to I Street-roadway and shoulder reconstruction	\$ 474,000	2030+
16-Road-Tehama	City of Tehama	Local/Regional Programs	Road	D Street	West of 5th Street to East of Cavalier Drive-roadway and shoulder reconstruction	\$ 357,000	2030+
Tier 2 Total						\$ 3,378,000	



Table 4.1
ROADWAY PROJECTS

RTP Project Number	Lead Agency	Funding Source	Project Type? (Road, Bike/Ped, Bridge, Transit)	Location	Description	Cost	Construction Year
County of Tehama - Short Range							
01-Road-County	County of Tehama	STIP (Programmed)	Road	99W Gap Closure, Glenn Co Line-South Ave, rehab		\$ 8,700,000	2021
02-Road-County	County of Tehama	STIP (Programmed)	Road	99 Corridor/Rt 5 opr & access Improvements (165-9)		\$ 5,873,000	2021
Total Programmed STIP Projects						\$ 14,573,000	
11-Road-County	County of Tehama	HSIP (Programmed)	Road	South Avenue intersection safety projects @ 5 intersections		\$ 823,900	2021
07-Road-County	County of Tehama	HSIP (Programmed)	Road	Lake California Drive safety improvements		\$ 1,669,700	2022
09-Road-County	County of Tehama	HSIP (Programmed)	Road	Gallagher Ave. intersection safety improvements @ 2 intersections		\$ 247,100	2022
Total Programmed HSIP Projects						\$ 2,740,700	
M1-Maint.-County	County of Tehama	HUTA/SB1/RSTP	Road	Roadway Maintenance-Short Range		\$ 76,100,000	2019-2029
13-Road-County	County of Tehama	HUTA/SB1/RSTP	Road	Reeds Creek Erosion Repair (3 locations)		\$ 3,900,000	2021
10-Road-County	County of Tehama	HUTA/SB1/RSTP	Road	Lake California Drive reconstruction project		\$ 8,100,000	2022
12A-Road-County	County of Tehama	HUTA/SB1/RSTP	Road	South Avenue Reconstruction-Phase 1		\$ 5,000,000	2024
08-Road-County	County of Tehama	HUTA/SB1/RSTP	Road	Gyle Road & 99W Roundabout		\$ 1,500,000	2022
20A-Road-County	County of Tehama	HUTA/SB1/RSTP	Road	Bowman Road Reconstruction Phase I		\$ 5,617,331	2024
Tier 1 Total						\$ 100,217,331	
04-Road-County	County of Tehama	Tier 2 HSIP	Road	South Avenue, Million Road to Hall Road Intersection		\$ 1,000,000	2022
05-Road-County	County of Tehama	Tier 2 HSIP	Road	Hall Road, South Avenue to Gardiner Ferry		\$ 1,000,000	2022
06-Road-County	County of Tehama	Tier 2 HSIP	Road	Bowman Road, Wildridge to Interstate 5		\$ 2,000,000	2022
Total Eligible HSIP Projects						\$ 4,000,000	
12B-Road-County	County of Tehama	Local/Regional Programs	Road	South Avenue Reconstruction-Phase 2		\$ 12,000,000	2024
13-Road-County	County of Tehama	Local/Regional Programs	Road	Baker Road Recon. Widening, Turn Lane		\$ 5,000,000	2030+
34-Road-County	County of Tehama	Local/Regional Programs	Road	Bend Ferry Road Reconstruction		\$ 1,500,000	2030+
Tier 2 Total						\$ 18,500,000	
County of Tehama - Long Range							
M2-Maint.-County	County of Tehama	HUTA/RSTP	Road	Roadway Maintenance-Long Range		\$ 76,100,000	2030+
14-Road-County	County of Tehama	HSIP/Local	Road	South Avenue & Hall Road-Roundabout		\$ 3,000,000	2030+
17-Road-County	County of Tehama	HSIP/Local	Road	South Avenue & Kirkwood Road		\$ 1,500,000	2030+
19-Road-County	County of Tehama	HSIP/Local	Road	Hooker Creek & Bowman Road		\$ 1,500,000	2030+
24-Road-County	County of Tehama	HSIP/Local	Road	99W & Tyler Road		\$ 1,500,000	2030+
25-Road-County	County of Tehama	HSIP/Local	Road	Barham Road & Liberal Avenue Intersection Improvements		\$ 2,500,000	2030+
26-Road-County	County of Tehama	HSIP/Local	Road	Plymire Road & Baker Road Intersection Improvements		\$ 1,500,000	2030+
27-Road-County	County of Tehama	HSIP/Local	Road	Walnut Street & Wilder Road Intersection Improvements		\$ 1,500,000	2030+
28-Road-County	County of Tehama	HSIP/Local	Road	South Avenue & Rowles Road Intersection Improvements		\$ 1,500,000	2030+
29-Road-County	County of Tehama	HSIP/Local	Road	Corning Road & Rawson Road Intersection Improvements		\$ 1,500,000	2030+
30-Road-County	County of Tehama	HSIP/Local	Road	99W & Liberal Avenue Intersection Improvements		\$ 1,500,000	2030+
Tier 1 Total						\$ 93,600,000	
15-Road-County	County of Tehama	HSIP/Local	Road	Lake California secondary access road		TBD	2030+
20B-Road-County	County of Tehama	Local/Regional Programs	Road	Bowman Road Reconstruction Phase II		\$ 5,883,000	2030+
21-Road-County	County of Tehama	Local/Regional Programs	Road	Rancho Tehama Road Reconstruction		\$ 10,000,000	2030+
23-Road-County	County of Tehama	Local/Regional Programs	Road	Kirkwood Road Reconstruction, widening, and geometric change to South Avenue		\$ 862,000	2030+
35-Road-County	County of Tehama	FLAP	Road	Jellys Ferry Reconstruction North		\$ 6,000,000	2030+
31-Road-County	County of Tehama	Local/Regional Programs	Road	Evergreen Road Reconstruction		\$ 7,500,000	2030+
32-Road-County	County of Tehama	Local/Regional Programs	Road	Gyle Road Rehabilitation		\$ 10,000,000	2030+
36-Road-County	County of Tehama	Local/Regional Programs	Road	Jellys Ferry South-Widen Shoulder and Overlay (I5 to Bend Ferry Road)		\$ 8,000,000	2030+
37-Road-County	County of Tehama	Local/Regional Programs	Road	Hooker Creek and Bowman Road Interchange Replacements		\$ 60,000,000	2030+
38-Road-County	County of Tehama	Local/Regional Programs	Road	Sunset Hills Drive Interchange Reconstruction		\$ 3,000,000	2030+
Tier 2 Total						\$ 111,245,000	
Tribal Projects - Long Range							
01-Road-Tribal	County of Tehama	FLAP	Road	Left turn Lane on 99 near proposed new Community Center and new Tribal Admin building			2030+
01-Road-Tribal	County of Tehama	HSIP/Local	Road	Bridge on Orchard Ave crossing Brannin Creek			2030+
01-Road-Tribal	County of Tehama	HSIP/Local	Road	Glarescreen / fence between Everett Freeman Way and I-5			2030+
01-Road-Tribal	County of Tehama	HSIP/Local	Road	Lighting on Liberal Ave Interchange and lighting along 99 near Tribal property			2030+
01-Road-Tribal	County of Tehama	HSIP/Local	Road	A secondary I5 access at Sour Grass Road			2030+
Tier 1 Total						\$ -	
Short Range Total						\$ 142,418,331	
Long Range Total						\$ 250,678,000	



Bridge Projects

A total of \$80.8 million has been programmed for bridge projects in the short range (2019-2029) and an additional \$51.6 million has been programmed in the long range time frame (2029-2039).

**Table 4.2
BRIDGE PROJECTS**

Project Number (Local)	Funding Source	Description	Cost	Construction Year
City of Red Bluff - Short Range				
01-Bridge-RB	HBP	Baker Road Bridge @ Brickyard Creek	\$ 1,183,000	2019
Total			\$ 1,183,000	
County of Tehama - Short Range				
01-Bridge-County	HBP, LBSRP	Jellys Ferry Road Bridge (Ped/Bike) @ Sac River	\$ 46,615,000	2019
02-Bridge-County	HBP, STIP	Evergreen Road Bridge @ Cottonwood Creek	\$ 12,383,000	2020
03-Bridge-County	HBP, STIP	McCoy Low Water Crossing and approaches	\$ 6,847,000	2020
04-Bridge-County	HBP, STIP	Kirkwood Road Bridge @ Jewett Creek	\$ 2,381,000	2021
05-Bridge-County	HBP, Toll Credits	Columbia Ave Bridge @ Jewett Creek	\$ 1,386,000	2021
06-Bridge-County	STIP, HBP, Toll Credits	Flores Ave @ Oat Creek	\$ 4,020,000	2024
07-Bridge-County	HBP, Toll Credits	Lowrey Road @ SF Elder Creek	\$ 1,154,000	2025
08-Bridge-County	HBP, Toll Credits	Tyler Road @ Oat Creek	\$ 1,000,000	2026
09-Bridge-County	HBP, Toll Credits	Shasta Blvd @ NF Mill Creek	\$ 2,000,000	2027
10-Bridge-County	HBP, Toll Credits	Mt. Shasta Ave @ NF Hall Creek	\$ 1,000,000	2028
Total			\$ 78,786,000	
County of Tehama - Long Range				
45-Bridge-County	HBP, Toll Credits	Bowman Road @ Pine Creek	\$ 1,000,000	2029
46-Bridge-County	HBP, Toll Credits	Bowman Road @ Mitchell	\$ 1,000,000	2029
11-Bridge-County	HBP, Toll Credits	Reeds Creek RD @ Brush Creek	\$ 800,000	2029
12-Bridge-County	HBP, Toll Credits	Tuscan Springs RD @ Salt Creek	\$ 860,000	2030
13-Bridge-County	HBP, Toll Credits	Butte Mtn RD @ Elmore Creek	\$ 940,000	2031
14-Bridge-County	HBP, Toll Credits	Vestal Road @ Coldfork Cottonwood CRK	\$ 520,000	2032
15-Bridge-County	HBP, Toll Credits	Kansas AVE @ Antelope CREEK	\$ 910,000	2033
16-Bridge-County	HBP, Toll Credits	Vestal Road @ South Fork Cottonwood CR	\$ 1,780,000	2034
17-Bridge-County	HBP, Toll Credits	Belle Mill RD @ Paynes Creek Slough	\$ 7,200,000	2035
18-Bridge-County	HBP, Toll Credits	Briggs Road @ Red Bank Creek	\$ 1,770,000	2036
19-Bridge-County	HBP, Toll Credits	Red Bank RD @ Vale Gulch	\$ 530,000	2037
20-Bridge-County	HBP, Toll Credits	Pine Creek RD @ Pine Creek	\$ 720,000	2038
21-Bridge-County	HBP, Toll Credits	Rawson Road @ Willow Creek	\$ 780,000	2039
22-Bridge-County	HBP, Toll Credits	99W @ Red Bank Creek	\$ 4,610,000	2040
23-Bridge-County	HBP, Toll Credits	Belle Mill RD @ Samson Slough	\$ 5,760,000	2041
24-Bridge-County	HBP, Toll Credits	Willard RD @ Branch of Reeds Creek	\$ 480,000	2042
25-Bridge-County	HBP, Toll Credits	Kirkwood Road @ Jewett Creek	\$ 1,260,000	2043
26-Bridge-County	HBP, Toll Credits	Ohio AVE @ Jewett Creek	\$ 940,000	2044
27-Bridge-County	HBP, Toll Credits	Johnson Rd @ Reeds Creek	\$ 930,000	2047
28-Bridge-County	HBP, Toll Credits	Kelly Rd @ Mccarty Creek	\$ 460,000	2048
29-Bridge-County	HBP, Toll Credits	Rawson Rd @ Burch Creek	\$ 1,170,000	2049
30-Bridge-County	HBP, Toll Credits	Rawson Rd @ Jackson Creek	\$ 360,000	2050
31-Bridge-County	HBP, Toll Credits	Hall Rd @ West Burch Creek	\$ 1,200,000	2051
32-Bridge-County	HBP, Toll Credits	Osborn Rd @ Mill Creek Branch	\$ 400,000	2052
33-Bridge-County	HBP, Toll Credits	Rawson Rd @ South Fork Jewett Creek	\$ 600,000	2053
34-Bridge-County	HBP, Toll Credits	South AVE @ Sacramento Riv Overflow #1	\$ 1,010,000	2054
35-Bridge-County	HBP, Toll Credits	Lowrey Road @ Vale Gulch	\$ 530,000	2055
36-Bridge-County	HBP, Toll Credits	Rawson Road @ Hall Creek Branch	\$ 460,000	2056



Table 4.2 BRIDGE PROJECTS				
Project Number (Local)	Funding Source	Description	Cost	Construction Year
37-Bridge-County	HBP, Toll Credits	Wildcat Road @ North Fork Battle Creek	\$ 2,380,000	2057
38-Bridge-County	HBP, Toll Credits	Tehama Ave @ Corning Canal	\$ 750,000	2058
39-Bridge-County	HBP, Toll Credits	Manton Rd @ South Fork Battle Creek	\$ 2,880,000	2059
40-Bridge-County	HBP, Toll Credits	South 99W @ Moore Creek	\$ 1,520,000	2060
41-Bridge-County	HBP, Toll Credits	Chase Ave @ Hall Creek	\$ 930,000	2061
42-Bridge-County	HBP, Toll Credits	Moller Avenue @ Moller Slough	\$ 350,000	2062
43-Bridge-County	HBP, Toll Credits	Ridge Road @ Branch Of Red Bank Creek	\$ 320,000	2063
44-Bridge-County	HBP, Toll Credits	Newville Rd @ Stony Creek	\$ 3,450,000	2064
Total			\$ 51,560,000	
Short Range Total			\$ 79,969,000	
Long Range Total			\$ 51,560,000	



Transit Projects

A total of \$17.5 million has been programmed for short range transit projects.

Table 4.3 TRANSIT PROJECTS					
Agency	Project Name	Funding	Total Cost	Const. Year	Intent
County	Transit Operations & Maintenance	LTF, 5311, STA, Farebox	\$14,000,000	2019-2029	Operations and Maintenance
County	Fleet Replacement	LTF, CMAQ	\$2,000,000	2019-2029	Fleet Replacement
Short Range Total			\$16,000,000		

Bicycle and Pedestrian Projects

A total of \$42.7 million of bicycle and pedestrian needs have been identified. Funding for bicycle and pedestrian projects comes predominantly from competitive sources that are difficult to project, and some projects may be funded and completed in the short range time frame.

Table 4.4 BICYCLE AND PEDESTRIAN PROJECTS					
RTP Project Number	Funding Source	Location	Description	Cost	Construction Year
City of Corning - Long Range					
01-ATP-Corning	ATP	Olive View School	Olive View School Connectivity Project	\$ 1,200,000	2030+
02-ATP-Corning	ATP	West Street School	West Street School Connectivity Project	\$ 1,300,000	2030+
03-ATP-Corning	ATP	Woodson School	Woodson School Connectivity Project	\$ 1,500,000	2030+
04-ATP-Corning	ATP	Solano Street	Solano Street from Solano (East City Limits) to Old Hwy 99W	\$ -	2030+
05-ATP-Corning	ATP		Highway 99W (Colusa to South Ave)	\$ -	2030+
06-ATP-Corning	ATP	1st Street	Class 2 Bike Lanes-Blackburn Ave to Fig Lane	\$ 60,000	2030+
07-ATP-Corning	ATP	Black Butte Lake	Regional Bike Route-Via Corning Road and Black Butte Lake Road	\$ 70,000	2030+
08-ATP-Corning	ATP	Blackburn Avenue	Corridor Improvements-Edith Avenue to Edith Avenue	\$ 950,000	2030+
09-ATP-Corning	ATP	Blackburn Moon Drain	Class 1 Bike Path-East to Corona Avenue	\$ 1,100,000	2030+
10-ATP-Corning	ATP	Colusa Street	Corridor Improvements-Edith Avenue to Marguerite Avenue	\$ 2,750,000	2030+
11-ATP-Corning	ATP	Fig Lane	Corridor Improvements-Houghton Avenue to Marguerite Avenue	\$ 2,000,000	2030+
12-ATP-Corning	ATP	Highway 99	Regional Bike Route-South Ave to Gallagher Avenue	\$ 20,000	2030+
13-ATP-Corning	ATP	Jewett Creek	Class 1 Bike Path-Highway 99W to Toomes Avenue	\$ 300,000	2030+
14-ATP-Corning	ATP	Marguerite Avenue	Crosswalk Enhancements-Fig Lane to Blackburn Avenue	\$ 100,000	2030+
15-ATP-Corning	ATP	Rolling Hills Casino	Regional Bike Route-Via Highway 99W and Liberal Avenue	\$ 15,000	2030+
16-ATP-Corning	ATP	Solano Street	Streetscape Improvements-Highway 99W to 3rd Street	\$ 7,000,000	2030+
17-ATP-Corning	ATP	South Street	Class 2 Bike Lanes-Houghton Avenue to Marguerite Avenue	\$ 700,000	2030+
18-ATP-Corning	ATP	Toomes Avenue	Corridor Improvements-Fig Lane to Blackburn Avenue	\$ 1,600,000	2030+
19-ATP-Corning	ATP	West Street	Class 2 Bike Lanes-Nroth Street to Fig Lane	\$ 250,000	2030+
20-ATP-Corning	ATP	Woodson Bridge Rec.	Regional Bike Route-Via Marguerite Avenue and Loleta Avenue	\$ 25,000	2030+
Total				\$ 20,940,000	
City of Red Bluff - Long Range					
01-ATP-Red Bluff	ATP	Walnut St.	Walnut St./Monroe Class 2 Bikeway	\$ 500,000	2030+
02-ATP-Red Bluff	ATP	Diamond Ave.	Diamond Avenue College Connection	\$ 5,000,000	2030+
03-ATP-Red Bluff	ATP	Vista Way	Vista Way Bikeway (South Jackson to Luther Road via Airport Road)	\$ 100,000	2030+
04-ATP-Red Bluff	ATP	Sale Lane	Sale Lane Sidewalk/Bike Lane to Sacramento River Discovery Center	\$ 200,000	2030+
05-ATP-Red Bluff	ATP	Sale Lane	Lake Red Bluff Bikeway	\$ -	2030+
06-ATP-Red Bluff	ATP	Reeds Creek	Reeds Creek River Walk (Washington St. to Paskenta Road)	\$ 2,000,000	2030+
07-ATP-Red Bluff	ATP	Johnson St.	Johnson St. Bikeway (Walnut St. to Baker Road via Walbridge St.)	\$ 200,000	2030+
08-ATP-Red Bluff	ATP	Vista Way	Vista Way Bikeway (Montgomery Road. to Luther Road via Airport Road)	\$ 100,000	2030+
09-ATP-Red Bluff	ATP	Washington St.	Washington St. Bikeway (Willow St. to Walton St.)	\$ 200,000	2030+
10-ATP-Red Bluff	ATP	Adobe State Park	Adobe Park Bikeway (Dog Island Park to Ide Adobe State Park)	\$ 3,000,000	2030+
11-ATP-Red Bluff	ATP	Adobe Rd.	Adobe Road Bikeway	\$ 3,000,000	2030+
Total				\$ 14,300,000	
County of Tehama Long Range					
01-ATP-County	ATP		Bowman Road Bikeway (Evergreen School to I-5)	\$ 3,000,000	2030+
02-ATP-County	ATP		Tehama-Los Molinos Bikeway (City of Tehama and Tehama County)	\$ 1,500,000	2030+
03-ATP-County	ATP		Baker Road Bikeway (SR 36 to Walnut St.) (City of Red Bluff and Tehama County)	\$ 3,000,000	2030+
Total				\$ 7,500,000	
Long Range Total				\$ 42,740,000	



Aviation Projects

A total of \$3,696,000 has been programmed for short range aviation projects for the City of Red Bluff.

Table 4.5 AVIATION PROJECTS				
Project Name	Funding	Total Cost	Const. Year	Intent
City of Red Bluff - Short Range				
Twy Rehab, Main Apron Rehab and Various-Design	AIP, Local	\$100,000	2019	Aviation Improvements
Helicopter Parking Pads and Apron Expansion - Design	AIP, Local	\$100,000	2020	Aviation Improvements
Twy Rehabilitation - Construction	AIP, Local	\$407,000	2020	Aviation Improvements
East-West Taxiway Rehab and Security Upgrade - Design & CatEx	AIP, Local	\$110,000	2021	Aviation Improvements
Main Apron Pavement Rehabilitation - Construction	AIP, Local	\$342,000	2021	Aviation Improvements
Apron Expansion - Construction	AIP, Local	\$1,340,000	2022	Aviation Improvements
Helicopter Parking Pads - Construction	AIP, Local	\$40,000	2022	Aviation Improvements
East-West Taxiway Rehabilitation - Construction	AIP, Local	\$147,000	2023	Aviation Improvements
Security Upgrades; Fence, Surveillance - Construction	AIP, Local	\$35,000	2023	Aviation Improvements
Airport Layout Plan - Update	AIP, Local	\$175,000	2024	Aviation Improvements
Runway 15-33 Extension - Environmental Documents	AIP, Local	\$100,000	2025	Aviation Improvements
Runway 15-33 Extension - Design	AIP, Local	\$150,000	2026	Aviation Improvements
Runway 15-33 Extension - Construction	AIP, Local	\$650,000	2027	Aviation Improvements
<i>Short Range Total</i>		\$3,696,000		
<i>Long Range Total</i>		\$ -		



SHOPP Projects

The State Highway Operation and Protection Program (SHOPP) is a state program administered through Caltrans. A total of \$124.1 million of project needs have been identified for SHOPP projects in Tehama County.

Table 4.6
SHOPP PROJECTS

Project Number	Project Type	Location	Description	Cost
9205	Road	Interstate 5	On Interstate 5 in Tehama County near Red Bluff at various locations from Nine Mile Hill overcrossing to Shasta	\$ 7,800,000
9376	Road	Interstate 5	Near Cottonwood	\$ 18,225,000
15816	Bridge	State Route 99	08-0006 Champlin Slough	\$ 7,560,000
17034		Various Locations	LAS, MOD, PLU, SHA, TEH Various locations	\$ 1,457,000
17325	Road	State Route 36	East of Morgan Summit. In Tehama Co. near Mineral from 0.1 mile east to 1.2 miles east	\$ 7,606,000
17607	Road	State Route 36	In Tehama Co. near Dry Creek from 2.3 miles east to 2.8 miles east of Dry Creek Bridge	\$ 5,049,000
17620	Road	State Route 36	In Tehama County about 14 miles west of Red Bluff from 0.3 mile west of Basler Road	\$ 7,141,000
18569	Road	State Route 32	In Tehama and Butte Counties about 13 miles east of Forest Ranch from 3.4 miles west of Soda Springs Road to	\$ 1,900,000
19182	Road	State Route 99	Vina Rehab	\$ 65,900,000
19218	Road	State Route 36	Dibble Creek CAPM	\$ -
19441		Interstate 5	Nickname: NB Miles SRRA Well Replacement	\$ -
19471		State Route 32	Nickname: Tehama 32 Sand House	\$ -
19489	Bridge	State Route 36	Paynes Creek, Samson, East Sand Slough Bridges (PM 42.5, PM 42.24, PM 41.95)	\$ -
19967	Road	State Route 36	Ponderosa Way CAPM	\$ -
20043	Road	Interstate 5	Corning CAPM	\$ -
21078	Road	State Route 32	TEH 32 Concrete Sack Wall Permanent	\$ 1,491,000
Total				\$ 124,129,000
	Road	State Route 36	Realignment of SR 36 North of Red Bluff.	
	Road	Interstate 5	Reconstruct Interchange Ramps and Install Signals.	
	Road	Interstate 5	South Main St to 0.1 mile south of Nine-Mile OC. Construct additional NB and SB lanes on Interstate 5.	
	Road	Interstate 5	Construct additional NB and SB lanes on Interstate 5 from Sunset Hills interchange to Shasta County line.	
	Bike	State Route 36 / 99	Construct bike lanes along SR 99 and SR 36 from Chico to Redding.	
Total				\$ -

4.4 Program-Level Performance Measures

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

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

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

4.4.1 Application of Performance Measures

The program-level performance measures are used to help select RTP project priorities and to monitor how well the transportation system is functioning, both now and in the future. The intent of each performance measure and their location within the RTP are identified below. These performance measures follow the “Transportation Performance Measures for Rural Counties in California” report from 2015 recommendations. (Transportation Performance Measures in Rural Counties in California, 2015.

http://www.ruralcountiestaskforce.org/Assets/Resources/PerformanceMeasures/Final_Report-PerfMonIndicators_StudySept2015.pdf

Performance Measure 1- Congestion/Delay/Vehicle Miles Traveled

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

The County and incorporated cities do not track VMT. However, Caltrans does incorporate Average Daily Traffic data from the County and include it in the above-mentioned report in a table labeled Highway Performance Management System (HPMS) mileage summary by Functional Classification, Population and Net Land Area. This is done because rural areas contain population centers with less than 5,000 or



have areas below a population density of 1,000 persons per square mile. As such, VMT is not used on local roadways in a traditional sense.

Desired outcome and RTP/State Goals:

- ❖ Measure of overall vehicle activity and use of the roadway network.
- ❖ Input maintenance and system preservation.
- ❖ Input to safety.
- ❖ Input health based pollutant reduction, input GHG reduction.
- ❖ RTP Goals 1, 2, 3, 6, 9.

Performance Measure 2 – Preservation/Service Fuel Use/Travel

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

Desired outcome and RTP/ State Goals:

- | | |
|------------------------|--------------------------------|
| ❖ Safety. | ❖ Productivity. |
| ❖ System Preservation. | ❖ Return on Investment. |
| ❖ Accessibility. | ❖ RTP Goals: 1, 2, 3, 5, 6, 9. |
| ❖ Reliability. | |

Performance Measure 3- Mode Share/Split

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

Desired outcome and RTP/State goals:

- | | |
|---------------|----------------------|
| ❖ Multimodal. | ❖ GHG reduction. |
| ❖ Efficiency. | ❖ RTP Goals 6, 7, 9. |

Performance Measure 4- Safety

Addressing transportation safety in a regional planning document can improve health, financial, and quality of life issues for the public. There is a need to establish methods to proactively improve the safety of the transportation network.

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

Statewide Integrated Traffic Records System (SWITRS) data from CHP is used to monitor the number of fatal and injury collisions by location to see if added improvements are needed.

Desired outcome and RTP/State goals:

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

Performance Measure 5- Transit

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

Desired outcome and RTP/State goals:

- ❖ Increase productivity.
- ❖ Increase efficiency.
- ❖ Reduce the cost per passenger.
- ❖ RTP Goals: 6, 7, 9.

Performance Measure 6- Transportation System Investment

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

Desired outcome and RTP/State goals:

- ❖ Safety.
- ❖ System Preservation.
- ❖ Accessibility.
- ❖ Reliability.
- ❖ Productivity.
- ❖ Return on Investment.
- ❖ RTP Goals: 1, 2, 3, 4, 6, 7, 8, 9.

Performance Measure 7 – Land Use

This performance measure monitors the efficiency of land use and is reported over time since 2000. Agriculture is very important to the County, and there is a need in Tehama County to balance agricultural land preservation with land use patterns that discourage sprawl and leap-frog development. Accessing this data requires minimal resource requirements and should be monitored every 2 years, and has a high level of accuracy. This kind of data is not used for benefit/ cost analysis.



Desired outcome and RTP/ State Goals:

- ❖ Land use efficiency.
- ❖ Coordinate with Caltrans on State highway projects to maintain State highways at acceptable maintenance levels and reduce lane miles needing rehabilitation.
- ❖ Recommend RTP projects to maintain roads at or above the minimum acceptable condition as set by the County.
- ❖ RTP Goals: 5, 9.

4.5 Transportation Security/Emergency Preparedness

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

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

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

4.6 Transportation Systems Management

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

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

- ❖ Signing and striping modifications.
- ❖ Parking restrictions.
- ❖ Removing trees and other obstacles that intrude into roadways and shoulders.
- ❖ Paving and restriping parking areas to facilitate off-street parking.
- ❖ Installing or modifying signals to provide alternate circulation routes for residents.
- ❖ Re-examining speed zones on certain streets.
- ❖ These types of actions will remain part of the RTP and General Plan planning process for the next 20 years.

4.7 Intelligent Transportation Systems (ITS)

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

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

- ❖ Transit and traveler information (for example, 2-1-1 is a live and on-line 24-7 informational referral service for Tehama County residents; there are also web-based travel information such as Google Transit).
- ❖ Highway advisory radio.
- ❖ Commercial vehicle operations systems (for example, weigh-in-motion systems at roadside weighing and inspection stations).
- ❖ Automated vehicle location (AVL) systems for transit vehicles.



5. Financial Element

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

5.1 Projected Revenues

Table 5.1 presents the expected revenue sources and funding for the next 20 years, in the short range (0-10 years) and long range (11-20) planning horizons. All estimates account for expected inflation based on the consumer price index and adjusted to the year of construction. Long range projections are subject to change as funding levels may fluctuate based on sales and excise tax revenue, legislation, and program and policy change.

Table 5.1 Projected Revenues from Federal, State, and Local Sources* for Tehama County			
Revenue Category	Revenue		
	Short-Range (1-10 yr)	Long-Range (11-20 yr)	Total
Roadway Funding			
Highway Users Tax Account County (HUTA)(7)	\$ 67,496,135	\$ 67,496,135	\$ 134,992,270
Road Maintenance and Rehabilitation Account County (SB1)(7)	\$ 31,285,985	\$ 31,285,985	\$ 62,571,970
TCRF Loan Repayment County (SB1)(7)	\$ 2,177,280	\$ 2,177,280	\$ 4,354,560
Total HUTA & SB1 (County)	\$ 100,959,400	\$ 100,959,400	\$ 201,918,800
Highway Users Tax Account Corning (HUTA)(7)	\$ 1,777,395	\$ 1,777,395	\$ 3,554,790
Road Maintenance and Rehabilitation Account Corning (SB1)(7)	\$ 1,241,735	\$ 1,241,735	\$ 2,483,470
TCRF Loan Repayment Corning (SB1)(7)	\$ 86,420	\$ 86,420	\$ 172,840
Total HUTA & SB1 (Corning)	\$ 3,105,550	\$ 3,105,550	\$ 6,211,100
Highway Users Tax Account Red Bluff (HUTA)(7)	\$ 3,217,960	\$ 3,217,960	\$ 6,435,920
Road Maintenance and Rehabilitation Account Red Bluff (SB1)(7)	\$ 2,280,920	\$ 2,280,920	\$ 4,561,840
TCRF Loan Repayment Red Bluff (SB1)(7)	\$ 158,740	\$ 158,740	\$ 317,480
Total HUTA & SB1 (Red Bluff)	\$ 5,657,620	\$ 5,657,620	\$ 11,315,240
Highway Users Tax Account City of Tehama (HUTA)(7)	\$ 153,920	\$ 153,920	\$ 307,840
Road Maintenance and Rehabilitation Account City of Tehama (SB1)(7)	\$ 69,680	\$ 69,680	\$ 139,360
TCRF Loan Repayment City of Tehama (SB1)(7)	\$ 4,850	\$ 4,850	\$ 9,700
Total HUTA & SB1 (City of Tehama)	\$ 228,450	\$ 228,450	\$ 456,900
Congestion Management Air Quality (CMAQ)(3)	\$ 5,705,957	\$ 5,520,000	\$ 11,225,957
Development Impact Fee(4)	\$ 150,000	\$ 150,000	\$ 300,000
Highway Safety Improvement Program (HSIP)(6)	\$ 6,740,700	\$ 4,500,000	\$ 11,240,700
Local Transportation Funds (LTF-Streets and Roads)(9)	\$ 8,840,000	\$ 8,840,000	\$ 17,680,000



Table 5.1
Projected Revenues from Federal, State, and Local Sources* for Tehama County

Revenue Category	Revenue		
	Short-Range (1-10 yr)	Long-Range (11-20 yr)	Total
Regional Surface Transportation Program (RSTP)(11)	\$ 8,099,720	\$ 9,100,000	\$ 17,199,720
Secure Rural Schools(12)	\$ 2,473,458	\$ 5,000,000	\$ 7,473,458
State Highway Operation Protection Program (SHOPP)(13)	\$ 124,129,000	\$ -	\$ 124,129,000
State Transportation Improvement Program (STIP)(14)	\$ 24,377,000	\$ 14,067,500	\$ 38,444,500
Total Regional Roadway Funding	\$ 180,515,834	\$ 47,177,500	\$ 227,693,334
Transit Funding			
Federal Transit Administration (FTA) (17)	\$ 3,630,000	\$ 3,900,000	\$ 7,530,000
Low Carbon Transit Operations Program (LCTOP) (10)	\$ 569,797	\$ 830,000	\$ 1,399,797
Local Transportation Funds (LTF-Article 8)(8)	\$ 11,300,000	\$ 11,300,000	\$ 22,600,000
State Transit Assistance (STA) (16)	\$ 3,861,841	\$ 3,300,000	\$ 7,161,841
Transit Fare Box Revenue(15)	\$ 1,150,000	\$ 1,150,000	\$ 2,300,000
Total Transit Funding	\$ 20,511,637	\$ 20,480,000	\$ 40,991,637
Active Transportation Funding			
Active Transportation Program (ATP)(1)	\$ 1,000,000	\$ 1,000,000	\$ 2,000,000
Aviation Funding			
Annual Distribution for Aviation(2)	\$ 3,696,000	\$ 200,000	\$ 3,896,000
Bridge Funding			
Highway Bridge Program (HBP)(5)	\$ 79,969,000	\$ 10,000,000	\$ 89,969,000
Total Transportation Revenue	\$ 395,643,492	\$ 188,808,520	\$ 584,452,012

(1) Based on Corning ATP and 6/1/16 TAC discussion.

(2) Based on \$10K/airport.

(3) Based on actual apportionments 2015-2017 and estimated apportionments 2017-2022

(4) DIF based on policy and historic development.

(5) Based on project lists and estimated future projects.

(6) Based on project lists and estimated future projects.

(7) Based on 1/22/19 apportionments from State Controller.

(8) Based on historic estimates.

(9) Based on historic estimates.

(10) State Controller LCTOP Apportionments

(11) Based on state estimates.

(12) Based on 50% of total estimated apportionments from USDA

(13) Derived from Caltrans supplied project list "2016 County Map Detail-Tehama".

(14) Estimate based on \$665K/year from past 4 STIP FE new capacity estimates. This has been adjusted to reflect the current 2016 STIP adopted 5/19/16 in short range revenue estimate.

(15) Based on \$115/year in "FINANCIAL" workbook.

For ATP, \$61K added to first year.

(16) State Controller Website

CDBG must spend 51% before another application can be submitted

\$35K/year for PTA grants, and then larger grants in two year cycles can be applied for with a cap of \$2 mill

(17) Jessica Riske Gomez provided this figure for annual 5311 funds. "As far as FTA funding, we have received 5311 and 5310 funding. Currently we are not receiving 5310 however, we receive (or will shortly) 5311 at approximately \$363,000.00 annually. The 5310 was also close in value and hopefully we will receive those funds in the future."



5.2 Cost Summary

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

Table 5.2 Revenue vs Costs by Mode							
Mode	Funding Source	Projected Revenue		Projected Project Cost		Revenue Minus Costs	
		Short Range	Long Range	Short Range	Long Range*	Short Range	Long Range
Roadway (Regional)	CMAQ, DIF, HSIP, LTF, RSTP, SRS, SHOPP, STIP	\$ 180,515,834	\$ 47,177,500	\$ 180,209,389	\$ 126,019,020	\$ 306,445	\$ (78,841,520)
Roadway (County)	HUTA, SB1	\$ 100,959,400	\$ 100,959,400	\$ 100,217,331	\$ 93,600,000	\$ 742,069	\$ 7,359,400
Roadway (Corning)	HUTA, SB1	\$ 3,105,550	\$ 3,105,550	\$ 3,000,000	\$ 3,000,000	\$ 105,550	\$ 105,550
Roadway (Red Bluff)	HUTA, SB1	\$ 5,657,620	\$ 5,657,620	\$ 5,380,000	\$ 20,406,000	\$ 277,620	\$ (14,748,380)
Roadway (City of Tehama)	HUTA, SB1	\$ 228,450	\$ 228,450	\$ 204,000	\$ 299,000	\$ 24,450	\$ (70,550)
Bridge	HBP	\$ 79,969,000	\$ 10,000,000	\$ 79,969,000	\$ 51,560,000	\$ -	\$ (41,560,000)
Transit	LTF, STA, FTA, Farebox, LCTOP	\$ 20,511,637	\$ 20,480,000	\$ 16,000,000	\$ 16,000,000	\$ 4,511,637	\$ 20,480,000
Bicycle and Pedestrian	ATP	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 42,740,000	\$ -	\$ (41,740,000)
Airport Capital	AIP	\$ 3,696,000	\$ 200,000	\$ 3,696,000	N/A	\$ -	\$ 200,000
Total		\$ 395,643,492	\$ 188,808,520	\$ 389,675,720	\$ 353,624,020	\$ 5,967,772	\$ (148,815,500)

*Long range costs reflect projects without cost estimates yet.

5.3 Revenue vs. Cost by Mode

Roadways Summary

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

As transportation revenues have become less predictable over recent years, this financial plan is very conservative. It is likely that some of the financially unconstrained projects will be constructed over the long range.

Table 5.3 Comparison of Roadway Costs to Expected Revenue					
	Projected Revenue		Projected Costs		Revenue Minus Cost
	Short Range	Long Range	Short Range	Long Range	Short Range Long Range
Roadway Comparison	\$ 180,515,834	\$ 47,177,500	\$ 180,209,389	\$ 126,019,020	\$ 306,445 \$ (78,841,520)



Bridges Summary

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

Table 5.4 Comparison of Bridge Costs to Expected Revenue						
Bridge Comparison	Projected Revenue		Projected Costs		Revenue Minus Cost	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
	\$ 79,969,000	\$ 51,560,000	\$ 79,969,000	\$ 51,560,000	\$ -	\$ -

Transit Summary

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

Table 5.5 Comparison of Transit Costs to Expected Revenue						
Transit Operating & Capital	Projected Revenue by Mode		Projected Costs by Mode		Revenue Minus Cost	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
	\$ 20,511,637	\$ 20,480,000	\$ 17,517,000	N/A	\$ 2,994,637	\$ 20,480,000

Bicycle/Pedestrian Summary

Funding for bicycle and pedestrian projects in Tehama County will come primarily from the Active Transportation Program (ATP) which is a highly competitive grant program which supports active transportation.

Table 5.6 Comparison of Bikeway and Pedestrian Costs to Expected Revenue						
Bicycle and Pedestrian	Projected Revenue		Projected Costs		Revenue Minus Cost	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 42,740,000	\$ -	\$ (41,740,000)



Aviation Summary

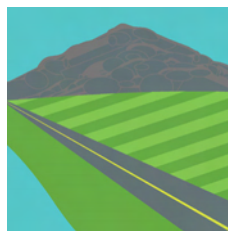
The Federal Aviation Administration (FAA) allocates an annual aviation grant of \$10,000 for airports.

Table 5.7 Comparison of Aviation Costs to Expected Revenue						
Airport Capital & Maintenance	Projected Revenue		Projected Costs		Revenue Minus Cost	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
	\$ 3,696,000	\$ 200,000	\$ 3,696,000	N/A	\$ -	\$ 200,000

END OF REPORT

Appendices
for the
2019 Tehama County
Regional Transportation Plan

May 2019



TCTC
TEHAMA COUNTY
TRANSPORTATION COMMISSION



APPENDIX A - STAKEHOLDER LIST AND PUBLIC PARTICIPATION PLAN



Contact List of Local Partners

Name	Area	Agency	Email
Bell-Carter Foods	Local	Bell-Carter Foods, Inc.	contactus@bellcarter.com
Bob Perreault	Local	County of Plumas	
Bobbie Hughes	Local	Sacramento River Discovery Center	bhughe1@rbuhsd.k12.ca.us
Robin Kampmann	Local	City of Red Bluff, Public Works	rkampmann@cityofredbluff.org
Carolyn Steffan	Local	City of Tehama, Clerk	cdsteffan@sbcglobal.net
Crain Walnut Shelling, Inc.	Local	Crain Walnut Shelling, Inc.	crainwalnut@crainwalnut.com
Dan Little	Local	Shasta Regional Transportation Agency	dlittle@srta.ca.gov
Darwyn Jones	Local	Walmart Distribution Center General Manager	Djones5@wal-mart.com
Daryl Baker	Local	Paratransit Services	darylbaker@sbcglobal.net
Dave Gowan	Local	Red Bluff Chamber of Commerce	dave@redbluffchamber.com
Robin Kampmann	Local	City of Corning, Public Works	rkampmann@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
Kristina Miller	Local	City of Corning, City Manager	kmiller@corning.org
John Stoufer	Local	City of Corning, Planning	jstoufer@corning.org
Jon Clark	Local	Butte County Association of Governments	jonclark@bcag.org
Kari Dodd	Local	Tehama County Farm Bureau	kari@tehamacountyfarmbureau.org
Kathy Sarmiento	Local	Job Training Center	ksarmiento@jobtrainingcenter.org
Kevin Rosser	Local	Tehama County Public Works	krosser@tcpw.ca.gov
Kim Nemchick	Local	First Class Shuttle	firstclassshuttle3@charter.net
Kristen Hall	Local	Tehama County Air Pollution Control District	khall@tehcoapcd.net
Larry Millar	Local	Lassen County Transportation Commission	lmillar@co.lassen.ca.us
Logan Smith	Local	Siskiyou County Economic Development	logan@siskiyoucounty.org
Los Molinos Chamber of Commerce	Local	Los Molinos Chamber of Commerce	lmcoc2012@gmail.com
Mardy Thomas	Local	Glenn County Transportation Commission	mthomas@countyofglenn.net
Charles Thislethwaite	Local	Butte County, Public Works	cthislethwaite@buttecounty.net
Paratransit Services	Local	Paratransit Services	cls@paratransit.net
Pat Minturn	Local	Shasta County, Public Works	pminturn@co.shasta.ca.us
Phil Dow	Local	Mendocino Council of Governments	dowp@dow-associates.com
Red Bluff Chamber of Commerce	Local	Red Bluff Chamber of Commerce	rbchamber@att.net
Richard Simon	Local	Shasta County, Planning	rsimon@co.shasta.ca.us
Richard Tippet	Local	Trinity County Transportation Commission	rtippett@trinitycounty.org
Ryan Teubert	Local	Tehama County, Flood Control and Water Conservation District	rteubert@ctpw.ca.gov
Scott Friend	Local	City of Red Bluff, Planning	sfriend@cityofredbluff.org
Kristen Maze	Local	Tehama County, Planning	kmaze@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@tehamacountyrctd.org
Wanda Gray	Local	Paratransit Services	wandagrays@mchsi.com
Allen Skaggs	Local	North Valley Services	alnvs@att.net
Lake California residents	Local	Lake California community	general@lakecalifornia.net



Contact List of State Partners			
Name	Area	Agency	Email
Clint Snyder	State	California Water Resources Control Board	clint.snyder@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	Monica.Shelley@energy.ca.gov
John Maxwell	State	Caltrans	John.maxwell@dot.ca.gov
Juan Castro	State	Greyhound	juan.castro@greyhound.com
Kathy Grah	State	Caltrans	Kathy.grah@dot.ca.gov
Lori Martin	State	California Department of Parks and Recreation	lori.martin@parks.ca.gov
Region 1	State	California Department of Fish and Wildlife	askregion1@dfg.ca.gov
Shawn 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 Lohofener	Federal	U.S. Fish & Wildlife Service	ren_lohofener@fws.gov
Sheri Harral	Federal	U.S. Bureau of Reclamation	sharral@usbr.gov
Virginia Jones	Federal	U.S. Forest Service	viriniadjones@fs.fed.us
Wanda Brown	Federal	Susanville Indian Rancheria	wanda.brown@citlink.net



PUBLIC PARTICIPATION PLAN

Tehama 2015 Regional Transportation Plan

Purpose of the Public Participation plan

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

Audience

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

Comment Period

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

Outreach Methods

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

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



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

Final Documents

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



Comments Received

The following table shows a summary of comments received during the public and stakeholder review period of the 2019 Tehama County Regional Transportation Plan update. In addition to the administrative comments received from the Tehama County Transportation Commission and Technical Advisory Committee Members, including Caltrans, county supervisors, and representatives from the Cities of Red Bluff, Corning and Tehama and Tribal Governments, many comments were received from private residents living in the Lake California community. Several Lake California residents were present at TCTC and TAC meetings and sent letters in both to the TCTC and to the project consultant Green DOT Transportation Solutions. The main concerns of the Lake California residents were surrounding emergency preparedness, especially in the case of a wild fire. Lake California residents have requested safety improvements to the existing Lake California Drive and the construction of a secondary access road, both of which have been added to the project lists included in this Plan.

Comments on Draft 2019 Tehama County Regional Transportation Plan				
Comment Received	Date	Author	Agency/Affiliation	Addressed?
Admin Comments Mark-Up	March 5, 2019	Jessica Riske-Gomez, Interim Transportation Manager	Tehama County Transportation Commission	Yes
RTP State Clearinghouse Comments	April 5, 2019	Scott Morgan, Director	State Clearinghouse	Yes
RTP Caltrans Comments	April 5, 2019	Kathy Grah, CHIEF	Office of Community and Regional Planning, Caltrans District 2	Yes
Check your history portion. City of Tehama was original county seat and then by election it became Red Bluff.	Undocumented	Carolyn Steffan	City of Tehama	Yes
RTP Comments 1	March 6, 2019 to March 13, 2019	47 Community Letters	Lake California Community	Yes
RTP Comments 2	March 13, 2019 to March 18, 2019	53 Community Letters	Lake California Community	Yes
RTP Comments 3	March 18, 2019	Sharon Crawford, PMP	Lake California Community	No
RTP Comments 4	March 20, 2019 to March 21, 2019	5 Community Letter	Lake California Community	Yes
RTP Comments 5	March 25, 2019 to March 26, 2019	2 Community Letters	Lake California Community	Yes
RTP Comments 6	March 29, 2019 to April 2, 2019	3 Community Letters	Lake California Community	Yes
RTP Comments 7	April 3, 2019	1 Community Letter	Lake California Community	Yes
RTP Comments 8	March 25, 2019	1 Community Letter	Lake California Community	Yes
RTP Comments 9	April 10, 2019	42 Community Letters	Lake California Community	Yes
RTP Comments 10	April 19, 2019	2 Community Letters	Lake California Community	Yes
RTP Comments 10	April 26, 2019	1 Community Letter	Lake California Community	Yes



APPENDIX B - STATE WILDLIFE ACTION PLAN EXCERPTS FOR TEHAMA COUNTY



Ecoregion Attributes

Table 5.1-2 Key Ecological Attributes – North Coast and Klamath Province

Key Ecological Attributes	Conservation Units and Targets															
	Northern California Coast				Northern California Coast Ranges	Northern California Interior Coast Ranges	Klamath								Klamath-Northern California Coastal HUC 1801	
	Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadows)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow	Native Aquatic Species Assemblages/Communities
Area and extent of community	X	X	X	X	X	X		X	X		X	X	X	X	X	X
Fire regime				X		X	X		X	X	X	X	X	X	X	
Connectivity among communities and ecosystems	X	X		X	X			X		X			X			
Successional dynamics	X	X	X		X	X	X		X	X	X	X	X	X	X	
Community structure and composition	X		X	X		X	X	X	X	X	X	X	X	X	X	X
Hydrological regime		X	X		X				X		X	X		X	X	
Soil quality and sediment deposition regime			X	X			X						X			X
Surface water flow regime	X															X
Water temperatures and chemistry																X
Pollutant concentrations and dynamics																X



Table 5.4-2 Key Ecological Attributes – Central Valley and Sierra Nevada Province

Key Ecological Attributes	Conservation Units and Targets																
	Great Valley		Sierra Nevada Foothills					Sierra Nevada				Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista Lakes HUC 1803	
	American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Area and extent of community	X	X	X	X		X	X		X	X	X	X	X	X	X	X	X
Community structure and composition		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Connectivity among communities and ecosystems	X	X	X	X		X	X		X		X	X	X		X	X	
Fire regime			X	X	X	X	X	X		X	X	X		X			X
Hydrological regime	X							X								X	
Nutrient concentration and dynamics													X				
Pollutant concentrations and dynamics													X	X			
Soil quality and sediment deposition regime	X				X						X	X	X	X			X
Successional dynamics	X	X	X		X	X	X	X		X							
Surface water flow regime	X	X											X	X	X	X	X
Water level fluctuations											X	X				X	
Water quality															X	X	
Water temperatures and chemistry																X	



Ecoregion Stressors

Table 5.1-4 Key Pressures on Conservation Targets – North Coast and Klamath Province

Pressure	Conservation Units and Targets															
	Northern California Coast				Northern California Coast Ranges		Northern California Interior Coast Ranges		Klamath						Klamath-Northern California Coastal HUC 1801	
	Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow	Native Aquatic Species Assemblages/ Communities
Agricultural and forestry effluents	X	X	X		X											X
Airborne pollutants				X												
Annual and perennial non-timber crops	X	X			X											X
Climate change	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Commercial and industrial areas	X			X				X								
Dams and water management/use	X	X			X											X
Fire and fire suppression			X	X		X	X		X	X	X	X	X	X	X	X
Garbage and solid waste																X
Household sewage and urban wastewater	X	X			X											X
Housing and urban areas	X	X		X	X					X						X
Industrial and military effluents	X															X
Introduced genetic material			X													X
Invasive plants/animals	X	X	X	X	X		X	X	X		X	X		X	X	X
Livestock, farming, and ranching	X	X	X		X		X	X	X		X	X		X	X	X
Logging and wood harvesting			X						X	X	X	X	X	X	X	X
Marine and freshwater aquaculture																X
Mining and quarrying	X															X
Parasites/pathogens/diseases			X			X							X			X
Recreational activities				X		X	X	X								
Renewable energy																X
Roads and railroads	X	X	X	X	X											X
Wood and pulp plantations			X													



Table 5.4-4 Key Pressures on Conservation Targets – Central Valley and Sierra Nevada Province

Pressure	Conservation Units and Targets																
	Great Valley		Sierra Nevada Foothills					Sierra Nevada				Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista Lakes HUC 1803	
	American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Agricultural and forestry effluents	X	X												X			
Annual and perennial non-timber crops	X	X									X	X	X	X		X	
Climate change	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Commercial and industrial areas	X	X															
Dams and water management/use	X	X									X	X	X	X	X	X	
Fire and fire suppression			X	X	X	X	X	X		X	X	X		X			
Household sewage and urban waste water	X	X												X		X	
Housing and urban areas	X	X	X	X	X	X	X				X	X		X			
Industrial and military effluents																	
Introduced genetic material														X	X		X
Invasive plants/animals	X	X			X				X		X	X	X	X	X	X	X
Livestock, farming, and ranching	X	X	X	X	X	X	X	X	X		X	X		X	X		X
Logging and wood harvesting	X							X			X	X					
Marine and freshwater aquaculture																X	
Mining and quarrying		X											X	X			
Parasites/pathogens/diseases										X							
Recreational activities					X				X	X	X	X	X			X	
Renewable energy			X	X		X	X	X									
Roads and railroads	X	X			X						X	X		X	X		
Tourism and recreation areas																	
Utility and service lines	X							X									



Sensitive Species

Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province

Common Name	Scientific Name	Conservation Units and Targets ¹																Klamath-Northern California Coastal HUC 1801 Native Aquatic Species Assemblages/ Communities
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges	Klamath									
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow		
Invertebrates																		
California floater mussel	<i>Anodonta californiensis</i>																	X
Western ridgemussel	<i>Gonidea angulata</i>																	X
California Linderiella (fairy shrimp)	<i>Linderiella occidentalis</i>																	X
Vernal pool tadpole shrimp*	<i>Lepidurus packardii</i>							X							X			
Conservancy fairy shrimp*	<i>Branchinecta conservatio</i>							X							X			
Klamath crayfish*	<i>Pacifastacus leniusculus klamathensis</i>																	X
California freshwater shrimp*	<i>Syncaris pacifica</i>																	X
Fishes																		
River lamprey*	<i>Lampetra ayresi</i>																	X
Western brook lamprey	<i>Lampetra richardsoni</i>																	X
Pacific lamprey*	<i>Lampetra tridentata</i>																	X
Green sturgeon*	<i>Acipenser medirostris</i>																	X
White sturgeon*	<i>Acipenser transmontanus</i>																	X
Coastal cutthroat trout*	<i>Oncorhynchus clarkii darkia</i>																	X
Steelhead* (and resident rainbow trout) (summer, winter runs)	<i>Oncorhynchus mykiss</i>																	X
Coho salmon*	<i>Oncorhynchus kisutch</i>																	X
Chinook salmon* (Spring and fall runs)	<i>Oncorhynchus tshawytscha</i>																	X
Chinook salmon* (Spring and fall runs)	<i>Oncorhynchus tshawytscha</i>																	X



Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province

Common Name	Scientific Name	Conservation Units and Targets ¹															Klamath-Northern California Coastal HUC 1801
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges	Klamath								
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow	
Fishes																	
Longfin smelt*	<i>Spirinchus thaleichthys</i>																X
Eulachon*	<i>Thaleichthys pacificus</i>																X
Blue chub*	<i>Gila coerulea</i>																X
Hitch	<i>Lavinia exilicada</i>																X
Navarro roach*	<i>Lavinia symmetricus navarroensis</i>																X
Gualala roach*	<i>Lavinia symmetricus parvipinnis</i>																X
Klamath largescale sucker*	<i>Catostomus snyderi</i>																X
Shortnose sucker*	<i>Chasmistes brevirostris</i>																X
Lost River sucker*	<i>Detlistes luxatus</i>																X
Tidewater goby*	<i>Eucyclogobius newberryi</i>																X
Reticulate sculpin*	<i>Cottus perplexus</i>																X
Amphibians																	
California tiger salamander*	<i>Ambystoma californiense</i>							X									X
Southern torrent salamander*	<i>Rhyacotriton variegatus</i>		X	X		X			X		X	X			X	X	X
Red-bellied newt*	<i>Taricha rivularis</i>		X	X		X											X
California newt*	<i>Taricha torosa</i>	X						X		X	X	X	X		X	X	
Southern long-toed salamander*	<i>Ambystoma macrodactylum sigillatum</i>																X
California giant salamander*	<i>Dicamptodon ensatus</i>		X	X		X											X
Shasta salamander*	<i>Hydromantes shastae</i>										X		X				
Scott Bar salamander*	<i>Plethodon asupak</i>										X		X				
Dunn's salamander*	<i>Plethodon dunni</i>		X	X													
Del Norte salamander*	<i>Plethodon elongatus</i>		X	X		X											
Siskiyou Mountains salamander*	<i>Plethodon stormi</i>										X		X				


Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province

Common Name	Scientific Name	Conservation Units and Targets ¹															Klamath-Northern California Coastal HUC 1801
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges	Klamath								
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow	
Amphibians																	
Coastal tailed frog*	<i>Ascophus truei</i>		X	X			X			X		X	X		X	X	X
Western spadefoot toad*	<i>Spea hammondi</i>				X			X									
Northern red-legged frog*	<i>Rana aurora</i>	X								X		X	X		X	X	X
Foothill yellow-legged frog*	<i>Rana boylei</i>		X			X											X
Cascades frog*	<i>Rana cascadae</i>									X		X	X		X	X	X
California red-legged frog*	<i>Rana draytonii</i>	X						X									X
Oregon spotted frog*	<i>Rana pretiosa</i>																X
Reptiles																	
Northwestern western pond turtle*	<i>Actinemys marmorata</i>	X	X			X		X									X
Western skink	<i>Plestiodon skiltonianus</i>							X									
Forest sharp-tailed snake*	<i>Contia longicauda</i>		X	X													
Ring-necked snake	<i>Diadophis punctatus</i>							X									
Birds																	
Pacific brant*	<i>Branta bernicla</i>	X															
Aleutian Canada goose	<i>Branta canadensis leucopareia</i>	X															
Sooty grouse	<i>Dendragapus fuliginosus</i>			X			X							X			
California quail	<i>Callipepla californica</i>							X									
Great egret	<i>Ardea alba</i>	X															
Great blue heron	<i>Ardea herodias</i>	X															
Snowy plover (coastal population)*	<i>Charadrius nivosus</i>				X												
Tufted puffin*	<i>Fratercula cirrhata</i>				X												
California condor*	<i>Gymnogyps californianus</i>						X										
Osprey	<i>Pandion haliaetus</i>			X			X	X									
Northern goshawk*	<i>Accipiter gentilis</i>		X	X		X	X	X	X					X			



Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province

Common Name	Scientific Name	Conservation Units and Targets ¹															Klamath-Northern California Coastal HUC 1801
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges	Klamath								
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow	
Birds																	
Golden eagle*	<i>Aquila chrysaetos</i>						X	X	X								
Northern harrier*	<i>Circus cyaneus</i>	X															
White-tailed kite*	<i>Elanus leucurus</i>				X			X									
Bald eagle*	<i>Haliaeetus leucocephalus</i>							X									
Short-eared owl*	<i>Asio flammeus</i>	X															
Long-eared owl*	<i>Asio otus</i>		X			X		X			X						
Burrowing owl*	<i>Athene cucularia</i>							X			X						
Northern spotted owl*	<i>Strix occidentalis caurina</i>		X			X	X						X				
Great gray owl*	<i>Strix nebulosa</i>						X										
Barn owl	<i>Tyto alba</i>										X						
Vaux's swift*	<i>Chaetura vauxi</i>			X						X		X	X	X	X	X	
Black swift*	<i>Cypseloides niger</i>									X	X	X	X	X	X	X	
Pileated woodpecker	<i>Dryocopus pileatus</i>													X			
Clark's nutcracker	<i>Nucifraga columbiana</i>						X										
White-headed woodpecker	<i>Picoides albolarvatus</i>													X			
American peregrine falcon*	<i>Falco peregrinus anatum</i>				X		X	X									
Olive-sided flycatcher*	<i>Contopus cooperi</i>			X			X			X		X	X		X	X	
Willow flycatcher*	<i>Empidonax traillii</i>	X								X		X	X		X	X	
Hutton's vireo	<i>Vireo huttoni</i>							X									
Purple martin*	<i>Progne subis</i>	X	X	X		X				X		X	X		X	X	
Bank swallow*	<i>Riparia riparia</i>		X			X				X		X	X		X	X	
Marsh wren	<i>Cistothorus palustris</i>	X															
Saltmarsh common yellowthroat/San Francisco common yellowthroat*	<i>Geothlypis trichas sinuosa</i>	X	X														
Yellow warbler*	<i>Setophaga petechia</i>							X			X						
Bryant's savannah sparrow*	<i>Passerculus sandwichensis alaudinus</i>				X												


Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province

Common Name	Scientific Name	Conservation Units and Targets ¹																Klamath-Northern California Coastal HUC 1801
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges	Klamath									
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow	Native Aquatic Species Assemblages/Communities	
Birds																		
Spotted towhee	<i>Pipilo maculatus</i>							X										
Tricolored blackbird*	<i>Agelaius tricolor</i>							X										
Yellow-headed blackbird*	<i>Xanthocephalus xanthocephalus</i>	X																
Mammals																		
Suisun shrew*	<i>Sorex ornatus sinuosus</i>		X			X												
Pallid bat*	<i>Antrozous pallidus</i>				X			X										
Townsend's big-eared bat*	<i>Corynorhinus townsendii</i>		X	X		X		X			X							
Big-brown bat	<i>Eptesicus fuscus</i>												X					
Silver haired bat	<i>Lasionycteris noctivagans</i>												X					
Hoary bat	<i>Lasiurus cinereus</i>												X					
Long-eared myotis (bat)*	<i>Myotis evotis</i>		X	X		X			X		X	X		X	X			
Fringed myotis (bat)*	<i>Myotis thysanodes</i>		X			X												
Long-legged myotis (bat)*	<i>Myotis volans</i>		X			X												
Oregon snowshoe hare*	<i>Lepus americanus klamathensis</i>								X		X	X		X	X			
Riparian brush rabbit*	<i>Sylvilagus bachmani riparius</i>			X														
Point Arena mountain beaver*	<i>Aplodontia rufa nigra</i>		X			X	X											
Northern flying squirrel	<i>Glaucomys sabrinus</i>			X			X						X					
San Joaquin pocket mouse*	<i>Perognathus inornatus inornatus</i>							X										
North American beaver	<i>Castor canadensis</i>	X	X			X												
Sonoma tree vole*	<i>Arborimus pomo</i>			X														
White-footed vole	<i>Arborimus albipes</i>		X			X												
Dusky-footed woodrat	<i>Neotoma fuscipes</i>			X														
Pacific jumping mouse	<i>Zapus trinotatus</i>			X					X		X	X		X	X			
Sierra Nevada red fox*	<i>Vulpes vulpes necator</i>							X										
Ringtail*	<i>Bassariscus astutus</i>			X	X			X										

Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province

Common Name	Scientific Name	Conservation Units and Targets ¹															
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges	Klamath							Klamath-Northern California Coastal HUC 1801	
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow	Native Aquatic Species Assemblages/ Communities
Mammals																	
Pacific marten*	<i>Martes caurina (=americana)</i>		X	X		X	X		X	X		X	X	X	X	X	
Humboldt marten*	<i>Martes caurina (=americana) humboldtensis</i>		X			X											
American badger	<i>Taxidea taxus</i>							X			X						
Fisher - West Coast DPS*	<i>Pekania [=Martes] pennant</i>		X	X		X	X							X			
River otter	<i>Lontra canadensis</i>	X						X									
Western spotted skunk	<i>Spilogale gracilis</i>			X	X			X									
Mountain lion	<i>Puma concolor</i>			X				X									
Tule elk*	<i>Cervus canadensis nannodes</i>							X									
Roosevelt Elk	<i>Cervus canadensis roosevelti</i>									X		X	X		X	X	
Columbia black-tailed deer	<i>Odocoileus hemionus columbianus</i>			X				X		X		X	X	X	X	X	

¹ A species is shown for a particular conservation unit only if it is associated with specific conservation targets identified for the unit. For a complete list of SGCN associated with each habitat type by ecoregion, see Appendix C.

* Denotes a species on the SGCN list. Non-asterisked species are not SGCN but are identified as important species by CDFW staff.

Common Name	Scientific Name	Conservation Units and Targets ¹																
		Great Valley		Sierra Nevada Foothills				Sierra Nevada			Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare Buena Vista HUC 1803			
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Invertebrates																		
California floater mussel	<i>Anodonta californiensis</i>															X	X	
Western pearlshell mussel	<i>Margaritifera falcata</i>														X	X	X	X
Valley elderberry longhorn beetle*	<i>Desmocerus californicus dimorphus</i>	X																
Fishes																		
Pacific lamprey*	<i>Entosphenus tridentatus</i>																X	
Goose Lake lamprey*	<i>Entosphenus tridentatus</i> ssp. ¹																	
Pit-Klamath brook lamprey	<i>Lampetra lethophaga</i>																	
Green sturgeon*	<i>Acipenser medirostris</i>																X	
Lahontan cutthroat trout*	<i>Oncorhynchus clarkii henshawi</i>														X	X	X	
Palute cutthroat trout*	<i>Oncorhynchus clarkii selenis</i>														X		X	
Rainbow trout	<i>Oncorhynchus mykiss</i>													X			X	
California golden trout*	<i>Oncorhynchus mykiss aguabonita</i>																	X
Kern River rainbow trout*	<i>Oncorhynchus mykiss gilberti</i>																	X
Goose Lake redband trout*	<i>Oncorhynchus mykiss</i> ssp. ²																	
Little Kern golden trout*	<i>Oncorhynchus mykiss whitei</i>																	X
Mountain whitefish	<i>Prosopium williamsoni</i>														X	X		
Hitch	<i>Lavinia exilicauda chi</i>																X	
Clear Lake hitch	<i>Lavinia exilicauda chi</i>													X				
California roach	<i>Lavinia symmetricus</i>													X			X	
Pit roach*	<i>Lavinia symmetricus mitrulus</i>																	
Hardhead*	<i>Mylopharodon conocephalus</i>																X	X
Sacramento blackfish	<i>Orthodon microlepidotus</i>													X			X	
Sacramento pickeminnow	<i>Ptychocheilus grandis</i>													X			X	
Lahontan redband	<i>Richardsonius egregius</i>														X	X		
Speckled dace	<i>Rhinichthys osculus</i>														X	X		
Lahontan Lake tui chub*	<i>Siphateles bicolor pectiniifer</i>														X			
Lahontan Creek tui chub	<i>Siphateles bicolor obesa</i>														X	X		
Goose Lake tui chub*	<i>Siphateles bicolor thalassina</i>																	
Sacramento sucker	<i>Catostomus occidentalis lacusanserinus</i>													X			X	X
Goose Lake sucker*	<i>Catostomus occidentalis lacusanserinus</i>																	
Mountain sucker*	<i>Catostomus platyrhynchus</i>														X	X		
Tahoe sucker	<i>Catostomus tahoensis</i>														X	X		
Unarmored threespine stickleback*	<i>Gasterosteus aculeatus williamsoni</i>													X				
Sacramento perch	<i>Archoplites interruptus</i>													X				
Clear Lake tule perch	<i>Hysterocarpus traski lagunae</i>													X				
Prickly sculpin	<i>Cottus asper</i>													X				



Table 5.4-3 Focal Species of Conservation Strategies Developed for Conservation Targets – Central Valley and Sierra Nevada Province

Common Name	Scientific Name	Conservation Units and Targets ¹															San Joaquin HUC 1804	Tulare- Buena Vista HUC 1803
		Great Valley	Sierra Nevada Foothills					Sierra Nevada				Sacramento HUC 1802	Central Lahontan HUC 1605					
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage		
Fishes																		
Paiute sculpin*	<i>Cottus beldingi</i> *														X	X		
Pit sculpin	<i>Cottus pitensis</i>																	
Amphibians																		
California tiger salamander*	<i>Ambystoma californiense</i>	X		X		X	X	X										
Southern long-toed salamander*	<i>Ambystoma macrodactylum</i>								X	X	X	X	X					
Limestone salamander*	<i>Hydromantes brunus</i>			X	X		X	X										
Mount Lyell salamander*	<i>Hydromantes platycephalus</i>									X	X							
Red-bellied newt	<i>Taricha torosa</i>		X															
Western spadefoot*	<i>Spea hammondi</i>			X	X		X	X										
Kern Canyon slender salamander	<i>Batrachoseps simatus</i>					X												
Tehachapi slender salamander	<i>Batrachoseps stebbinsi</i>					X			X									
Relictual slender salamander	<i>Batrachoseps relictus</i>								X									
Yosemite toad	<i>Anaxyrus canorus</i>														X	X		
Northern leopard frog	<i>Lithobates pipiens</i>											X	X					
Foothill yellow-legged frog*	<i>Rana boylei</i>	X																
California red-legged frog*	<i>Rana draytonii</i>	X	X			X												
Southern mountain yellow-legged frog	<i>Rana muscosa</i>								X	X	X	X	X					
Sierra Nevada yellow-legged frog	<i>Rana sierra</i>														X	X		
Reptiles																		
Northwestern western pond turtle*	<i>Actinemys marmorata</i>	X	X			X												
Blunt-nosed leopard lizard*	<i>Gambelia sila</i>			X	X		X	X										
Blainville's horned lizard (coast horned lizard) *	<i>Phrynosoma blainvillii</i>			X	X		X	X										
Sagebrush lizard	<i>Sceloporus graciosus</i>								X		X							
Western skink	<i>Plestiodon skiltonianus</i>	X				X												
California legless lizard*	<i>Anniella pulchra</i>			X	X		X	X										
Southern rubber boa*	<i>Charina umbratica</i>								X									
Ring-necked snake	<i>Diadophis punctatus</i>	X		X	X	X	X	X										
California mountain kingsnake	<i>Lampropeltis zonata</i>											X	X					
San Joaquin whipsnake	<i>Masticophis flagellum ruddocki</i>			X	X		X	X										
Gopher snake	<i>Pituophis catenifer</i>	X		X	X		X	X				X	X					
Coast patch-nosed snake*	<i>Salvadora hexalepis virgulata</i>			X	X		X	X										
Giant garter snake*	<i>Thamnophis gigas</i>	X	X	X	X		X	X										
Birds																		
Greater white-fronted goose	<i>Anser albifrons</i>	X	X	X	X		X	X									X	
Sooty grouse	<i>Dendragapus fuliginosus</i>								X		X							
California quail	<i>Callipepla californica</i>	X		X	X	X	X	X										



Table 5.4-3 Focal Species of Conservation Strategies Developed for Conservation Targets – Central Valley and Sierra Nevada Province

Common Name	Scientific Name	Conservation Units and Targets ¹																
		Great Valley		Sierra Nevada Foothills				Sierra Nevada				Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista HUC 1803		
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Birds																		
Great egret	<i>Adea alba</i>	X	X	X	X		X	X										
Great blue heron	<i>Ardea herodias</i>	X	X	X	X		X	X										
Black-crowned night heron	<i>Nycticorax nycticorax</i>	X	X															
Least bittern*	<i>Ixobrychus exilis</i>	X	X															
American white pelican*	<i>Pelecanus erythrorhynchos</i>		X														X	
California condor*	<i>Gymnogyps californianus</i>			X	X		X	X		X								
Osprey	<i>Pandion haliaetus</i>	X	X			X			X	X							X	
Northern goshawk*	<i>Accipiter gentilis</i>	X				X			X	X	X							
Golden eagle*	<i>Aquila chrysaetos</i>	X		X	X	X	X	X	X	X	X	X	X					
Rough-legged hawk	<i>Buteo lagopus</i>			X	X		X	X										
Ferruginous hawk	<i>Buteo regalis</i>			X	X		X	X										
Swainson's hawk*	<i>Buteo swainsoni</i>	X		X	X	X	X	X										
Northern harrier*	<i>Circus cyaneus</i>		X	X	X		X	X										
White-tailed kite*	<i>Elanus leucurus</i>			X	X	X	X	X										
Bald eagle*	<i>Haliaeetus leucocephalus</i>	X				X			X								X	
Snowy plover (interior population)*	<i>Charadrius nivosus</i>																X	
Western yellow-billed cuckoo*	<i>Coccyzus americanus occidentalis</i>	X																
Short-eared owl*	<i>Asio flammeus</i>		X	X	X		X	X			X	X						
Long-eared owl*	<i>Asio otus</i>	X		X	X	X	X	X			X	X						
Burrowing owl*	<i>Athene cucularia</i>	X		X	X	X	X	X										
Great gray owl*	<i>Strix nebulosa</i>									X								
Spotted owl*	<i>Strix occidentalis</i>								X	X								
Vaux's swift*	<i>Chaetura vauxi</i>								X		X	X						
Black swift*	<i>Cypseloides niger</i>			X	X		X	X	X	X								
American peregrine falcon*	<i>Falco peregrinus anatum</i>		X	X	X	X	X	X		X								
Prairie falcon	<i>Falco mexicanus</i>			X	X		X	X										
Olive-sided flycatcher*	<i>Contopus cooperi</i>								X	X								
Loggerhead shrike*	<i>Lanius ludovicianus</i>			X	X		X	X										
Hutton's vireo	<i>Vireo huttoni</i>	X				X												
Clark's nutcracker	<i>Nucifraga columbiana</i>									X								
Purple martin*	<i>Progne subis</i>	X	X	X	X	X	X	X	X									
Bank swallow*	<i>Riparia riparia</i>	X	X	X	X		X	X			X	X						
Common yellowthroat*	<i>Geothlypis trichas*</i>	X	X	X	X		X	X										
Marsh wren	<i>Cistothorus palustris</i>		X															
Yellow-breasted chat*	<i>Icteria virens</i>	X																
Yellow warbler*	<i>Setophaga petechia</i>	X		X	X	X	X	X	X									
Rufous-crowned sparrow	<i>Aimophila ruficeps</i>			X	X		X	X										
Grasshopper sparrow*	<i>Ammodramus savannarum</i>			X	X		X	X										
Song sparrow	<i>Melospiza melodia</i>	X	X															



Table 5.4-3 Focal Species of Conservation Strategies Developed for Conservation Targets – Central Valley and Sierra Nevada Province

Common Name	Scientific Name	Conservation Units and Targets ¹																
		Great Valley		Sierra Nevada Foothills				Sierra Nevada				Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista HUC 1803		
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Birds																		
California towhee	<i>Melospiza crissalis</i>			X	X		X	X										
Savannah sparrow*	<i>Passerculus sandwichensis</i>			X	X	X	X	X										
Tricolored blackbird*	<i>Agelaius tricolor</i>	X	X	X	X	X	X	X										
Gray-crowned rosy-finch*	<i>Leucosticte tephrocotis</i>									X								
Mammals																		
Vagrant shrew	<i>Sorex vagrans</i>											X	X					
Pallid bat*	<i>Antrozous pallidus</i>	X		X	X	X	X	X										
Townsend's big-eared bat*	<i>Corynorhinus townsendii</i>			X	X		X	X										
Spotted bat	<i>Eudema maculatum</i>			X	X		X	X										
Western small-footed bat	<i>Myotis ciliolabrum</i>	X		X	X		X	X										
Long-eared bat*	<i>Myotis evotis</i>								X									
Fringed myotis*	<i>Myotis thysanodes</i>	X		X	X		X	X										
Yuma myotis	<i>Myotis yumanensis</i>	X																
Western pipistrelle	<i>Parastrellus hesperus</i>			X	X		X	X										
Western mastiff bat	<i>Eumops perotis californicus</i>	X	X	X	X		X	X										
American pika*	<i>Ochotona princeps</i>									X	X							
Snowshoe hare	<i>Lepus americanus</i>								X									
Black-tailed jackrabbit	<i>Lepus californicus</i>			X	X		X	X				X	X					
Riparian brush rabbit*	<i>Sylvilagus bachmani riparius</i>	X																
Mountain beaver	<i>Aplodontia rufa</i>								X		X							
Nelson's antelope squirrel*	<i>Ammospermophilus nelsoni</i>	X																
Northern flying squirrel	<i>Glaucomys sabrinus</i>								X		X							
California pocket mouse	<i>Chaetodipus californicus</i>			X	X		X	X										
North American beaver	<i>Castor canadensis</i>		X															
Heermann's kangaroo rat*	<i>Dipodomys heermanni heermanni</i>			X	X		X	X										
Giant kangaroo rat*	<i>Dipodomys ingens</i>	X																
San Joaquin kangaroo rat*	<i>Dipodomys nitratoides</i>			X	X		X	X										
Fresno kangaroo rat*	<i>Dipodomys nitratoides exilis</i>			X	X		X	X										
San Joaquin pocket mouse*	<i>Perognathus inornatus inornatus</i>	X		X	X	X	X	X										
Dusky-footed woodrat	<i>Neotoma fuscipes</i>			X	X		X	X	X			X	X					
Riparian (=San Joaquin Valley) woodrat*	<i>Neotoma fuscipes riparia</i>	X																
Large-eared woodrat	<i>Neotoma macrotis</i>			X	X		X	X										
Deer mouse	<i>Peromyscus</i> spp.	X		X	X		X	X	X									
Porcupine*	<i>Erethizon dorsatum</i>					X			X		X							
Gray wolf*	<i>Canis lupus</i>								X									
Sierra Nevada red fox*	<i>Vulpes vulpes necator</i>								X									
Ringtail*	<i>Bassariscus astutus</i>	X		X	X	X	X	X	X			X	X					
California wolverine*	<i>Gulo gulo</i>								X	X	X							



Table 5.4-3 Focal Species of Conservation Strategies Developed for Conservation Targets – Central Valley and Sierra Nevada Province

Common Name	Scientific Name	Conservation Units and Targets ¹																
		Great Valley		Sierra Nevada Foothills				Sierra Nevada				Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista HUC 1803		
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Mammals																		
Northern river otter	<i>Lontra canadensis</i>	X	X			X												
Pacific marten*	<i>Martes caurina [=americana]</i>								X	X	X							
Fisher - West Coast DPS*	<i>Pekania [=Martes] pennanti</i>								X		X							
American badger*	<i>Taxidea taxus</i>	X		X	X	X	X	X	X			X	X					
Western spotted skunk	<i>Spilogale gracilis</i>	X		X	X	X	X	X	X									
Tule elk*	<i>Cervus elaphus nannodes</i>	X																
Sierra Nevada bighorn sheep	<i>Ovis canadensis sierrae</i>									X	X							

¹ A species is shown for a particular conservation unit only if it is associated with specific conservation targets identified for the unit. For a complete list of SGCN associated with each habitat type by ecoregion, see Appendix C.

* Denotes a species on the SGCN list. Non-asterisked species are not SGCN but are identified as important species by CDFW staff.



APPENDIX C - ROADWAY PROJECTS





Table 4.1 ROADWAY PROJECTS								
RTP Project Number	Lead Agency	Funding Source	Project Type? (Road, Bike/Ped, Bridge, Transit)	Location	Description	Cost	Construction Year	
City of Corning - Short Range								
2019-2029-Maint-Corning	City of Corning	HUTA/SB1/RSTP	Road	Misc.	Misc. Roadway Maintenance Project (Year 1 thru Year 10)	\$ 3,000,000	2019-2029	
						Tier 1 Total	\$ 3,000,000	
City of Corning - Long Range								
2030-2039-Maint-Corning	City of Corning	HUTA/SB1/RSTP	Road	Misc.	Misc. Roadway Maintenance Project (Year 11 thru Year 20)	\$ 3,000,000	2030-2039	
						Tier 1 Total	\$ 3,000,000	
01-Road-Corning	City of Corning	Local/Regional Programs	Road	Blackburn Ave.	Blackburn Avenue (widening and reconstruction)	\$ 1,000,000	2030+	
02-Road-Corning	City of Corning	Local/Regional Programs	Road	Solano St.	Solano Street, Houghton and Toomes Avenues (widening and reconstruction)	\$ 1,250,000	2030+	
03-Road-Corning	City of Corning	Local/Regional Programs	Road	South Ave. & I-5	South Avenue Interchange Improvements Phase II		2030+	
04-Road-Corning	City of Corning	Local/Regional Programs	Road	99W	99W, Solano to South Avenue, Widening & Bridge Reconstruction	\$ 7,900,000	2030+	
05-Road-Corning	City of Corning	Local/Regional Programs	Road	Misc.	Stripping and Roadway Illumination-Citywide	\$ 150,000	2030+	
06-Road-Corning	City of Corning	Local/Regional Programs	Road	Third St.	Third Street Widening, N. City Limits to Solano St.	\$ 600,000	2030+	
07-Road-Corning	City of Corning	Local/Regional Programs	Road	Fig Ln.	Fig Lane Extension and Proposed Jewett Creek Bridge	\$ 1,800,000	2030+	
08-Road-Corning	City of Corning	Local/Regional Programs	Road	Kirkwood Rd.	Kirkwood Rd. and Fig Lane Intersection Relocation	\$ 200,000	2030+	
09-Road-Corning	City of Corning	Local/Regional Programs	Road	Colusa St.	Colusa Street Extension	\$ 650,000	2030+	
10-Road-Corning	City of Corning	Local/Regional Programs	Road	Solano St.	Traffic Signal: Solano Street and Third Street	\$ 650,000	2030+	
11-Road-Corning	City of Corning	Local/Regional Programs	Road	Oren Ave.	Traffic Signal: Oren Avenue at Solano Street (Hoag Road)	\$ 650,000	2030+	
12-Road-Corning	City of Corning	Local/Regional Programs	Road	Marguerite Ave.	Traffic Signal: Marguerite Avenue at Blackburn Avenue	\$ 650,000	2030+	
13-Road-Corning	City of Corning	Local/Regional Programs	Road	Third St.	Traffic Signal: Third Street at Blackburn Avenue	\$ 650,000	2030+	
14-Road-Corning	City of Corning	Local/Regional Programs	Road	Solano St.	Traffic Signal: Solano Street at Houghton Avenue	\$ 650,000	2030+	
15-Road-Corning	City of Corning	Local/Regional Programs	Road	Fig Ln.	Traffic Signal: Fig Lane at Marguerite Avenue	\$ 650,000	2030+	
16-Road-Corning	City of Corning	Local/Regional Programs	Road	Fig Ln.	Traffic Signal: Fig Lane at Hwy 99W	\$ 650,000	2030+	
17-Road-Corning	City of Corning	Local/Regional Programs	Road	Solano St. & I-5	Solano Interchange East Side Improvements: relocate sign, street/drainage improvements	\$ 650,000	2030+	
						Tier 2 Total	\$ 18,750,000	
City of Red Bluff - Short Range								
01-Road-Red Bluff	Red Bluff	HUTA/SB1/RSTP	Road	Kimball Rd.	Kimball Road Rehabilitation (Montgomery Rd. to S. Jackosn St.	\$ 1,000,000	2019	
02-Road-Red Bluff	Red Bluff	HUTA/SB1/RSTP	Road	S. Main St.	South Main St Rehabilitation (SR36 to Diamond Ave.)	\$ 1,520,000	2020	
03-Road-Red Bluff	Red Bluff	HUTA/SB1/RSTP	Road	Monroe St.	Monroe Street Rehabilitation & ADA Access (Breckenridge St to Corona Ave)	\$ 1,500,000	2021	
04-Road-Red Bluff	Red Bluff	HUTA/SB1/RSTP	Road	Walnut St.	Walnut Street Rehabilitation & ADA access	\$ 1,360,000	2021	
						Tier 1 Total	\$ 5,380,000	
05-Road-Red Bluff	Red Bluff	Local/Regional Programs	Road	Johnson St.	Johnson St. Rehabilitation (Hickory St. to Douglas St)	\$ 590,000	2021	
06-Road-Red Bluff	Red Bluff	Local/Regional Programs	Road	S. Main St.	Railroad Crossing @ South Main/UP Overcrossing replacement	\$ 4,000,000	2019-2029	
07-Road-Red Bluff	Red Bluff	Local/Regional Programs	Road	S. Jackson St.	Traffic Signal: South Jackson @ Aloha	\$ 500,000	2019-2029	
08-Road-Red Bluff	Red Bluff	Local/Regional Programs	Road	Jackson St.	Traffic Signal: Jackson @ Oak	\$ 500,000	2019-2029	
09-Road-Red Bluff	Red Bluff	Local/Regional Programs	Road	Luther Rd.	Luther Road Rehabilitation (South Jackson Street to Airport)	\$ 580,000	2019-2029	
12-Road-Red Bluff	Red Bluff	Local/Regional Programs	Road	Walnut St.	Walnut St. @ Paskenta Road Intersection Improvements (Roundabout)	\$ 1,660,000	2030+	
13-Road-Red Bluff	Red Bluff	Local/Regional Programs	Road	Vista Way	Vista Way Extension to Montgomery St.	\$ 2,000,000	2030+	
14-Road-Red Bluff	Red Bluff	Local/Regional Programs	Road	Luther Rd.	Luther Road @ S. Main Intersection Reconstruction, Rehabilitation of Luther Rd. (S. Main to N	\$ 3,458,000	2030+	
						Tier 2 Total	\$ 13,288,000	
City of Red Bluff - Long Range								
10-Road-Red Bluff	Red Bluff	Local/Regional Programs	Road	Baker Road	Baker Road and Walnut Street Intersection Improvements	\$ -	2030+	



Table 4.1 ROADWAY PROJECTS							
RTP Project Number	Lead Agency	Funding Source	Project Type? (Road, Bike/Ped, Bridge, Transit)	Location	Description	Cost	Construction Year
11-Road-Red Bluff	Red Bluff	Local/Regional Programs	Road	S. Main St.	South Main Street Interchange Reconfiguration (**Caltrans**)	\$ -	2030+
						Tier 1 Total	\$ 20,406,000
City of Tehama - Short Range							
01-Road-Tehama	City of Tehama	HUTA/SB1/RSTP	Road	B Street	On B from San Benito to 2nd Street-roadway and shoulder reconstruction	\$ 204,000	2020
						Tier 1 Total	\$ 204,000
02-Road-Tehama	City of Tehama	Local/Regional Programs	Road	F Street	5th Street to east of 2nd Street-roadway and shoulder reconstruction	\$ 323,000	2021
03-Road-Tehama	City of Tehama	Local/Regional Programs	Road	H Street	5th Street to east of 2nd Street-roadway and shoulder reconstruction	\$ 298,000	2021
04-Road-Tehama	City of Tehama	Local/Regional Programs	Road	Tehama Avenue	City Limits to 5th Street-roadway and shoulder reconstruction	\$ 323,000	2021
05-Road-Tehama	City of Tehama	Local/Regional Programs	Road	East Gyle Road	Gyle Rd. to 300 feet west of S. 2nd Street-slope protection	\$ 450,000	2021
06-Road-Tehama	City of Tehama	Local/Regional Programs	Road	E Street	West of 5th Street to east of 2nd Street-roadway and shoulder reconstruction	\$ 435,000	2022
						Tier 2 Total	\$ 1,829,000
City of Tehama - Long Range							
07-Road-Tehama	City of Tehama	HUTA/SB1/RSTP	Road	G Street	5th Street to east of 2nd Street-roadway and shoulder reconstruction	\$ 299,000	2022
						Tier 1 Total	\$ 299,000
08-Road-Tehama	City of Tehama	Local/Regional Programs	Road	I Street	5th Street to east of 2nd Street-roadway and shoulder reconstruction	\$ 288,000	2022
09-Road-Tehama	City of Tehama	Local/Regional Programs	Road	2nd Street	UPRR to I Street-roadway and shoulder reconstruction	\$ 442,000	2022
10-Road-Tehama	City of Tehama	Local/Regional Programs	Road	East Gyle Road	Gyle Road to east of South 2nd Street-roadway and shoulder reconstruction	\$ 287,000	2022
11-Road-Tehama	City of Tehama	Local/Regional Programs	Road	South 2nd Street	I Street to East Gyle Road-roadway and shoulder reconstruction	\$ 224,000	2022
12-Road-Tehama	City of Tehama	Local/Regional Programs	Road	Cavalier Dr. & C St.	UPRR to D St. (Cavalier) & 5th St. to city limits (C St)-roadway and shoulder recon	\$ 648,000	2023
13-Road-Tehama	City of Tehama	Local/Regional Programs	Road	4th Street	UPRR to I Street-roadway and shoulder reconstruction	\$ 432,000	2030+
14-Road-Tehama	City of Tehama	Local/Regional Programs	Road	5th Street	City limits to C Street-roadway and shoulder reconstruction	\$ 226,000	2030+
15-Road-Tehama	City of Tehama	Local/Regional Programs	Road	3rd Street	UPRR to I Street-roadway and shoulder reconstruction	\$ 474,000	2030+
16-Road-Tehama	City of Tehama	Local/Regional Programs	Road	D Street	West of 5th Street to Eeast of Cavalier Drive-roadway and shoulder reconstruction	\$ 357,000	2030+
						Tier 2 Total	\$ 3,378,000
County of Tehama - Short Range							
01-Road-County	County of Tehama	STIP (Programmed)	Road		99W Gap Closure, Glenn Co Line-South Ave, rehab	\$ 8,700,000	2021
02-Road-County	County of Tehama	STIP (Programmed)	Road		99 Corridor/Rt 5 opr & access Improvements (16S-9)	\$ 5,873,000	2021
						Total Programmed STIP Projects	\$ 14,573,000
11-Road-County	County of Tehama	HSIP (Programmed)	Road		South Avenue intersection safety projects @ 5 intersections	\$ 823,900	2021
07-Road-County	County of Tehama	HSIP (Programmed)	Road		Lake California Drive safety improvements	\$ 1,669,700	2022
09-Road-County	County of Tehama	HSIP (Programmed)	Road		Gallagher Ave. intersection safety improvements @ 2 intersections	\$ 247,100	2022
						Total Programmed HSIP Projects	\$ 2,740,700
M1-Maint.-County	County of Tehama	HUTA/SB1/RSTP	Road		Roadway Maintenance-Short Range	\$ 76,100,000	2019-2029
13-Road-County	County of Tehama	HUTA/SB1/RSTP	Road		Reeds Creek Erosion Repair (3 locations)	\$ 3,900,000	2021
10-Road-County	County of Tehama	HUTA/SB1/RSTP	Road		Lake California Drive reconstruction project	\$ 8,100,000	2022
12A-Road-County	County of Tehama	HUTA/SB1/RSTP	Road		South Avenue Reconstruction-Phase 1	\$ 5,000,000	2024
08-Road-County	County of Tehama	HUTA/SB1/RSTP	Road		Gyle Road & 99W Roundabout	\$ 1,500,000	2022
20A-Road-County	County of Tehama	HUTA/SB1/RSTP	Road		Bowman Road Reconstruction Phase I	\$ 5,617,331	2024
						Tier 1 Total	\$ 100,217,331
04-Road-County	County of Tehama	Tier 2 HSIP	Road		South Avenue, Million Road to Hall Road Intersection	\$ 1,000,000	2022
05-Road-County	County of Tehama	Tier 2 HSIP	Road		Hall Road, South Avenue to Gardiner Ferry	\$ 1,000,000	2022
06-Road-County	County of Tehama	Tier 2 HSIP	Road		Bowman Road, Wildridge to Interstate 5	\$ 2,000,000	2022
						Total Eligible HSIP Projects	\$ 4,000,000



Table 4.1 ROADWAY PROJECTS								
RTP Project Number	Lead Agency	Funding Source	Project Type? (Road, Bike/Ped, Bridge, Transit)	Location	Description	Cost	Construction Year	
12B-Road-County	County of Tehama	Local/Regional Programs	Road		South Avenue Reconstruction-Phase 2	\$ 12,000,000	2024	
13-Road-County	County of Tehama	Local/Regional Programs	Road		Baker Road Recon. Widening, Turn Lane	\$ 5,000,000	2030+	
34-Road-County	County of Tehama	Local/Regional Programs	Road		Bend Ferry Road Reconstruction	\$ 1,500,000	2030+	
Tier 2 Total						\$ 18,500,000		
County of Tehama - Long Range								
M2-Maint.-County	County of Tehama	HUTA/RSTP	Road		Roadway Maintenance-Long Range	\$ 76,100,000	2030+	
14-Road-County	County of Tehama	HSIP/Local	Road		South Avenue & Hall Road-Roundabout	\$ 3,000,000	2030+	
17-Road-County	County of Tehama	HSIP/Local	Road		South Avenue & Kirkwood Road	\$ 1,500,000	2030+	
19-Road-County	County of Tehama	HSIP/Local	Road		Hooker Creek & Bowman Road	\$ 1,500,000	2030+	
24-Road-County	County of Tehama	HSIP/Local	Road		99W & Tyler Road	\$ 1,500,000	2030+	
25-Road-County	County of Tehama	HSIP/Local	Road		Barham Road & Liberal Avenue Intersection Improvements	\$ 2,500,000	2030+	
26-Road-County	County of Tehama	HSIP/Local	Road		Plymire Road & Baker Road Intersection Improvements	\$ 1,500,000	2030+	
27-Road-County	County of Tehama	HSIP/Local	Road		Walnut Street & Wilder Road Intersection Improvements	\$ 1,500,000	2030+	
28-Road-County	County of Tehama	HSIP/Local	Road		South Avenue & Rowles Road Intersection Improvements	\$ 1,500,000	2030+	
29-Road-County	County of Tehama	HSIP/Local	Road		Corning Road & Rawson Road Intersection Improvements	\$ 1,500,000	2030+	
30-Road-County	County of Tehama	HSIP/Local	Road		99W & Liberal Avenue Intersection Improvements	\$ 1,500,000	2030+	
Tier 1 Total						\$ 93,600,000		
15-Road-County	County of Tehama	HSIP/Local	Road		Lake California secondary access road	TBD	2030+	
20B-Road-County	County of Tehama	Local/Regional Programs	Road		Bowman Road Reconstruction Phase II	\$ 5,883,000	2030+	
21-Road-County	County of Tehama	Local/Regional Programs	Road		Rancho Tehama Road Reconstruction	\$ 10,000,000	2030+	
23-Road-County	County of Tehama	Local/Regional Programs	Road		Kirkwood Road Reconstruction, widening, and geometric change to South Avenue	\$ 862,000	2030+	
35-Road-County	County of Tehama	FLAP	Road		Jellys Ferry Reconstruction North	\$ 6,000,000	2030+	
31-Road-County	County of Tehama	Local/Regional Programs	Road		Evergreen Road Reconstruction	\$ 7,500,000	2030+	
32-Road-County	County of Tehama	Local/Regional Programs	Road		Gyle Road Rehabilitation	\$ 10,000,000	2030+	
36-Road-County	County of Tehama	Local/Regional Programs	Road		Jellys Ferry South-Widen Shoulder and Overlay (I5 to Bend Ferry Road)	\$ 8,000,000	2030+	
37-Road-County	County of Tehama	Local/Regional Programs	Road		Hooker Creek and Bowman Road Interchange Replacements	\$ 60,000,000	2030+	
38-Road-County	County of Tehama	Local/Regional Programs	Road		Sunset Hills Drive Interchange Reconstruction	\$ 3,000,000	2030+	
Tier 2 Total						\$ 111,245,000		
Tribal Projects - Long Range								
01-Road-Tribal	County of Tehama	FLAP	Road		Left turn Lane on 99 near proposed new Community Center and new Tribal Admin building		2030+	
01-Road-Tribal	County of Tehama	HSIP/Local	Road		Bridge on Orchard Ave crossing Brannin Creek		2030+	
01-Road-Tribal	County of Tehama	HSIP/Local	Road		Glarescreen / fence between Everett Freeman Way and I-5		2030+	
01-Road-Tribal	County of Tehama	HSIP/Local	Road		Lighting on Liberal Ave Interchange and lighting along 99 near Tribal property		2030+	
01-Road-Tribal	County of Tehama	HSIP/Local	Road		A secondary I5 access at Sour Grass Road		2030+	
Tier 1 Total						\$ -		
Short Range Total						\$ 142,418,331		
Long Range Total						\$ 250,678,000		





APPENDIX D - BRIDGE PROJECTS





Table 4.2
BRIDGE PROJECTS

Project Number (Local)	Lead Agency	Funding Source	Location	Description	Cost	Construction Year
City of Red Bluff - Short Range						
01-Bridge-RB	Red Bluff	HBP	Baker Road	Baker Road Bridge @ Brickyard Creek	\$ 1,183,000	2019
Total					\$ 1,183,000	
County of Tehama - Short Range						
01-Bridge-County	County of Tehama	HBP, LBSRP		Jellys Ferry Road Bridge (Ped/Bike) @ Sac River	\$ 46,615,000	2019
02-Bridge-County	County of Tehama	HBP, STIP		Evergreen Road Bridge @ Cottonwood Creek	\$ 12,383,000	2020
03-Bridge-County	County of Tehama	HBP, STIP		McCoy Low Water Crossing and approaches	\$ 6,847,000	2020
04-Bridge-County	County of Tehama	HBP, STIP		Kirkwood Road Bridge @ Jewett Creek	\$ 2,381,000	2021
05-Bridge-County	County of Tehama	HBP, Toll Credits		Columbia Ave Bridge @ Jewett Creek	\$ 1,386,000	2021
06-Bridge-County	County of Tehama	STIP, HBP, Toll Credits		Flores Ave @ Oat Creek	\$ 4,020,000	2024
07-Bridge-County	County of Tehama	HBP, Toll Credits		Lowrey Road @ SF Elder Creek	\$ 1,154,000	2025
08-Bridge-County	County of Tehama	HBP, Toll Credits		Tyler Road @ Oat Creek	\$ 1,000,000	2026
09-Bridge-County	County of Tehama	HBP, Toll Credits		Shasta Blvd @ NF Mill Creek	\$ 2,000,000	2027
10-Bridge-County	County of Tehama	HBP, Toll Credits		Mt. Shasta Ave @ NF Hall Creek	\$ 1,000,000	2028
Total					\$ 78,786,000	
County of Tehama - Long Range						
45-Bridge-County	County of Tehama	HBP, Toll Credits		Bowman Road @ Pine Creek	\$ 1,000,000	2029
46-Bridge-County	County of Tehama	HBP, Toll Credits		Bowman Road @ Mitchell	\$ 1,000,000	2029
11-Bridge-County	County of Tehama	HBP, Toll Credits		Reeds Creek RD @ Brush Creek	\$ 800,000	2029
12-Bridge-County	County of Tehama	HBP, Toll Credits		Tuscan Springs RD @ Salt Creek	\$ 860,000	2030
13-Bridge-County	County of Tehama	HBP, Toll Credits		Butte Mtn RD @ Elmore Creek	\$ 940,000	2031
14-Bridge-County	County of Tehama	HBP, Toll Credits		Vestal Road @ Coldfork Cottonwood CRK	\$ 520,000	2032
15-Bridge-County	County of Tehama	HBP, Toll Credits		Kansas AVE @ Antelope CREEK	\$ 910,000	2033
16-Bridge-County	County of Tehama	HBP, Toll Credits		Vestal Road @ South Fork Cottonwood CR	\$ 1,780,000	2034
17-Bridge-County	County of Tehama	HBP, Toll Credits		Belle Mill RD @ Paynes Creek Slough	\$ 7,200,000	2035
18-Bridge-County	County of Tehama	HBP, Toll Credits		Briggs Road @ Red Bank Creek	\$ 1,770,000	2036
19-Bridge-County	County of Tehama	HBP, Toll Credits		Red Bank RD @ Vale Gulch	\$ 530,000	2037
20-Bridge-County	County of Tehama	HBP, Toll Credits		Pine Creek RD @ Pine Creek	\$ 720,000	2038
21-Bridge-County	County of Tehama	HBP, Toll Credits		Rawson Road @ Willow Creek	\$ 780,000	2039
22-Bridge-County	County of Tehama	HBP, Toll Credits		99W @ Red Bank Creek	\$ 4,610,000	2040



Table 4.2 BRIDGE PROJECTS						
Project Number (Local)	Lead Agency	Funding Source	Location	Description	Cost	Construction Year
23-Bridge-County	County of Tehama	HBP, Toll Credits	Belle Mill RD @ Samson Slough		\$ 5,760,000	2041
24-Bridge-County	County of Tehama	HBP, Toll Credits	Willard RD @ Branch of Reeds Creek		\$ 480,000	2042
25-Bridge-County	County of Tehama	HBP, Toll Credits	Kirkwood Road @ Jewett Creek		\$ 1,260,000	2043
26-Bridge-County	County of Tehama	HBP, Toll Credits	Ohio AVE @ Jewett Creek		\$ 940,000	2044
27-Bridge-County	County of Tehama	HBP, Toll Credits	Johnson Rd @ Reeds Creek		\$ 930,000	2047
28-Bridge-County	County of Tehama	HBP, Toll Credits	Kelly Rd @ Mccarty Creek		\$ 460,000	2048
29-Bridge-County	County of Tehama	HBP, Toll Credits	Rawson Rd @ Burch Creek		\$ 1,170,000	2049
30-Bridge-County	County of Tehama	HBP, Toll Credits	Rawson Rd @ Jackson Creek		\$ 360,000	2050
31-Bridge-County	County of Tehama	HBP, Toll Credits	Hall Rd @ West Burch Creek		\$ 1,200,000	2051
32-Bridge-County	County of Tehama	HBP, Toll Credits	Osborn Rd @ Mill Creek Branch		\$ 400,000	2052
33-Bridge-County	County of Tehama	HBP, Toll Credits	Rawson Rd @ South Fork Jewett Creek		\$ 600,000	2053
34-Bridge-County	County of Tehama	HBP, Toll Credits	South AVE @ Sacramento Riv Ovrflow #1		\$ 1,010,000	2054
35-Bridge-County	County of Tehama	HBP, Toll Credits	Lowrey Road @ Vale Gulch		\$ 530,000	2055
36-Bridge-County	County of Tehama	HBP, Toll Credits	Rawson Road @ Hall Creek Branch		\$ 460,000	2056
37-Bridge-County	County of Tehama	HBP, Toll Credits	Wildcat Road @ North Fork Battle Creek		\$ 2,380,000	2057
38-Bridge-County	County of Tehama	HBP, Toll Credits	Tehama Ave @ Corning Canal		\$ 750,000	2058
39-Bridge-County	County of Tehama	HBP, Toll Credits	Manton Rd @ South Fork Battle Creek		\$ 2,880,000	2059
40-Bridge-County	County of Tehama	HBP, Toll Credits	South 99W @ Moore Creek		\$ 1,520,000	2060
41-Bridge-County	County of Tehama	HBP, Toll Credits	Chase Ave @ Hall Creek		\$ 930,000	2061
42-Bridge-County	County of Tehama	HBP, Toll Credits	Moller Avenue @ Moller Slough		\$ 350,000	2062
43-Bridge-County	County of Tehama	HBP, Toll Credits	Ridge Road @ Branch Of Red Bank Creek		\$ 320,000	2063
44-Bridge-County	County of Tehama	HBP, Toll Credits	Newville Rd @ Stony Creek		\$ 3,450,000	2064
				Total	\$ 51,560,000	
				Short Range Total	\$ 79,969,000	
				Long Range Total	\$ 51,560,000	



APPENDIX E - TRANSIT PROJECTS



Table 4.3 TRANSIT PROJECTS					
Agency	Project Name	Funding	Total Cost	Const. Year	Intent
County	Fleet Replacement	PTMISEA	\$400,000	2019	Bus Replacement
County	Transit Facility Remodel	PTMISEA, CTAF	\$1,117,000	2019	Rehabilitation of Transit Facility
County	Transit Operations & Maintenance	LTF, 5311, STA, Farebox	\$14,000,000	2019-2029	Operations and Maintenance
County	Fleet Replacement	LTF, CMAQ	\$2,000,000	2019-2029	Fleet Replacement
Short Range Total			\$17,517,000		





APPENDIX F - BIKE/PEDESTRIAN PROJECTS





Table 4.4
BICYCLE AND PEDESTRIAN PROJECTS

RTP Project Number	Funding Source	Location	Description	Cost	Construction Year
City of Corning - Long Range					
01-ATP-Corning	ATP	Olive View School	Olive View School Connectivity Project	\$ 1,200,000	2030+
02-ATP-Corning	ATP	West Street School	West Street School Connectivity Project	\$ 1,300,000	2030+
03-ATP-Corning	ATP	Woodson School	Woodson School Connectivity Project	\$ 1,500,000	2030+
04-ATP-Corning	ATP	Solano Street	Solano Street from Solano (East City Limits) to Old Hwy 99W	\$ -	2030+
05-ATP-Corning	ATP		Highway 99W (Colusa to South Ave)	\$ -	2030+
06-ATP-Corning	ATP	1st Street	Class 2 Bike Lanes-Blackburn Ave to Fig Lane	\$ 60,000	2030+
07-ATP-Corning	ATP	Black Butte Lake	Regional Bike Route-Via Corning Road and Black Butte Lake Road	\$ 70,000	2030+
08-ATP-Corning	ATP	Blackburn Avenue	Corridor Improvements-Edith Avenue to Edith Avenue	\$ 950,000	2030+
09-ATP-Corning	ATP	Blackburn Moon Drain	Class 1 Bike Path-East to Corona Avenue	\$ 1,100,000	2030+
10-ATP-Corning	ATP	Colusa Street	Corridor Improvements-Edith Avenue to Marguerite Avenue	\$ 2,750,000	2030+
11-ATP-Corning	ATP	Fig Lane	Corridor Improvements-Houghton Avenue to Marguerite Avenue	\$ 2,000,000	2030+
12-ATP-Corning	ATP	Highway 99	Regional Bike Route-South Ave to Gallagher Avenue	\$ 20,000	2030+
13-ATP-Corning	ATP	Jewett Creek	Class 1 Bike Path-Highway 99W to Toomes Avenue	\$ 300,000	2030+
14-ATP-Corning	ATP	Marguerite Avenue	Crosswalk Enhancements-Fig Lane to Blackburn Avenue	\$ 100,000	2030+
15-ATP-Corning	ATP	Rolling Hills Casino	Regional Bike Route-Via Highway 99W and Liberal Avenue	\$ 15,000	2030+
16-ATP-Corning	ATP	Solano Street	Streetscape Improvements-Highway 99W to 3rd Street	\$ 7,000,000	2030+
17-ATP-Corning	ATP	South Street	Class 2 Bike Lanes-Houghton Avenue to marguerite Avenue	\$ 700,000	2030+
18-ATP-Corning	ATP	Toomes Avenue	Corridor Improvements-Fig Lane to Blackburn Avenue	\$ 1,600,000	2030+
19-ATP-Corning	ATP	West Street	Class 2 Bike Lanes-Nroth Street to Fig Lane	\$ 250,000	2030+
20-ATP-Corning	ATP	Woodson Bridge Rec.	Regional Bike Route-Via Marguerite Avenue and Loleta Avenue	\$ 25,000	2030+
Total				\$ 20,940,000	
City of Red Bluff - Long Range					
01-ATP-Red Bluff	ATP	Walnut St.	Walnut St./Monroe Class 2 Bikeway	\$ 500,000	2030+
02-ATP-Red Bluff	ATP	Diamond Ave.	Diamond Avenue College Connection	\$ 5,000,000	2030+
03-ATP-Red Bluff	ATP	Vista Way	Vista Way Bikeway (South Jackson to Luther Road via Airport Road)	\$ 100,000	2030+
04-ATP-Red Bluff	ATP	Sale Lane	Sale Lane Sidewalk/Bike Lane to Sacramento River Discovery Center	\$ 200,000	2030+
05-ATP-Red Bluff	ATP	Sale Lane	Lake Red Bluff Bikeway	\$ -	2030+
06-ATP-Red Bluff	ATP	Reeds Creek	Reeds Creek River Walk (Washington St. to Paskenta Road)	\$ 2,000,000	2030+
07-ATP-Red Bluff	ATP	Johnson St.	Johnson St. Bikeway (Walnut St. to Baker Road via Walbridge St.)	\$ 200,000	2030+
08-ATP-Red Bluff	ATP	Vista Way	Vista Way Bikeway (Montgomery Road. to Luther Road via Airport Road)	\$ 100,000	2030+
09-ATP-Red Bluff	ATP	Washington St.	Washington St. Bikeway (Willow St. to Walton St.)	\$ 200,000	2030+



Table 4.4 BICYCLE AND PEDESTRIAN PROJECTS						
RTP Project Number	Funding Source	Location	Description	Cost	Construction Year	
10-ATP-Red Bluff	ATP	Adobe State Park	Adobe Park Bikeway (Dog Island Park to Ide Adobe State Park)	\$ 3,000,000	2030+	
11-ATP-Red Bluff	ATP	Adobe Rd.	Adobe Road Bikeway	\$ 3,000,000	2030+	
Total				\$ 14,300,000		
County of Tehama Long Range						
01-ATP-County	ATP		Bowman Road Bikeway (Evergreen School to I-5)	\$ 3,000,000	2030+	
02-ATP-County	ATP		Tehama-Los Molinos Bikeway (City of Tehama and Tehama County)	\$ 1,500,000	2030+	
03-ATP-County	ATP		Baker Road Bikeway (SR 36 to Walnut St.) (City of Red Bluff and Tehama County)	\$ 3,000,000	2030+	
Total				\$ 7,500,000		
Long Range Total				\$ 42,740,000		



APPENDIX G - AVIATION PROJECTS





Table 4.5
AVIATION PROJECTS

Project Name	Funding	Total Cost	Const. Year	Intent
City of Red Bluff - Short Range				
Twy Rehab, Main Apron Rehab and Various-Design	AIP, Local	\$100,000	2019	Aviation Improvements
Helicopter Parking Pads and Apron Expansion - Design	AIP, Local	\$100,000	2020	Aviation Improvements
Twy Rehabilitation - Construction	AIP, Local	\$407,000	2020	Aviation Improvements
East-West Taxiway Rehab and Security Upgrade - Design & CatEx	AIP, Local	\$110,000	2021	Aviation Improvements
Main Apron Pavement Rehabilitation - Construction	AIP, Local	\$342,000	2021	Aviation Improvements
Apron Expansion - Construction	AIP, Local	\$1,340,000	2022	Aviation Improvements
Helicopter Parking Pads - Construction	AIP, Local	\$40,000	2022	Aviation Improvements
East-West Taxiway Rehabilitation - Construction	AIP, Local	\$147,000	2023	Aviation Improvements
Security Upgrades; Fence, Surveillance - Construction	AIP, Local	\$35,000	2023	Aviation Improvements
Airport Layout Plan - Update	AIP, Local	\$175,000	2024	Aviation Improvements
Runway 15-33 Extension - Environmental Documents	AIP, Local	\$100,000	2025	Aviation Improvements
Runway 15-33 Extension - Design	AIP, Local	\$150,000	2026	Aviation Improvements
Runway 15-33 Extension - Construction	AIP, Local	\$650,000	2027	Aviation Improvements
<i>Short Range Total</i>		<i>\$3,696,000</i>		
<i>Long Range Total</i>		<i>\$ -</i>		





APPENDIX H - SHOPP PROJECTS





Table 4.6
SHOPP PROJECTS

Project Number	Project Type	Location	Description	Cost
9205	Road	Interstate 5	On Interstate 5 in Tehama County near Red Bluff at various locations from Nine Mile Hill overcrossing to Shasta County Line.	\$ 7,800,000
9376	Road	Interstate 5	Near Cottonwood	\$ 18,225,000
15816	Bridge	State Route 99	08-0006 Champlin Slough	\$ 7,560,000
17034		Various Locations	LAS, MOD, PLU, SHA, TEH Various locations	\$ 1,457,000
17325	Road	State Route 36	East of Morgan Summit. In Tehama Co. near Mineral from 0.1 mile east to 1.2 miles east of Route 89.	\$ 7,606,000
17607	Road	State Route 36	In Tehama Co. near Dry Creek from 2.3 miles east to 2.8 miles east of Dry Creek Bridge	\$ 5,049,000
17620	Road	State Route 36	In Tehama County about 14 miles west of Red Bluff from 0.3 mile west of Basler Road to 0.1 mile east of Diamond Star Road.	\$ 7,141,000
18569	Road	State Route 32	In Tehama and Butte Counties about 13 miles east of Forest Ranch from 3.4 miles west of Soda Springs Road to 0.2 mile east of Deer Creek Bridge 08-0069. TEH 32 PM 0/2.706 and 8.1/8.2, BUT 32 PM D2.706/D3.5, & PLU 36 PM 9.2/R12.8	\$ 1,900,000
19182	Road	State Route 99	Vina Rehab	\$ 65,900,000
19218	Road	State Route 36	Dibble Creek CAPM	\$ -
19441		Interstate 5	Nickname: NB Miles SRRA Well Replacement & Water System	\$ -
19471		State Route 32	Nickname: Tehama 32 Sand House	\$ -
19489	Bridge	State Route 36	Paynes Creek, Samson, East Sand Slough Bridges (PM 42.5, PM 42.24, PM 41.95)	\$ -
19967	Road	State Route 36	Ponderosa Way CAPM	\$ -
20043	Road	Interstate 5	Corning CAPM	\$ -
21078	Road	State Route 32	TEH 32 Concrete Sack Wall Permanent Restoration	\$ 1,491,000
Total				\$ 124,129,000
	Road	State Route 36	Realignment of SR 36 North of Red Bluff.	
	Road	Interstate 5	Reconstruct Interchange Ramps and Install Signals.	
	Road	Interstate 5	South Main St to 0.1 mile south of Nine-Mile OC. Construct additional NB and SB lanes on Interstate 5.	
	Road	Interstate 5	Construct additional NB and SB lanes on Interstate 5 from Sunset Hills interchange to Shasta County line.	
	Bike	State Route 36 / 99	Construct bike lanes along SR 99 and SR 36 from Chico to Redding.	
Total				\$ -





APPENDIX I - Active Transportation Plan and PROJECTS

2019 Tehama County

Active Transportation Plan

Report Prepared For:



Report Prepared By:



Table of Contents

1. Introduction	1	4.2. Bicyclists' General Needs	43
1.1. About the Tehama County Transportation Commission	1	4.3. Pedestrians' General Needs	47
1.2. About the Active Transportation Plan	1	4.4. Trail Users' General Needs	47
1.3. Goals and Objectives	2	4.5. Community-Identified Needs	47
1.4. Benefits of Active Transportation	8	5. Recommended Infrastructure Projects	53
1.5. Planning Process	10	5.1. Project Prioritization Methodology	53
1.6. Community Outreach	10	5.2. Project List	53
2. Setting and Background	12	6. Recommended Programs	55
2.1. Location	12	6.1. Education and Encouragement	55
2.2. Commuting	13	6.2. Enforcement	56
2.3. Population	14	6.3. Evaluation	56
2.4. Socioeconomic Conditions	16	7. Funding	57
2.5. Disadvantaged Communities	18	7.1. Federal	57
3. Existing Conditions	21	7.2. State	57
3.1. Existing Networks	21		
3.2. Existing Gaps and Programmed Projects	29		
3.3. Land Use and Destinations	29		
3.4. Transit	29		
3.5. Collisions	35		
4. Needs Assessment	43		
4.1. Community Outreach Results	43		

List of Tables

Table 1.1: Tribal Contact List	11
Table 2.1: Vehicle Ownership	13
Table 2.2: Modes of Travel	13
Table 2.3: Tehama County Population Distribution	14
Table 2.4: Selected Housing Characteristics	16
Table 2.5: Median Household Income and Average Home Price	16
Table 2.6: Major Employers in Tehama County	17
Table 2.7: Free or Reduced Price Meals Data 2017-2018.	18
Table 2.8: Disadvantaged Communities Criteria	19
Table 5.1: Tehama County Active Transportation Projects	53

List of Figures

Figure 1.1: Physical Health	8
Figure 2.1: Tehama County Location Map	12
Figure 2.2: Tehama County Modes of Travel	13
Figure 2.3: Tehama County Historic Population	14
Figure 2.4: Tehama County Population Forecast	15
Figure 2.5: Tehama County Demographics	15
Figure 2.6: Age of Population Forecast	15
Figure 2.7: Poverty	16
Figure 2.8: Projected Unemployment Rate	16
Figure 2.9: Census Blocks within Tehama County	19
Figure 2.10: Healthy Places Index Compared with Median Household Income.	19
Figure 2.11: Active Commute vs Median Household Income	20
Figure 2.12: Percent of Population with Access to Vehicle vs Median Household Income	20
Figure 3.1: Red Bluff Pedestrian Facilities	22
Figure 3.2: Red Bluff Bicycle Facilities	23

List of Figures, Continued

Figure 3.3: Corning Pedestrian Facilities	24
Figure 3.4: Corning Bicycle Facilities	25
Figure 3.5: Los Molinos Pedestrian Facilities	27
Figure 3.6: Los Molinos Bicycle Facilities	28
Figure 3.7: Regional Bikeways	29
Figure 3.8: Tehama County Destinations and Land Use	30
Figure 3.9: Corning Active Transportation Destinations	31
Figure 3.10: Red Bluff Active Transportation Destinations	32
Figure 3.11: Red Bluff and Corning Transit Map	33
Figure 3.12: RTR Express Route, Glenn/Tehama Connect Transit Map	34
Figure 3.13: Collisions, 2006-2017	35
Figure 3.14: Number of Collisions per Day of Week per Time	35
Figure 3.15: Pedestrian Collisions	35
Figure 3.16: Bicycle Collisions	36
Figure 3.17: Collision Severity	36
Figure 3.18: Red Bluff Collisions	36
Figure 3.19: Collision Severity – Red Bluff	36
Figure 3.20: Red Bluff Bicycle and Pedestrian Collisions Map	37
Figure 3.21: Corning Collisions	38
Figure 3.22: Collision Severity – Corning	38
Figure 3.23: Corning Bicycle and Pedestrian Collisions Map	39
Figure 3.24: Tehama and Los Molinos Bicycle and Pedestrian Collisions Map	40
Figure 3.25: Unincorporated Collisions	41
Figure 3.26: Collision Severity – Unincorporated	41
Figure 3.27: Tehama County Bicycle and Pedestrian Collisions	42
Figure 4.1: Challenges Associated with Biking	43
Figure 4.2: I Would Consider Riding My Bike More If...	44
Figure 4.3: Class I - Shared Use Path	44
Figure 4.4: Class II - Buffered Bike Lane Without Curb and Gutter or Parking	45

List of Figures, Continued

Figure 4.5: Class II - With Curb and Gutter and Without Parking	45
Figure 4.6: Class II - With Parking	45
Figure 4.7: Class III - Bike Route	46
Figure 4.8: Class IV - Buffered Bike Lane	46
Figure 4.9: Class IV - Buffered Bike Lane with Physical Barrier	46
Figure 4.10: Class IV - Raised Cycle Track	46
Figure 4.11: Challenges Associated with Walking	47
Figure 4.12: Tehama County Community Comments	48
Figure 4.13: Lack of shoulders for students walking or biking to Bend Elementary School.	49
Figure 4.14: Speeding vehicles and lack of shoulders leave no room for pedestrians and cyclists.	49
Figure 4.15: Intersection of SR 36 and SR 172 in Mineral needs crosswalks and re-striping.	50
Figure 4.16: Lack of curb ramps and bike lanes in central Corning, Solano St and 1st St.	50
Figure 4.17: Narrow bridge with no space for walking in Paynes Creek.	50
Figure 4.18: Lack of shoulders for students to walk or bike, and overgrown school zone sign.	50
Figure 4.19: Unpaved streets in rural communities pose challenges to walking, biking, and people with disabilities.	51
Figure 4.20: Dangerous intersection in City of Tehama due to proximity of RR tracks, lack of shoulders, ditches at sides of roadways.	51

List of Appendices

- A. Outreach Summary
- B. Stakeholder List
- C. Survey Results Summary Pages
- D. School Outreach Summary
- E. Detailed Community Comments



1. Introduction

1.1 About the Tehama County Transportation Commission

The Tehama County Transportation Commission (TCTC) is the state-designated Regional Transportation Planning agency (RTPA) for Tehama County. The Commission administers local, state, and federal funds for the implementation and maintenance of transportation infrastructure throughout the region.

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

1.2. About the Active Transportation Plan

The Tehama County Active Transportation Plan is a planning effort to enhance walking, biking, and multimodal mobility throughout Tehama County. The TCTC aims to improve the health and quality of life in Tehama County by making walking and biking a key component of daily life. This progressive approach to countywide bicycle and pedestrian planning will identify project needs, program recommendations, and priority infrastructure improvements. The Plan will build on previous planning efforts while ensuring that all future active transportation projects are compliant with state and federal goals.

According to the American Community Survey, 80.8 percent of Tehama County residents drove alone while 2.8 percent walked and 0.3 percent biked to work in 2016. 6.36 percent of Tehama County does not have access to a car. People who are dependent on walking and biking rely on the existing infrastructure to travel throughout

Tehama County. Transportation equity is an integral component for a vibrant and active community. Failing to prioritize walking and biking reduces accessibility and puts low-income residents, the elderly, and those with disabilities at a disadvantage. The Active Transportation Plan will help Tehama County develop a strategy to promote mobility and equal access to existing and proposed pedestrian and bicycle networks.

Tehama County faces multiple barriers to mobility. The County's rural geography presents a unique challenge to creating efficient connections over long distances. Census-designated places, such as Paynes Creek and Manton, are isolated areas. Schools, public services, employment areas, health centers, and parks and recreation areas are located far from homes. Improving connections to these public destinations will not only enhance health, but spawn economic activity and development. Understanding these obstacles will allow for Tehama County to progress from a predominately "car culture" to an active culture.

There are 43 schools located throughout Tehama County. According to the American Community Survey, approximately one-fourth of the population is under the age of 18. School children who are unable to drive rely on walking, biking, or public transit to get to and from school.

The California Department of Transportation has adopted a State Bicycle and Pedestrian Plan titled "Toward an Active California" which presents a vision of all Californians being able to walk and bicycle safely, conveniently, and comfortably by 2040. Goals of the plan include doubling walking, tripling bicycling, and reducing bicycle and pedestrian fatalities by ten percent each year. These statewide goals are ambitious, especially for rural automobile-dependent Tehama County. However, the purpose of the Tehama County Active Transportation Plan is not only to meet state goals; rather, the plan will increase Tehama County's capacity to create a safer, healthy, and more connected community.



1.3. Goals and Objectives

The mission of the Tehama County Transportation Commission is to maintain and improve mobility and access for the people, goods and services in and through Tehama County. The TCTC vision is to promote a reliable, flexible, efficient and safe transportation system throughout Tehama County.

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

TCTC will strive to maintain the current transportation system, meet evolving mobility needs, and address safety and other transportation challenges. This will be accomplished through strategic and timely transportation system improvements and leveraging of funding.

Goal #1

Create vibrant, people-centered communities.

Objective 1.1

Support local governments in implementing pedestrian and bicycle facilities.

Strategies

- Support the development and use of active transportation choices (i.e. Bicycling and walking, including connections to public transportation).
- Identify and map the region's disadvantaged populations and enhance mobility.

- Develop transportation safety data and seek funding to resolve identified safety issues (long range).

Policy

Pursue funding resources to move region toward Goal #1.

Strategies

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

Objective 1.2

Enhance community health, safety, and well-being.

Strategies

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

*Policy*

Pursue funding resources to move region toward Goal #1.

Performance Measures

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

Goal #2

Develop a continuous countywide bicycle system that is part of the multi-modal regional transportation network.

Objective 2.1

Develop an integrated, multimodal range of local transportation choices.

Strategies

- Improve connectivity between public transportation, bicycling, and walking.
- Fill gaps between sidewalks, trails, bike lanes, and integrate improvements into projects as appropriate.
- Facilitate multimodal connectivity between local and interregional modes, including intercity bus transportation, passenger rail, and air.

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.
- New development projects consider transportation issues.

Objective 2.2

Maintain an updated active transportation plan to promote multimodal transportation and to prepare for funding opportunities for active transportation projects.

Strategies

- Update the Tehama County Active Transportation Plan every ten years or when necessary.
- Pursue funding opportunities for active transportation projects.

Objective 2.3

Continue the coordination and communication between all jurisdictions in Tehama County, the County Transportation Commission, and Caltrans.

Strategies

- Create a Bicycle Advisory Committee.
- Hold bi-annual meetings of the Bicycle Advisory Committee (members from each jurisdiction and at-large membership yet to be determined).

**Objective 2.4**

Coordinate the development of bicycle corridors and routes with adjacent counties.

Strategies

- Identify inter-county routes and link Tehama County routes where possible.

Goal #3

Make the existing transportation system more bicycle-friendly.

Objective 3.1

Remove barriers to safe bicycle access, wherever economically feasible.

Strategies

- Improve railroad crossings that intersect routes, lanes, or corridors identified in this plan. (Union Pacific, Northern Pacific)
- Fund and build Class I trailways, wherever economically feasible, including the barrier on Aloha Street and Main Street. (City of Red Bluff)
- Improve safety conditions on major and minor arterials in the City of Red Bluff with Class II bicycle facilities. (City of Red Bluff)
- Improve safety conditions for bicyclists at the Solano and Sixth St. intersection with Class II lanes upon approach, and bicycle “loop” detectors at signals. (City of Corning)

- Improve safety conditions for bicyclists in the City of Corning by establishing Class II and Class III routes and controlling intersections with stop or yield signs. (City of Corning)
- Improve safety and access conditions for bicyclists and pedestrians on route between the City of Tehama and Los Molinos by adding and maintaining Class II bike facilities on Aramayo Way from SR 99E to Tehama. (County of Tehama)
- Improve safety in rural communities by enforcing existing truck regulations. (California Highway Patrol, County Sheriff)
- Improve safety conditions in Tehama by slowing traffic on C St. with cautionary signs. (City of Tehama)
- Separate children on bicycles from vehicle traffic where feasible. (City of Red Bluff)
- Fund and construct Class I trailway bikeways connecting schools and parks and commercial areas. (City of Red Bluff)

Objective 3.2

Maintain bikeways free of debris.

Strategies

- Add bikeways maintenance to public works priorities. (County of Tehama, City of Corning, City of Red Bluff, City of Tehama)
- Initiate volunteer groups to help maintain bikeways/trailways. (City of Red Bluff)

**Objective 3.3**

Provide Secure Bicycle Parking at local destination points.

Strategies

- Purchase and place bicycle racks at the City of Red Bluff City Hall, Red Bluff and Corning post offices, and key downtown locations in Red Bluff and Corning. (City of Corning, City of Red Bluff)

Goal #4

Promote bicycling as a part of the multimodal transportation system.

Objective 4.1

Provide accommodations for bicyclists in the regional transportation system.

Strategies

- Purchase and place bicycle parking facilities at the following regional destination points: the Corning Transit Center, I-5 Park and Ride on Bowman Road, the Tehama County Courthouse, St. Elizabeth Community Hospital, and the Tehama County Health Center. (Tehama County Transportation Commission)
- Produce a Tehama County transportation opportunities map that includes local public transportation routes, private transportation opportunities (Greyhound, Amtrak, etc.), and identifies safe bicycle routes. (Tehama County Transportation Commission)
- Continue the bike racks on buses programs throughout Tehama County. (Tehama County Transportation

Commission)

- Continue to advertise the availability of bicycle facilities in transit brochures. (Tehama County Transportation Commission)

Goal #5

Modify the transportation system to encourage safe and convenient bicycling.

Objective 5.1

Develop local policy to include the consideration of bicycle and pedestrian access as highly valuable.

Strategies

- Adopt a policy statement stating that unless specifically excluded in a local plan, all new bridges and those undergoing major reconstruction on established bike routes will provide safe, convenient access for bicyclists and pedestrians, as resources allow. (County of Tehama, City of Corning, City of Red Bluff, City of Tehama, and State of California)
- Adopt policy statement stating that whenever arterials are widened along established bike routes, they will include Class II bike lanes if funding is available. (County of Tehama, City of Corning, City of Red Bluff, City of Tehama)

Objective 5.2

Expand project reviews to include bike access and safety considerations.



Strategies

- Review local California Department of Transportation projects for their “bicycle friendliness.” Where possible, make recommendations that provide safe access for bicyclists. (County of Tehama, City of Red Bluff, City of Corning)
- Review all local development projects for their bicycle and pedestrian safety and access. (County of Tehama, City of Corning, City of Red Bluff, City of Tehama)
- Amend zoning codes to require safe bicycle parking at new work centers. (County of Tehama, City of Tehama, City of Corning, City of Red Bluff)
- Amend zoning codes for multi-family development to require secure bicycle parking. (County of Tehama, City of Tehama, City of Corning, City of Red Bluff)

Objective 5.3

Train project staff on bicycling planning, and design issues.

Strategies

- Send project staff to bicycle planning workshops periodically. (County of Tehama, City of Tehama, City of Corning, City of Red Bluff)
- Provide incentives for city and county employees to commute to work by bicycle. (County of Tehama, City of Corning, City of Red Bluff)

Goal #6

Train and encourage pedestrians, bicyclists and motorists to share the road network in a safe and cooperative manner.

Objective 6.1

Encourage the training of children ages 5-12 on the safe use of bicycles and the pedestrian network.

Strategies

- Create a 1-day and a 1-hour bicycle workshop for all schools where bicycling is encouraged. (Local school districts)
- When developing signage for bike facilities, include arrows or other directional information. In addition, add prohibitive signs to specific sidewalks where biking is a hazard or poses a threat to pedestrian safety. (County of Tehama, City of Red Bluff, City of Corning, City of Tehama)
- Enforce bicycle helmet laws. (California Highway Patrol, County Sheriff, City of Corning Police, City of Red Bluff Police)

Objective 6.2

Enhance the awareness of motorists’ responsibilities in interacting with bicyclists and pedestrians.

Strategies

- Purchase and place pedestrian warning signs and “share the road” signs at C St. in Tehama, along significant county bikeway corridors, and along Bowman Rd. (County of Tehama, City of Tehama)
- Locate and distribute “rules of the road” brochures at schools, driver training courses, Departments of Motor Vehicles, and in other venues.



- When developing bicycle facilities use Caltrans standards in order to ensure a clear, understandable and consistent bicycle system. (County of Tehama, City of Red Bluff, City of Corning, City of Tehama)

Objective 6.3

Develop a bicycle and pedestrian encouragement and education program.

Strategies

- Include encouragement and education projects in current and future updates to the Active Transportation Plan and Regional Transportation Plan.
- Submit education and encouragement projects for funding when available.

Goal #7

Integrate bicycle and pedestrian networks with existing and potential recreational opportunities.

Objective 7.1

Provide accommodations for bicyclists at major recreational facilities.

Strategies

- Purchase and place bicycle parking facilities at the following recreational destination points: the Sacramento River Discovery Center, Ide Adobe State Park, and Jellys Ferry Landing. (County of Tehama)
- Purchase and place bicycle parking facilities at the following local recreational destination points: Yost Park

in Corning, Halbert Park in Tehama, Diamond Park, Ide Adobe Historic State Park, Forward Park, and Samuel Ayer Park. (City of Corning, City of Red Bluff, City of Tehama)

Objective 7.2

Emphasize local and regional connections to recreational facilities.

Strategies

- Plan and design safe connections between off-road and on-road facilities in the City of Red Bluff. (City of Red Bluff)
- Make bikeway and pedestrian connections to the existing Class I trail at the Sacramento River Discovery Center a priority. (City of Red Bluff)
- Explore right of way opportunities for local, regional and recreational trail development on rail corridors, creeks and rivers, canals, and other private/ public corridors. (County of Tehama, City of Corning, City of Red Bluff, City of Tehama)

Goal #8

Develop bicycle and pedestrian facilities and programs that will enhance the County's appeal as a recreational destination.

Objective 8.1

Publicize key bicycle and pedestrian recreational opportunities.



Strategies

- Update the Recreation Element of the Tehama County General Plan. (County of Tehama)
- Support local organized (recreational and/or competitive) bicycle rides. (County of Tehama)
- Support local organized walks/runs.

Goal #9

Explore all opportunities for funding bicycle and pedestrian projects.

Objective 9.1

Encourage the accommodation of bicycle and pedestrian facilities as a condition for new development projects.

Strategies

- Establish funding mechanisms to pay for bikeway development. (County of Tehama, City of Corning, City of Red Bluff, City of Tehama)
- During project review identify proximate bikeway routes or trails for possible easement opportunities. (County of Tehama, City of Corning, City of Red Bluff)
- Train project staff on latest funding opportunities and techniques. (County of Tehama, City of Corning, City of Red Bluff)

1.4. Benefits of Active Transportation

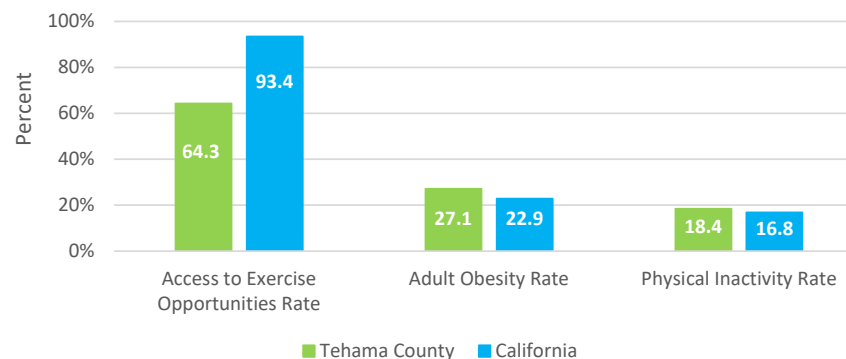
1.4.1. Health

According to the Open Data Network, adult obesity in Tehama County was 4 percent higher than the statewide level in 2015 (27.1 percent compared to 22.9 percent – see Figure 1.1). Over 18 percent of Tehama County is physically inactive while only 16.8 percent of California is physically inactive.

Due to a lack of infrastructure, Tehama County residents are missing out on critical opportunities to stay active throughout their day. Walking or biking to work, school, or the store helps prevent obesity, cardiovascular disease, diabetes, and high blood pressure.

Engaging in active modes of transportation enhances both physical and mental health. For example, walking and biking reduces stress, depression, and fatigue. When working out, the brain releases endorphins in a response to pain. These hormones trigger positive feelings in the body, ultimately enhancing a person's self-esteem and mood.

Figure 1.1
Physical Health





1.4.2. Community Livability

Engaging in active transportation enhances quality of life by increasing socialization. When people walk and bike, they are able to increase the amount of interactions with neighbors and other community members. Social interactions play an important role in improving a person's well-being and sense of place. Single-occupant cars increase social isolation. Having more people on the street creates a welcoming and vibrant environment, ultimately encouraging others to be active participants.

Implementing seamless pedestrian and bicycle infrastructure throughout Tehama County will create a well-connected and safer community. Public safety is a pressing issue in rural areas. When areas lack connections between networks, people are discouraged from walking or biking to their destinations. The option to walk or bike should be an integral component of transportation decisions. Diverse users require a diverse selection of transportation options. Improving pedestrian and bicycle connectivity will help prioritize, not only the employed population during peak traffic hours, but those who wish to walk or bike to serve daily needs. In order to increase walkability and bikeability, Tehama County must provide connected alternative transportation networks.

1.4.3. Economy

According to Smart Growth America, residents who walk or bike are more likely to spend money at local businesses than those who drive. Active community members support local establishments due to their proximity and accessibility. Rather than spending money on gas and vehicle maintenance, pedestrians and bicyclists are able to spend their excess money within the local economy. Vehicle owners are likely to venture to large-scale shopping centers, but could instead walk or bike downtown to shop at a local business if they felt safer doing so.

Prioritizing walking and biking has the potential to directly and indirectly create jobs locally. Pedestrian and bicycle infrastructure projects create jobs for planners, engineers, and construction workers, and stimulate the local economy.

Increasing access to recreation destinations drives tourism. If Tehama County's built environment supported walking and biking, the County could see a boost in tourism. The County's scenic roadways offer both locals and visitors a range of natural landscapes including the Sacramento River, Mendocino National Forest, and Woodson Bridge State Recreation Area. Advertising Tehama County's scenic destinations as easily accessible places will increase pedestrian and bicycle activity for the area.

1.4.4. Environment

According to the Air Quality Index, air quality in Tehama County is satisfactory and the air pollution poses little or no risk. The monitor stations have measured the levels of particulate matter less than 2.5 micrometers at 3.0 $\mu\text{g}/\text{m}^3$ and ozone levels at 8.4 ppb.

Encouraging Tehama County residents to travel on foot or by bike helps reduce particulate matter as well as greenhouse gas emissions. Vehicles are a major source of air pollution. According to the Environmental Protection Agency, the average vehicle emits an estimated 4.6 metric tons of carbon dioxide every year. Reducing car trips results in less noise pollution, water pollution, and air pollution.

Developing infrastructure specifically for pedestrians and bicyclists helps preserve open space. These areas are primarily scenic, agricultural, or perform a critical ecosystem function. Prioritizing walking and biking will not negatively affect Tehama County's unique rural aesthetic.



1.5. Planning Process

1.5.1. Inter-Agency Coordination

Coordination efforts were organized to include local, regional, state, and federal agencies, including Caltrans, in the development of this Active Transportation Plan.

Tehama County, the Cities of Red Bluff, Corning and Tehama, federally recognized Native American tribal governments, and the Caltrans Tribal Liaison were contacted and invited to participate in the identification of transportation project needs.

1.5.2. Coordination with Other Plans and Studies

The following plans exist and include items relevant to active transportation. However, some previous planning efforts including the Tehama County Bikeways Plan are in need of updates and no longer accurate. The Active Transportation Plan will build on the information presented in these documents to create a comprehensive, current plan for future active transportation projects.

- Tehama County Bikeways Plan (2008)
- Regional Transportation Plan (2019)
- Tehama County General Plan (2009)
- City of Corning Bicycle and Pedestrian Improvement Plan (2015)

1.6. Community Outreach

Community outreach was conducted in various forms to provide the Tehama County Community with an opportunity to express their needs and suggest improvements regarding active transportation. The outreach campaign included a SurveyMonkey online questionnaire,

social media, public meeting in Red Bluff, and pop-up outreach at community events and central locations in small communities. A full description of the community engagement strategy and results of community outreach are provided in Appendix A.

1.6.1. Stakeholders

Stakeholders including regional agencies, businesses, and advocates related to active transportation were invited to provide input in the planning process. Stakeholders were invited to community meetings and provided with the opportunity to review the Draft Active Transportation Plan. A list of stakeholders was developed for the project and can be found in Appendix B.

1.6.2. Questionnaire

A 15-question questionnaire was developed through SurveyMonkey to gather input from the Tehama County Community. The questionnaire received 37 responses online and through hard-copy versions. The questionnaire presented questions about walking and biking, including challenges participants face and what they would like to see improved. Many questions allowed the participant to select multiple options and provide open-ended comments. Open-ended comments are displayed in Appendix C.

1.6.3. Website and Social Media

A project specific website was developed to inform the community about the Tehama Active Transportation Plan and to solicit input regarding the Plan. The website was utilized to invite the community to public outreach events held during the duration of the Plan development process as well as to promote the questionnaire. The questionnaire was also promoted through the project's social media pages on Facebook, Instagram, and Twitter. Additionally, community members could comment on social media pages or contact the project team through the website to provide feedback.



1.6.4. Outreach Events

Physical copies of the questionnaire were available at public outreach events and were later entered into SurveyMonkey to utilize the analysis functions of the platform and for consistency. These events included a community meeting in Red Bluff and pop-up outreach at the Tehama District Fair, Dairyville Orchard Festival, and in the communities of Paynes Creek, Manton, Proberta, and Los Molinos.

1.6.5. Red Bluff Community Meeting

The Tehama County Transportation Commission held a public meeting at the Red Bluff Community Center on Thursday, October 25, 2018. After a presentation on the Plan and the benefits of walking and biking, community members were asked to identify faulty pedestrian and bicycle facilities and potential project areas on large-scale maps.

1.6.6. School Administration Interviews

The project team conducted phone interviews with the administration of rural Tehama County schools to determine unmet active transportation needs in rural communities. Interviews were casual and generally very brief, intended to determine whether students walk and bike to the school and if they are safe doing so. Most administrators reached were excited about the possibility of improving safety at their schools. See Appendix D for notes from these interviews.

1.6.7. Coordination with Native American Tribal Governments

There is one federally recognized Tribal entity in Tehama County. The Paskenta Band of Nomlaki Indians of California has headquarters in the City of Corning. In addition, a significant portion of the population of the Greenville Rancheria, with headquarters in Plumas County, have relocated within Tehama County due to historical changes in the Rancheria's federal recognition status. Table 1.1 lists the contact information for the Tribes contacted during the ATP planning process.

Table 1.1 Tribal Contact List		
Name	Contact Person	Mailing Address
Paskenta Band of Nomlaki Indians of California	Andrew Alejandro, Chairman	P.O. Box 709 Corning, CA 96021
Greenville Rancheria	Kyle Self, Chairman	P.O. Box 279 Greenville, CA 95947

2. Setting and Background

2.1. Location

Tehama County is located in the northern Sacramento Valley, approximately halfway between Sacramento and Oregon (see Figure 2.1). Tehama County is bounded by Shasta County to the north, Trinity and Mendocino counties to the west, Glenn and Butte counties to the south, and Plumas County to the east. The western boundary of Tehama County is located in the Pacific Coast Range, and the eastern boundary is in the Cascade Mountains. The county is approximately 2,950 square miles and 1,887,807 acres. The topography consists of rolling foothills, fertile valleys, flat-topped buttes, and vast rangelands. Tehama County is bisected by the Sacramento River Valley, a 20-mile-wide swath through the central portion of the county and contains large amounts of national forests in the hills and mountains to the east and west.

There are three incorporated cities in Tehama County: Corning, Red Bluff, and the City of 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 in the County, 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. The City of Tehama was originally established as a trading hub due to its adjacency to the Sacramento River.

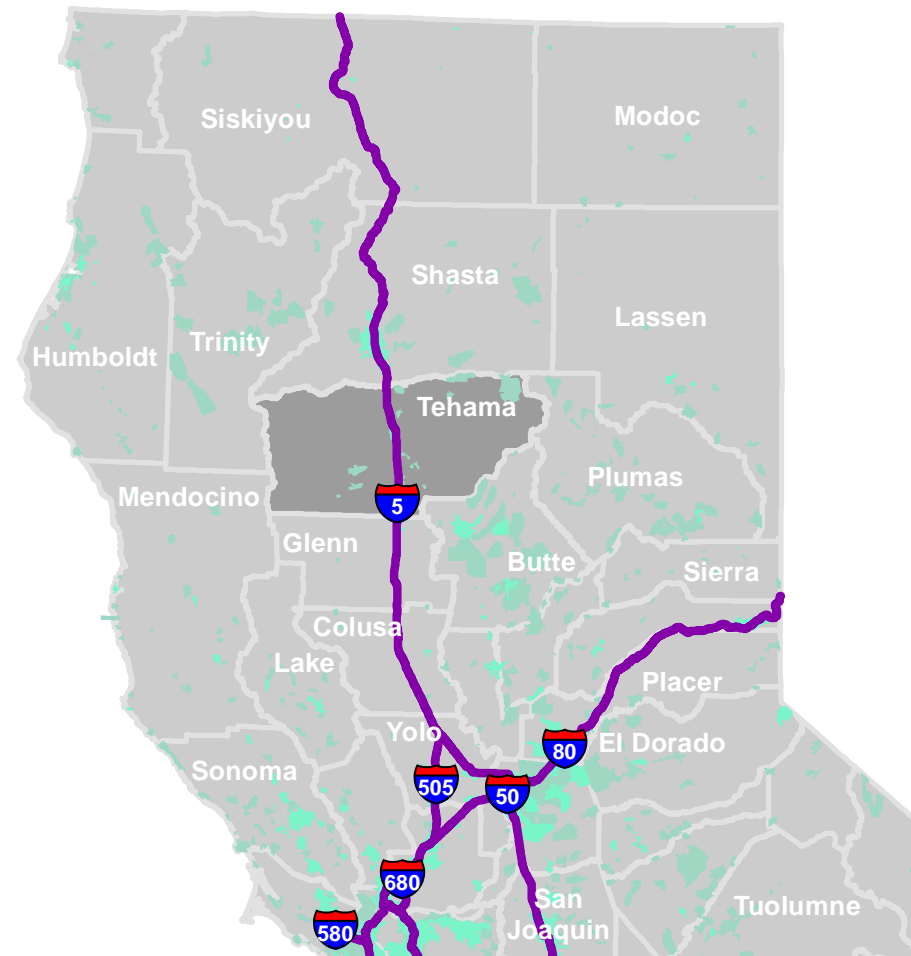


Figure 2.1: Tehama County Location Map



2.2. Commuting

The majority of Tehama County residents commute by driving alone. According to the American Community Survey, vehicle ownership in Tehama County was higher than the United States average in 2016. In Tehama County, 93.64 percent of the population had access to a car (see Table 2.1). This was more than 2 percent higher than the United States average of 91.03 percent. Additionally, Tehama County residents were more likely to own two, three, or more vehicles than the rest of the nation. Tehama County's rural geography and heavy reliance on cars discourage people from engaging in active transportation.

Single-occupant vehicles are the predominant mode of transportation in Tehama County; 91% of employed Tehama County residents 16 years or older commuted to work with a car. Of the 91 percent, 81 percent were single-occupant vehicles. Community members are less likely to commute to work using active modes of transportation including walking and biking, as well as public transportation which is often combined with active transportation. The average American is 12 times more likely to take public transit than a Tehama County resident. This can be attributed to Tehama County's historic development pattern, land use and zoning codes, and autocentric human conditioning.

Compared to the US, Tehama County residents are half as likely to bike to work (see Figure 2.2 and Table 2.2). This does not account for non-commute, recreational, or multi-modal trips.

Table 2.1
Vehicle Ownership

Vehicle Available	Tehama County	United States
None	6.36%	8.97%
1	31.03%	33.55%
2	38.28%	37.34%
3+	24.33%	20.14%

Source: American Community Survey 5-Year Estimates

Figure 2.2
Tehama County Modes of Travel

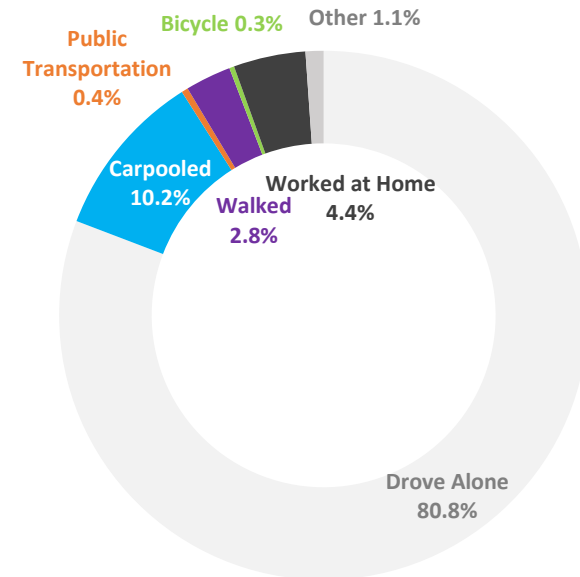


Table 2.2
Modes of Travel

	Tehama County	United States
Drove Alone	80.8%	76.4%
Carpooled	10.2%	9.3%
Public Transportation	0.4%	5.1%
Walked	2.8%	2.8%
Bicycle	0.3%	0.6%
Worked at Home	4.4%	4.6%
Other	1.1%	1.2%

Source: 2016 American Community Survey 1-year Estimates



Table 2.3
Tehama County Population Distribution

	Population 2010	Population 2011	Population 2012	Population 2013	Population 2014	Population 2015	Population 2016	Population 2017	Population Percent	Average Annual Percent Change
Red Bluff	13,977	14,026	14,063	14,071	14,069	14,065	14,065	14,076	22.18%	1.001%
Tehama	436	383	419	390	397	410	467	418	0.66%	0.998%
Corning	7,546	7,624	7,628	7,619	7,617	7,586	7,548	7,663	12.07%	1.002%
Unincorporated	40,616	40,952	41,090	41,161	41,201	41,091	40,935	41,306	65.09%	1.002%
Total County Population	62,575	62,985	63,200	63,241	63,284	63,152	63,015	63,463	100%	1.002%

Sources:

(1) - 2016 American Community Survey 5-Year Estimates

(2) - 2017 American Community Survey Population Estimates

2.3. Population

2.3.1. Current Population

The American Community Survey estimated the population of Tehama County to be approximately 62,575 in 2010 and 63,463 in 2017 (see Table 2.3). On average, the county's total population increased 1.002 percent each year during the seven-year period from January 2010-2017. In January 2017, unincorporated areas housed 65 percent of the total population, while 22 percent of the County's population was concentrated in Red Bluff. Corning accounted for 12 percent of Tehama County's population. The City of Tehama made up the smallest percentage of the population at 0.66 percent. On average, the population of the City of Tehama decreases 0.002 percent annually while the rest of the county experiences slight population growth.

2.3.2. Population

According to the US Census Bureau Population of Counties Census, Tehama County doubled its population from 29,517 to 63,463 over the 40 year period from 1970-2010 (see Figure 2.3).

According to the Caltrans Long-Term Socio-Economic Forecasts by County 2018-2050, approximately 7861 new residents will be incorporated into the Tehama County population by 2039 (see Figure 2.4). On average, the population is expected to increase just over 1 percent every 5 years from 2019-2039.

Figure 2.3
Tehama County Historic Population

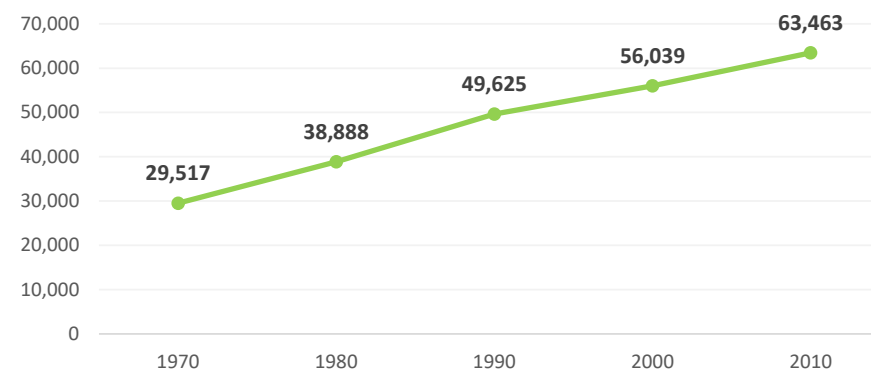




Figure 2.4
Tehama County Population Forecast

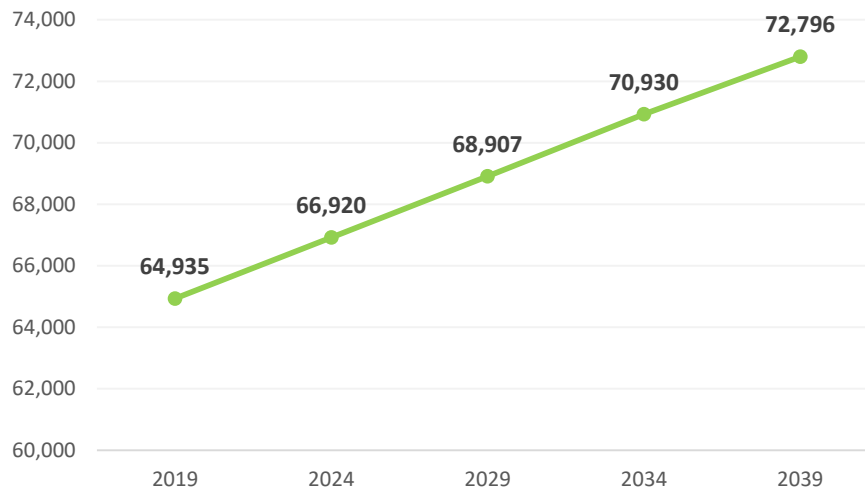
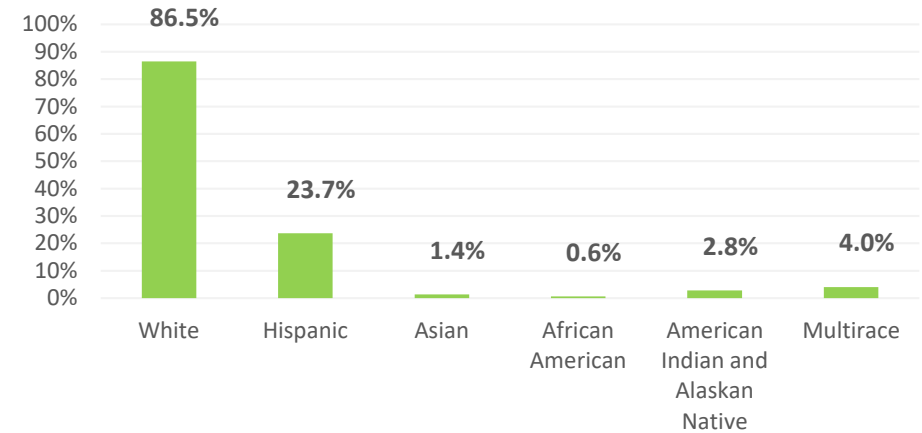


Figure 2.5
Tehama County Demographics

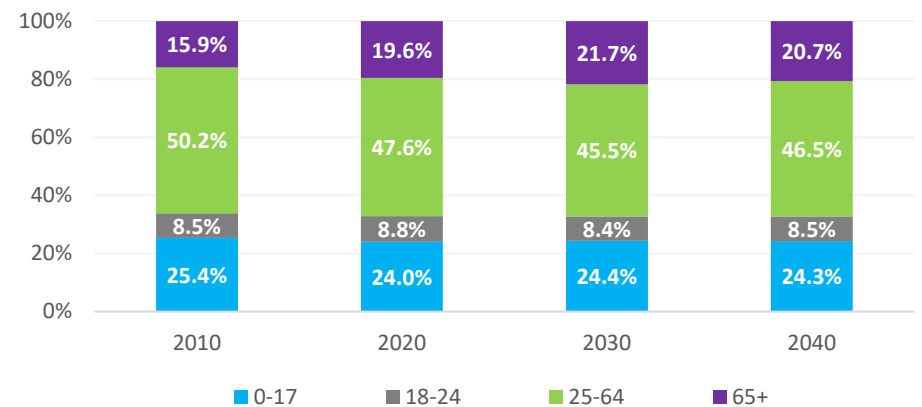


2.3.3. Demographics

Figure 2.5 illustrates Tehama County's race demographics based on the 2016 American Community Survey. The Tehama County population is predominately white (86.5%). Approximately one-fourth of the population is Hispanic (23.7%) with small populations of Native Americans, Asian, and African Americans.

Tehama County residents ages 25 to 64 make up the largest portion of the population as shown in Figure 2.6. Youth 17 years and younger are projected to remain close to one-fourth of the population while residents 65 years and older are projected to increase to one-fifth of the population by 2040. Tehama County is expected to see a decrease in youth and adult populations 0-64 and an increase in the elderly population 65 years and older in the coming years.

Figure 2.6
Age of Population Forecast





2.4. Socioeconomic Conditions

In 2016, Tehama County had an estimated 27,225 housing units. 87 percent of units were occupied, with a vacancy rate of 13 percent, 1.5 times the state average (see Table 2.4). Of occupied dwellings, 66 percent were owner-occupied and 34 percent were renter-occupied.

According to the American Community Survey population estimates, the median household income in Tehama County was estimated at \$40,687 in 2016. This is significantly smaller than the California median household income of \$63,783. However, the median value of a house in Tehama County is less than half that statewide median home value, allowing for a higher homeownership rate than the state average (see Table 2.5).

Table 2.4
Selected Housing Characteristics

	Total Housing Units	Occupied	Vacant	Owner-Occupied	Renter-Occupied
Tehama County	27,225	87%	13%	66%	34%
California	13,911,737	92%	8%	54%	46%

Source: 2016 American Community Survey

Table 2.5
Median Household Income and Average Home Price

	Tehama County	California
Median Household Income	\$40,687	\$63,783
Median Home Value	\$178,600	\$409,300
Median Household Income as % of Average Home Value	22.8%	15.6%

Source: 2012-2016 American Community Survey Population Estimates

Figure 2.7
Poverty

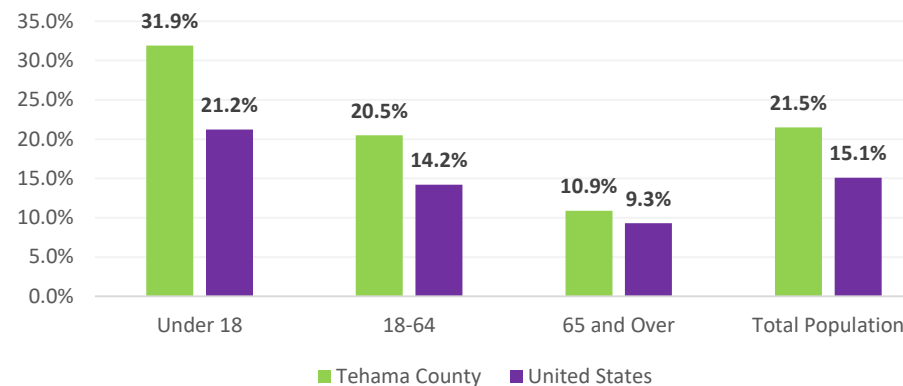
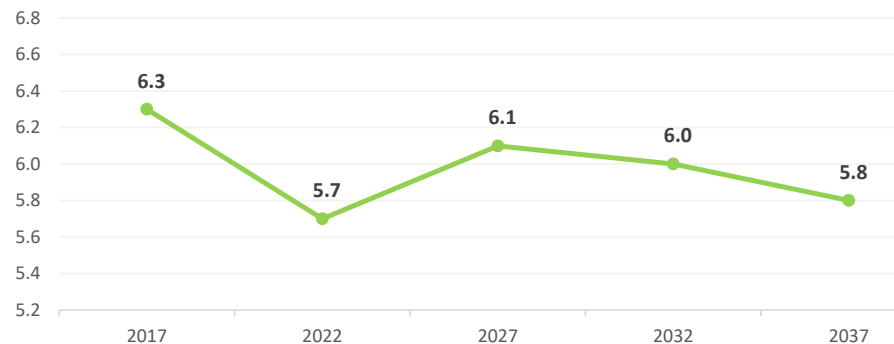


Figure 2.8
Projected Unemployment Rate





According to the 2016 American Community Survey, 21.5 percent of the population in Tehama County was below the poverty level, higher than the rest of the United States (see Figure 2.7) The population with the highest poverty rate (31.9 percent) was the under 18 age group. Youth are very likely to use active modes of transportation to access school and work because most cannot drive. High rates of active transportation use combined with high poverty rates make the under 18 age group an important population to engage in active transportation planning.

According to the Caltrans 2017 California County-Level Economic Forecast, the unemployment rate in Tehama County was 6.3 in 2017 and will be 5.8 percent by 2037, after fluctuations (see Figure 2.8). Job sectors with the highest projected growth rate include manufacturing, transportation and utilities, professional services, health and education, and government.

In 2016, an estimated 23,094 people were employed in Tehama County. The top four major employers in Tehama County are located in Red Bluff and Corning: Ferrellgas, Walmart Distribution Center, 1-5 RV Park: Rolling Hills Casino, and Sierra Pacific Industries (see Table 2.6). The unemployment rate was estimated at 7.1 percent in 2016, according to the Caltrans California County-Level Economic Forecast. This is slightly lower than the state average of 8.7 percent.

Table 2.6
Major Employers in Tehama County

Name	Location	Industry	Employed
Walmart Distribution Ctr	Red Bluff	Distribution Centers (whls)	1,000 to 4,999
Rolling Hills Casino	Corning	Casinos	500 to 999
Sierra Pacific Industries	Corning	Lumber-Manufacturers	500 to 999
Bell-Carter Olive Co	Corning	Olives (whls)	250 to 499
Sierra Pacific Industries	Red Bluff	Lumber-Manufacturers	250 to 499
Sierra Pacific Windows	Red Bluff	Windows	250 to 499
St Elizabeth Community Hosp	Red Bluff	Hospitals	250 to 499
Tehama County Dept of Edu	Red Bluff	Government Offices-County	250 to 499
Walmart Supercenter	Red Bluff	Department Stores	250 to 499
CAL Fire	Red Bluff	Fire Departments	100 to 249
Forestry & Fire Protection	Red Bluff	Government Offices-State	100 to 249
Home Depot	Red Bluff	Home Centers	100 to 249
Pactiv	Red Bluff	Packaging Materials-Manufacturers	100 to 249
Petro Stopping Ctr	Corning	Truck Stops & Plazas	100 to 249
Precision Towing	Red Bluff	Wrecker Service	100 to 249
RBNC	Red Bluff	Convalescent Homes	100 to 249
Red Bluff High School	Red Bluff	Schools	100 to 249
Red Bluff Union High Schl Dist	Red Bluff	Schools	100 to 249
State Department Forestry	Red Bluff	Fire Departments	100 to 249
Tehama County Coroner	Red Bluff	Government Offices-County	100 to 249
Tehama County Health Svc	Red Bluff	Government Offices-County	100 to 249
Tehama County Mental Health	Red Bluff	Government Offices-County	100 to 249
Tehama County Social Svc Dept	Red Bluff	Government Offices-County	100 to 249

Source: California Employment Development Department



2.5. Disadvantaged Communities

Identifying project locations as disadvantaged communities is important when applying for competitive funding through programs such as the California Transportation Commission's Active Transportation Program. According to the Active Transportation Program Cycle 4 guidelines, a disadvantaged community can be defined through the following categories:

- **Median Household Income** – The Median Household Income is less than 80% of the statewide median based on the most current Census Tract level data from the 2012-2016 American Community Survey (ACS) (<\$51,026). 10 out of Tehama County's 11 census tracts qualify as disadvantaged communities by this measure, as shown in Table 2.8.
- **CalEnviroScreen** – An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0. No census tracts in Tehama County qualify as disadvantaged communities using the CalEnviroScreen 3.0 metrics.
- **Free or Reduced Price School Meals** – At least 75% of public school students in the project area are eligible to receive free or reduced-price meals (FRPM) under the National School Lunch Program. Applicants using this measure must demonstrate how the project benefits the school students in the project area. Project must be located within two miles of the school(s) represented by this criteria. 21 out of Tehama County's 43 schools have at least 75% FRPM eligibility, and 71% of all students in Tehama County qualify for FRPM (see Table 2.7).

Table 2.7
Free or Reduced Price Meals Data 2017–18

District Name	School Name	Enrollment (K-12)	Percent (%) Eligible FRPM (K-12)
Tehama County Department of Education	Nonpublic, Nonsectarian Schools	1	0.0%
	Tehama County Juvenile Justice Center	24	100.0%
	Tehama County Special Education	44	25.0%
	Lincoln Street	75	81.3%
Antelope Elementary	Tehama eLearning Academy	102	79.4%
	Nonpublic, Nonsectarian Schools	3	66.7%
	Lassen-Antelope Volcanic Academy (LAVA)	87	47.1%
	Antelope Elementary	473	63.0%
	Plum Valley Elementary	13	84.6%
	Berrendos Middle	251	45.0%
Corning Union Elementary	Woodson Elementary	672	84.4%
	West Street Elementary	300	84.0%
	Olive View Elementary	575	88.5%
	Maywood Middle	456	80.7%
	Rancho Tehama Elementary	98	95.9%
	Columbia Academy	11	100.0%
Corning Union High	Centennial Continuation High	27	81.5%
	Corning High	947	69.9%
Elkins Elementary	Elkins Elementary	15	86.7%
Evergreen Union	Evergreen Community Day K-5	3	66.7%
	Evergreen Institute of Excellence	102	46.1%
	Bend Elementary	102	64.7%
	Evergreen Elementary	572	57.5%
	Evergreen Middle	444	62.4%
	Evergreen Community Day (5-8)	2	100.0%
Flournoy Union Elementary	Flournoy Elementary	26	42.3%
Gerber Union Elementary	Gerber Elementary	414	85.5%
Kirkwood Elementary	Kirkwood Elementary	97	62.9%
Lassen View Union Elementary	Lassen View Elementary	323	52.6%
Los Molinos Unified	Los Molinos Community Day	1	0.0%
	Los Molinos High	199	66.3%
	Los Molinos Elementary	313	86.3%
	Vina Elementary	82	78.0%
Red Bluff Union Elementary	Nonpublic, Nonsectarian Schools	2	50.0%
	Bidwell Elementary	506	75.9%
	Jackson Heights Elementary	460	81.1%
	Vista Preparatory Academy	609	77.7%
	William M. Metteer Elementary	458	79.5%
Red Bluff Joint Union High	Nonpublic, Nonsectarian Schools	2	50.0%
	Salisbury High (Continuation)	112	83.9%
	Red Bluff High	1536	58.5%
Reeds Creek Elementary	Reeds Creek Elementary	160	58.1%
Richfield Elementary	Richfield Elementary	248	59.7%

Source: California Department of Education 2017/18 Free and Reduced Price Meals

- Other – Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria), projects located in areas that lack accurate Census or CalEnviroScreen data such as in a small neighborhood or unincorporated area, or regional definition.

Ten out of Eleven of Tehama County's census tracts qualify as disadvantaged communities by having a median household income less than \$51,026. Tract 4 has the highest median household income and is located in the northern outskirts of Red Bluff, as shown in Figure 2.9.

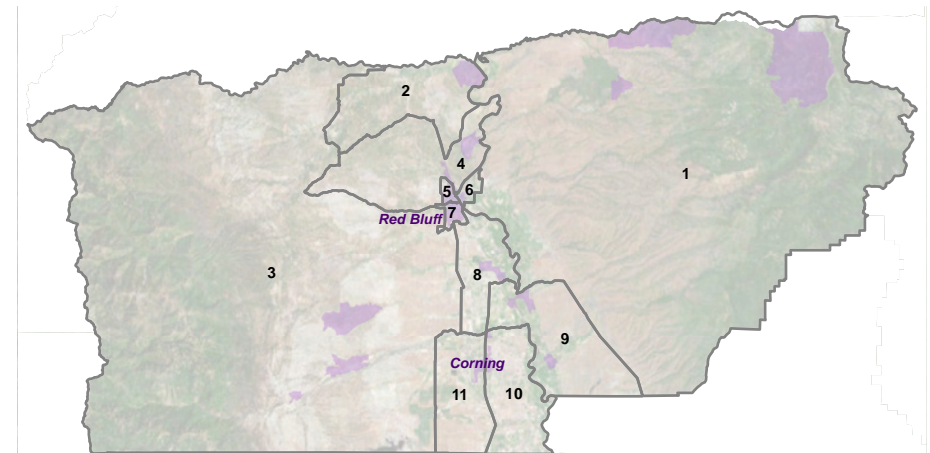
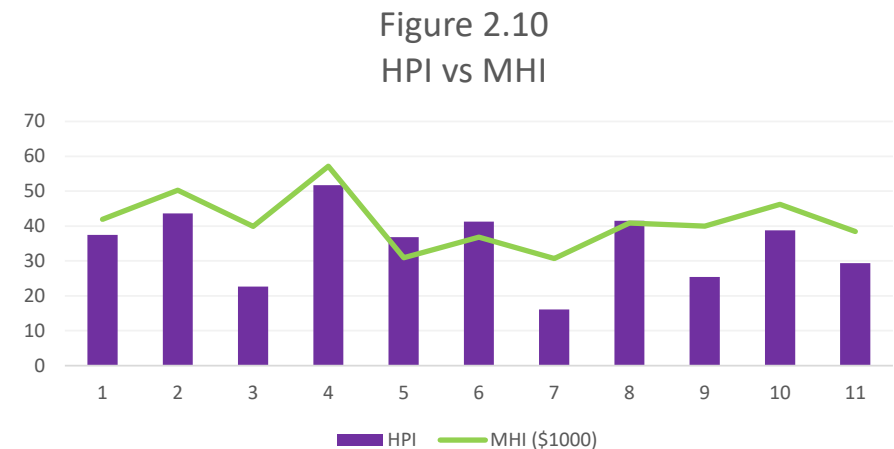


Figure 2.9: Census Blocks within Tehama County

Census Tract	HPI (1)	MHI (2)	Active Commute (1)	Access to Car (1)
1	37.5	\$41,935	9.14%	95%
2	43.6	\$50,245	2.39%	99.50%
3	22.7	\$39,879	5.61%	95.10%
4	51.7	\$57,161	1.02%	96.40%
5	36.8	\$30,907	9.18%	86%
6	41.3	\$36,846	3.51%	89.50%
7	16.1	\$30,703	3.41%	92%
8	41.5	\$40,882	1.18%	97.80%
9	25.4	\$40,000	6.39%	93.90%
10	38.8	\$46,256	5.65%	92.70%
11	29.4	\$38,489	7.44%	95.70%
Tehama County	34.9	\$40,687	4.93%	94.01%

Source: (1) The California Healthy Places Index
(2) American Community Survey 2016

According to the California Healthy Places Index (HPI), Tehama County has an average HPI score of 34.9, which means that Tehama County has healthier community conditions than 34.9% of other California census tracts. Disadvantaged communities in Tehama County have HPI scores ranging between 16.1 and 43.6 while the most advantaged community (Census Tract 4) has an HPI score of 51.7. Census tracts with higher Median Household Income (MHI) tend to have a higher HPI score, as seen in Figure 2.10.





On average, 93.72 percent of disadvantaged community residents have access to an automobile. The remaining 6.38 percent relies on walking, biking, and public transit. In the disadvantaged communities, an average of 5.39 percent of the workers 16 years old and older commute to work via transit, walking, or biking. Only 1.02 percent of the highest-earning census tract's residents rely on transit, walking, and cycling to commute to work.

Median household income appears to influence Tehama County residents' preference to commute using active modes. As shown in Figure 2.11, census tracts with higher MHI tend to have a lower percentage of residents who commute by active transportation. Census tract 4 has the highest MHI and highest HPI. This census tract also has the lowest rate of commuting by active transportation at only 1.02%.

This is likely caused by high-income residents' increased access to vehicles, as seen in Figure 2.12.

Tehama County's geography is also important to note, as many residents live too far away from work or school to commute by walking and biking. However, the highest rates of commuting by active modes occur in tracts 1 and 5, which differ greatly in size and location. Tract 1 encompasses nearly all land east of State Highway 99E, while tract 5 is a small, densely populated tract located in Red Bluff.

Figure 2.11
Active Commute vs MHI

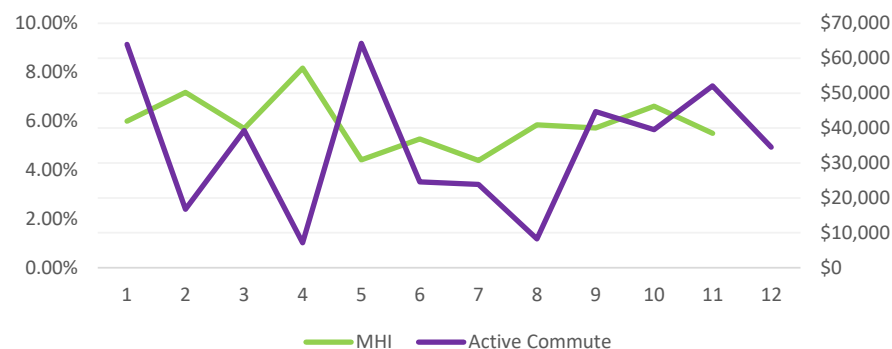


Figure 2.12
Percent of Population with Access to Vehicle
vs MHI





3. Existing Conditions

Tehama County is largely automobile-dependent, as described Section 2.2. This is due in part to the county's sparse population, and the lack of safe facilities for walking and biking. Residents of Tehama County have indicated that a safer, more robust network of sidewalks, bikeways, and trails would encourage them to walk and bike more.

3.1. Existing Networks

An audit of existing pedestrian and bicycle infrastructure was conducted for high-use areas of Tehama County. The audit began with selecting areas including commercial corridors, high-use residential roads, streets surrounding schools, and locations where accidents involving bicyclists or pedestrians have occurred. Using Google Earth Imagery, Google Streetview imagery from 2012 through 2018, existing plans, and field observations, GIS layers were created to note sidewalks, crosswalks, and obstacles such as lack of curb ramps along selected roadways. Existing and proposed bicycle route data was obtained from the County of Tehama and edited to match imagery, plans, and field conditions.

3.1.1. Red Bluff

Downtown Red Bluff has a comprehensive network of sidewalks, crosswalks, and curb ramps. However, some main corridors and school zones lack continuous sidewalks, as shown in Figure 3.1 Main Street lacks sidewalks from Crittenden St. to Duncan Rd. Berrendos Middle School lacks sidewalks along the roads leading to the school. An issue noticeable throughout the city is lack of curb ramps, as noted by the red dots. Many alleyways are unpaved and create a gap in sidewalk access mid-block. Railroad crossings frequently lack sidewalks.

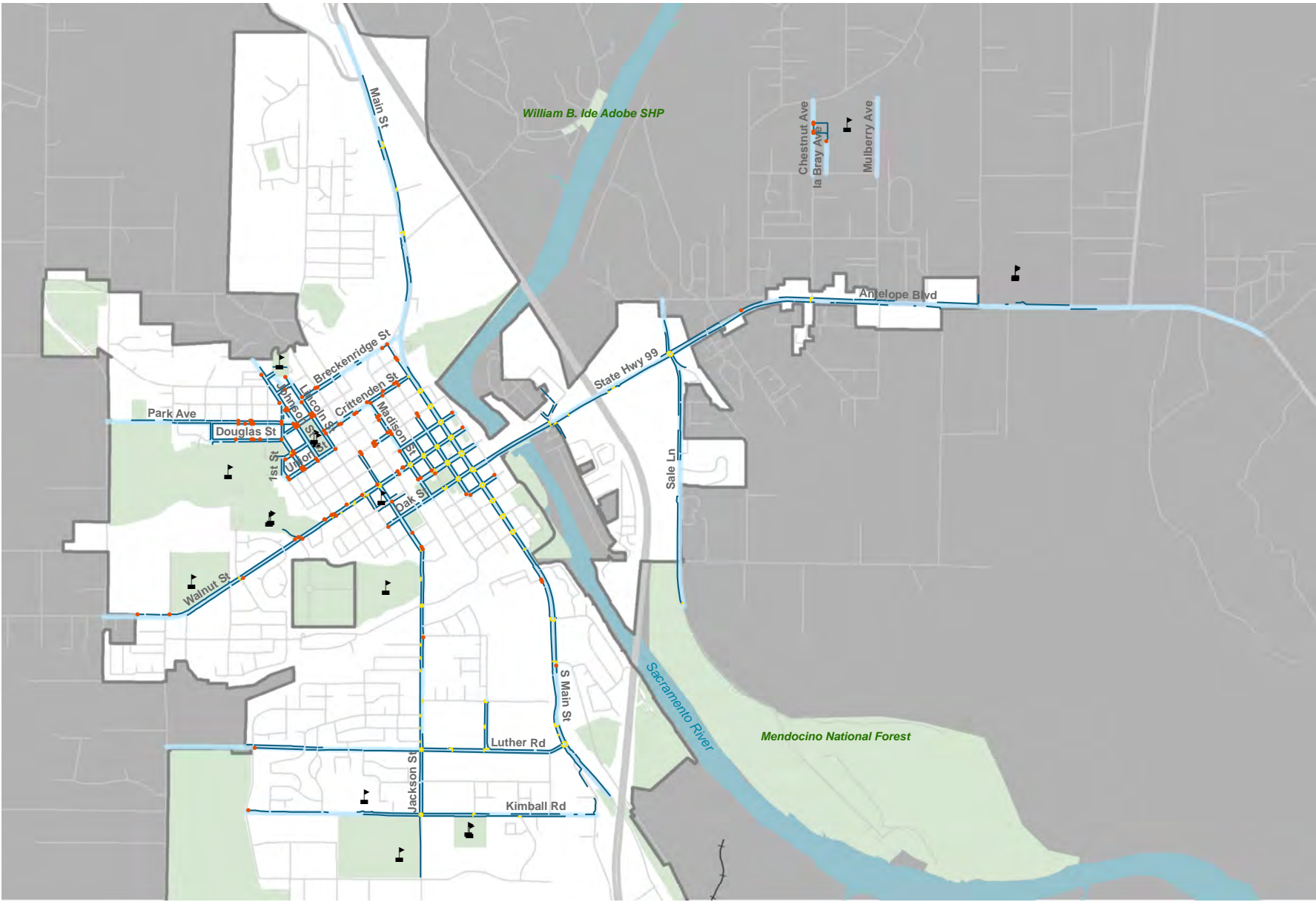
Red Bluff's existing bikeway network is limited, with only one route along a major corridor and three additional routes through neighborhoods and parks (see Figure 3.2). Proposed routes would greatly increase connectivity when constructed.

3.1.2. Corning

Corning's sidewalk network suffers from many gaps in continuity (see Figure 3.3). Most locations where sidewalks are present also have curb ramps, although some locations lack curb ramps. The railroad crossing on South Street lacks sidewalks or an otherwise accessible pedestrian crossing. Crosswalks were generally observed to be in poor condition and in need of re-striping.

A Class II bikeway presently exists along Solano Street in downtown Corning (see Figure 3.4). Proposed bikeways are sourced from the City of Corning 2015 Bicycle and Pedestrian Transportation Improvement Plan. According to this plan, four Class III regional bikeways are proposed to serve Corning.

- Highway 99 W – Caltrans identifies Highway 99 W as the region's primary cycling route in the Caltrans District 2 Cycling Guide, largely as an alternative to Interstate 5 in regions where bicycles are prohibited. Proposed improvements include signage and marking to identify the corridor as a bike route, as well as the existing and proposed bikeway along Solano Street in Corning.
- Woodson Bridge State Recreation Area – A proposed bike route connecting Corning to Woodson Bridge State Recreation Area would utilize Marguerite Ave, Loleta Ave, and Kopta Rd.
- Black Butte Lake – The proposed regional bike route would connect Corning to Black Butte Lake via Corning Road and Black Butte Road. This route would primarily serve recreational cyclists.
- Rolling Hills Casino – This bike route would provide a connection for visitors and employees of Rolling Hills Casino. The route will spur off the Highway 99 W regional route, utilizing Liberal Ave and Everett Freeman Way.





Red Bluff

Bicycle Facilities

Figure 3.2

Tehama County Active Transportation Plan

0 0.5 1 2 Miles

- Existing Bike Route
- Proposed Bike Route

- Parks and Public Land
- Red Bluff City Limits

- Schools
- Bike Parking





Corning

Pedestrian

Facilities

Figure 3.3

Tehama County Active Transportation Plan

0 0.5 1 2 Miles

Obstacles

Schools

Crosswalks

Sidewalks

Corning Study Corridors

Corning City Limits

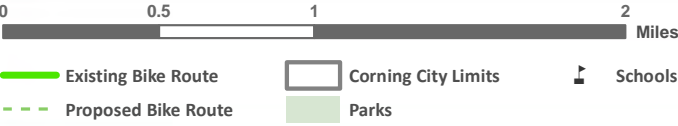
Parks



Corning
Bicycle
Facilities

Figure 3.4

Tehama County Active
Transportation Plan





3.1.3. Tehama and Los Molinos

Most rural areas of Tehama County lack infrastructure for walking and biking. Although incorporated, the small city of Tehama lacks pedestrian and bike facilities.

Los Molinos currently has three existing bike routes: Class II lanes along approximately one mile of State Highway 99, four blocks of Grant Street, and one block of Sherwood Boulevard (see Figure 3.5 for bicycle facilities). A Safe Routes to School project has recently added the bicycle lanes on Grant Street between State Highway 99 and Los Molinos High School. A proposed bike route would connect Los Molinos to Tehama. Another proposed route would follow State Highway 99 and connect Los Molinos to Red Bluff.

The unincorporated community of Los Molinos has few improvements outside of the central Highway 99 corridor, which features sidewalks, bicycle lanes, and crosswalks (see Figure 3.6 for pedestrian facilities.). Curb ramp access is limited near Los Molinos Elementary School along Stanford Ave. Infrastructure improvements have been proposed for Stanford Ave and may resolve this.



Tehama & Los Molinos

Bicycle
Facilities

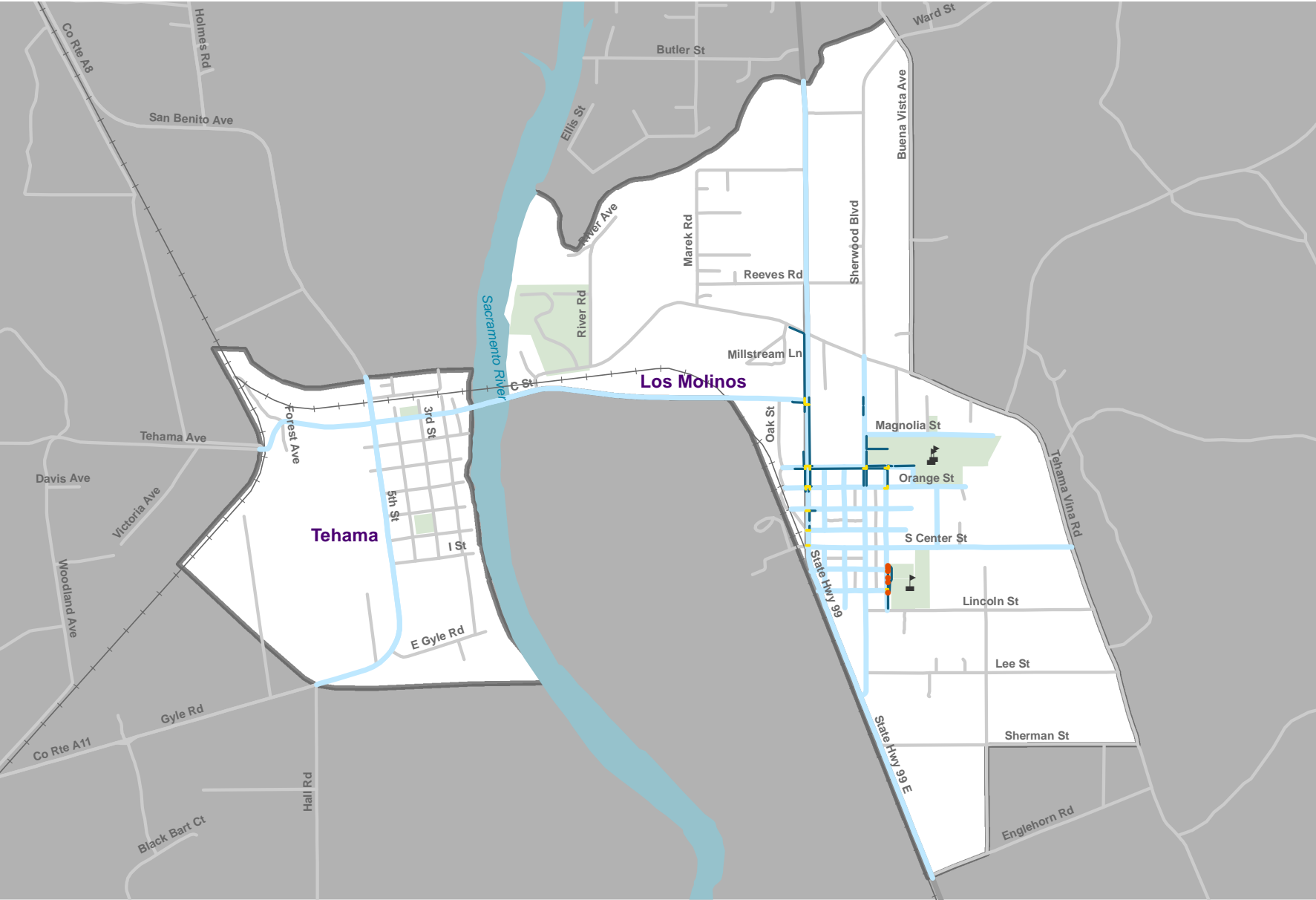
Figure 3.5

Tehama County Active
Transportation Plan



- Existing Bike Route
- Proposed Bike Route
- Communities
- Parks and Schools





Tehama & Los Molinos

Pedestrian Facilities

Figure 3.6

Tehama County Active Transportation Plan

0 0.5 1 2 Miles

- Crosswalks
- Sidewalks
- Obstacles
- Communities
- Study Corridors
- Parks and Schools

3.1.4. Other / Unincorporated County

Figure 3.7 shows all proposed and existing bikeways located in unincorporated Tehama County. Regional bikeways shown are proposed in the Tehama County 2015 Regional Transportation Plan or the City of Corning 2015 Bicycle and Pedestrian Transportation Improvement Plan. Bicycles are allowed on most existing roadways, but are prohibited on Interstate 5 throughout Tehama County except for one segment between Wilcox Golf Road in Red Bluff and Bowman Road in Cottonwood.

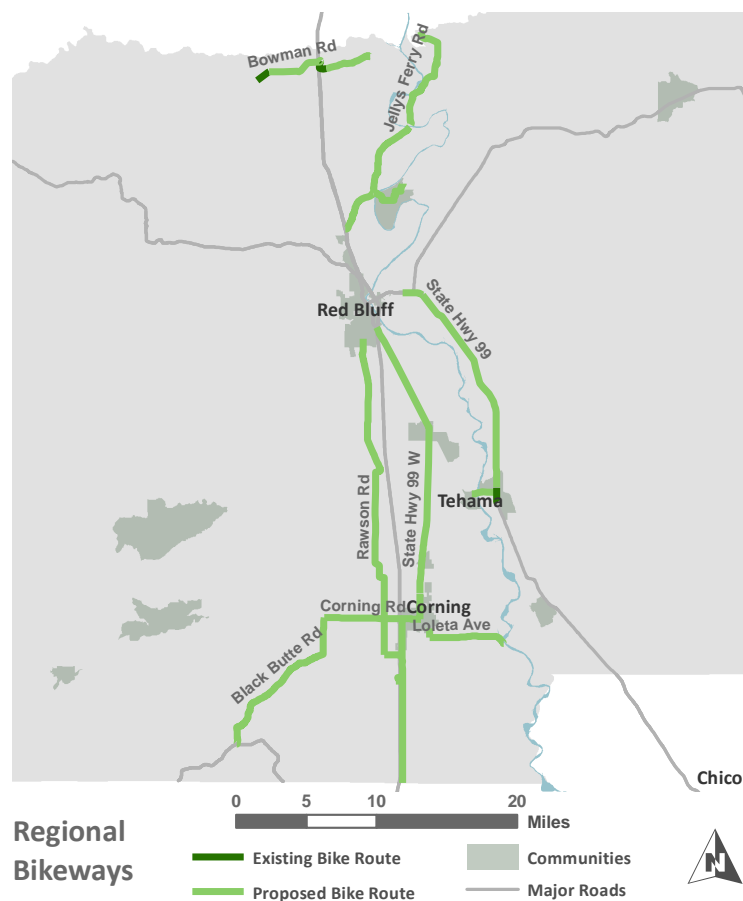


Figure 3.7

3.2. Existing Gaps and Proposed Projects

New bicycle facilities have been proposed in the City of Red Bluff (Figure 3.2), the City of Corning (Figure 3.4) and the City of Tehama and community of Los Molinos (Figure 3.5).

3.3. Land Use and Destinations

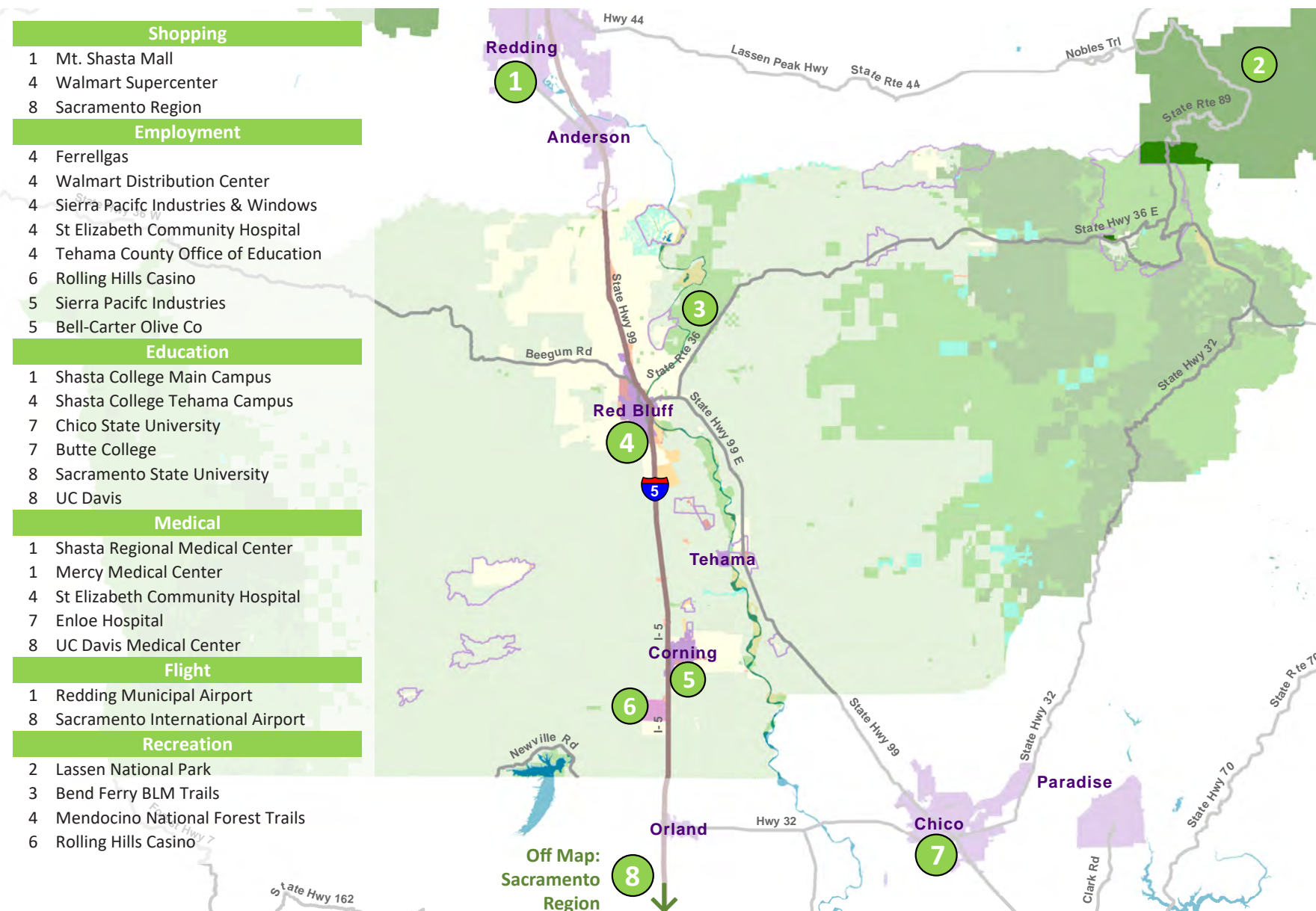
Tehama County residents frequently travel out of the county to access opportunities and services. Figure 3.8 shows the approximate locations of Tehama County's largest employers, as well as regional destinations for education, health care, shopping, recreation, and travel. Active transportation destinations for the Cities of Corning and Red Bluff are shown in Figure 3.9 and Figure 3.10, respectively.

3.4. Transit

A safer, more connected active transportation network will increase access to goods and services within Tehama County, including access to regional transit connections.

Connections to transit are essential for many active users in Tehama County. People who walk and bike are likely to also use transit due to lack of vehicle access, lack of a driver's license, or other reasons. Those who use transit are likely to walk or bike the first and last mile, meaning the distance to and from the bus stop.

Transit is currently available within Tehama County through Tehama Rural Area Express (TRAX). Few options exist for regional connections to Redding and Sacramento (see Figure 3.11 and Figure 3.12). In Fall of 2019, an intercity electric bus operated by Shasta Regional Transportation Agency will connect Redding to Sacramento, with a stop in Red Bluff.



Tehama County Figure 3.8

**Destinations &
Land Use Map**

Tehama County Active
Transportation Plan

0 5 10 20 30 Miles

Communities
Incorporated Cities

National Parks

Land Use

Timber

Public

Agriculture

Natural Resources

Water

Tribal

Urban

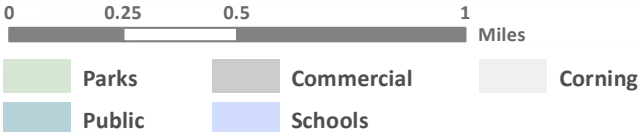
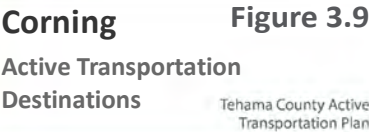
Commercial

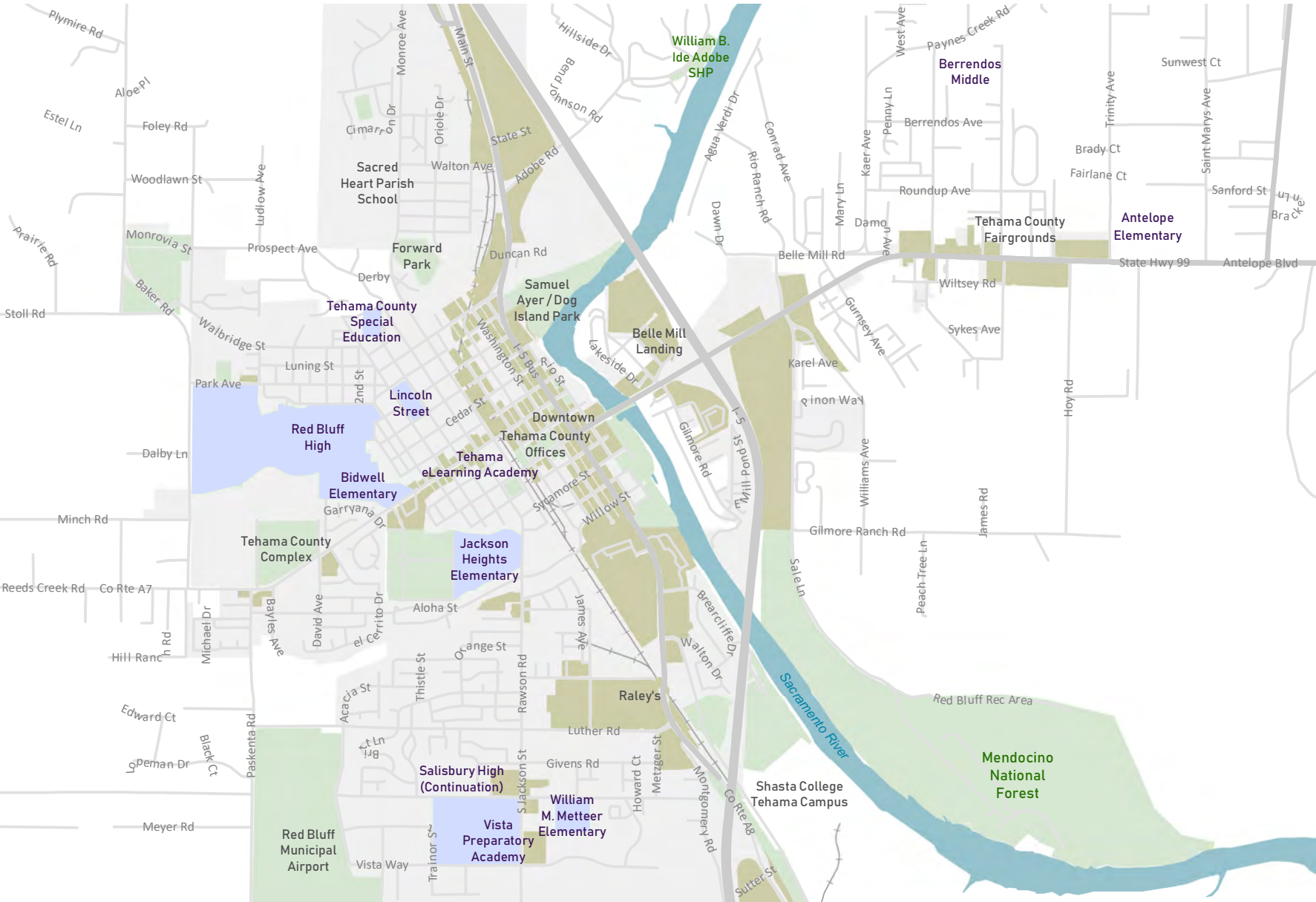
Industrial

Habitat Resource

Residential







Red Bluff

Active Transportation Destinations

Tehama County Active Transportation Plan

Figure 3.10

Parks and Public Land

Commercial

Red Bluff

Schools

0

0.5

1

2

Miles

N

TCTC

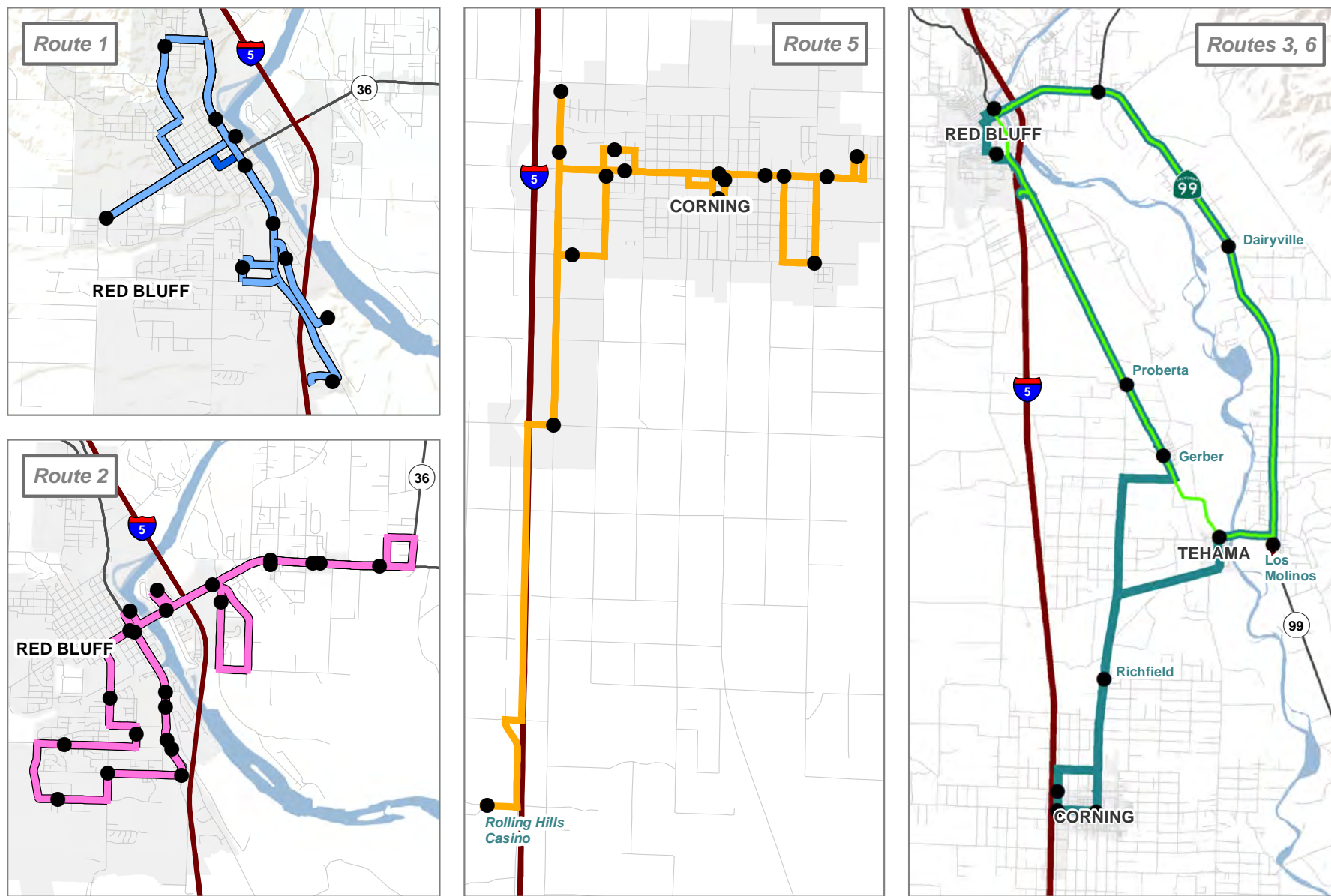
TEHAMA COUNTY

TRANSPORTATION COMMISSION

GREEN DOT

TRANSPORTATION SOLUTIONS

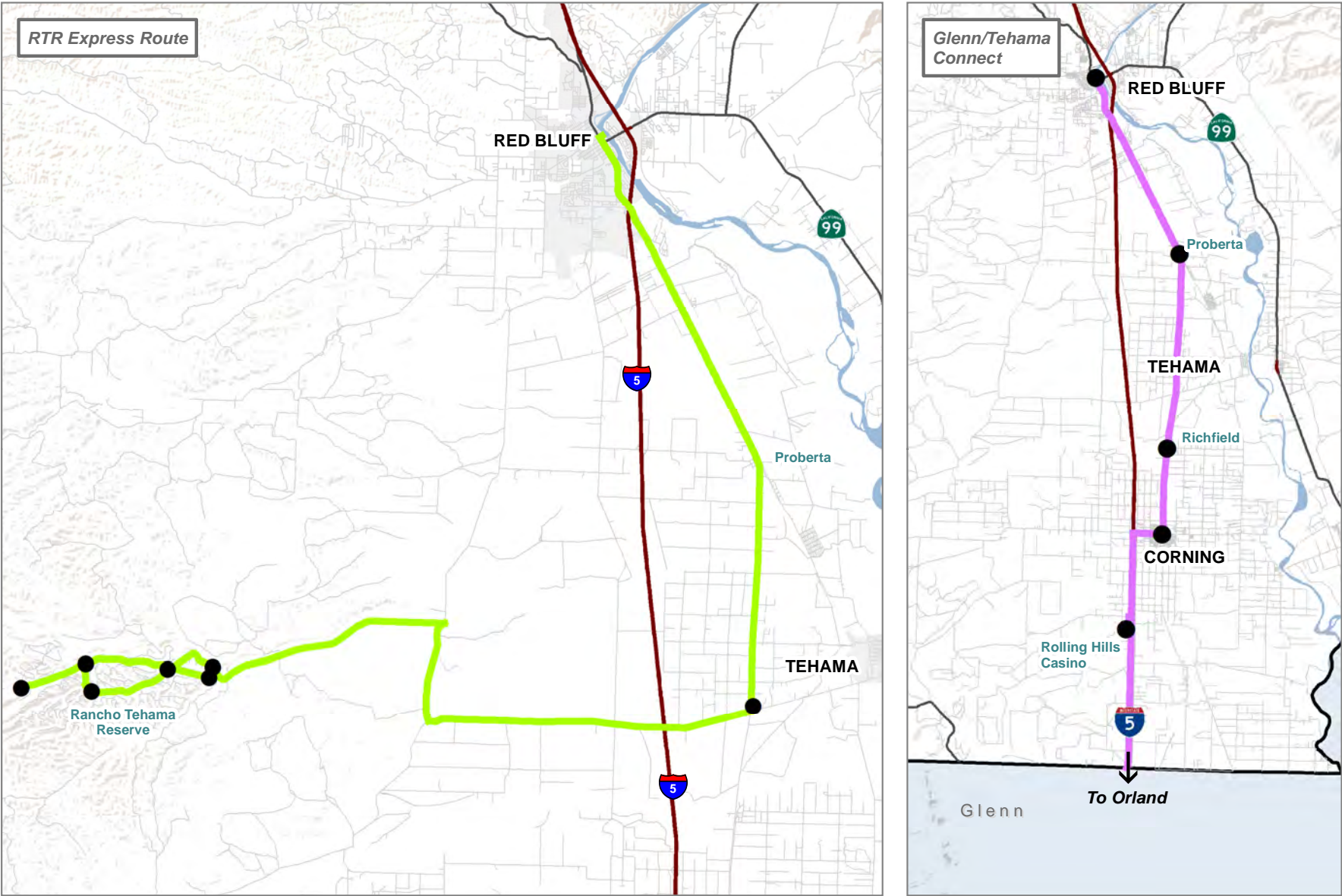
32



Red Bluff and Corning
Figure 3.11
 Transit Map
 Tehama County Active Transportation Plan

- Route 1
- Route 1 - Saturday
- Route 2
- Route 2 - Saturday
- Route 3
- Route 5
- Route 6 - Saturday
- Transit Stops
- Major Roads
- Local Roads
- Sacramento River





RTR Express Route

Glenn/Tehama Connect

Transit Map

Figure 3.12

Tehama County Active Transportation Plan

- Transit Stops
- RTA Express Route
- Glenn/Tehama Connect

- Major Roads
- Local Roads
- Sacramento River



3.5. Collisions

According to the UC Berkeley Transportation Injury Mapping System, 329 collisions involving bicyclists and pedestrians occurred in Tehama County during the years 2006-2017 (see Figure 3.13). The time of highest collision frequency was between 3:00 pm and 6:00 pm, corresponding with times when people are likely to travel home from work or school, as seen in Figure 3.14.

Over 150 collisions involved pedestrians and 179 involved bicyclists (see Figure 3.15 and Figure 3.16). 21 victims were killed and 333 were injured, as seen in Figure 3.17.

Figure 3.13
Collisions 2006 - 2017

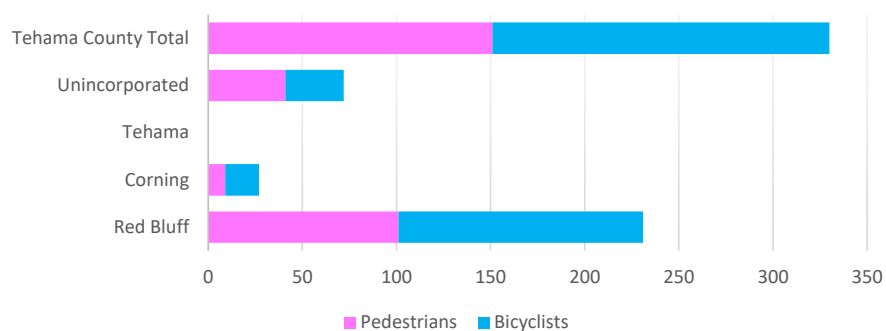


Figure 3.14

Number of Collisions per Day of Week per Time

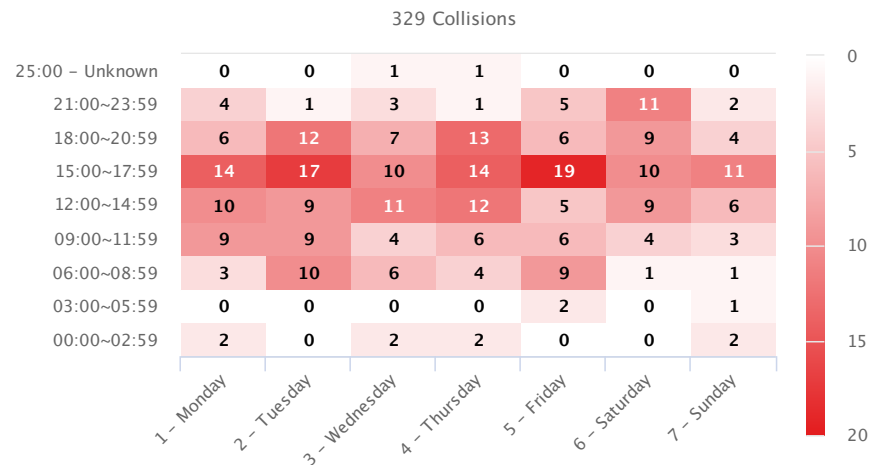


Figure 3.15
Pedestrian Collisions

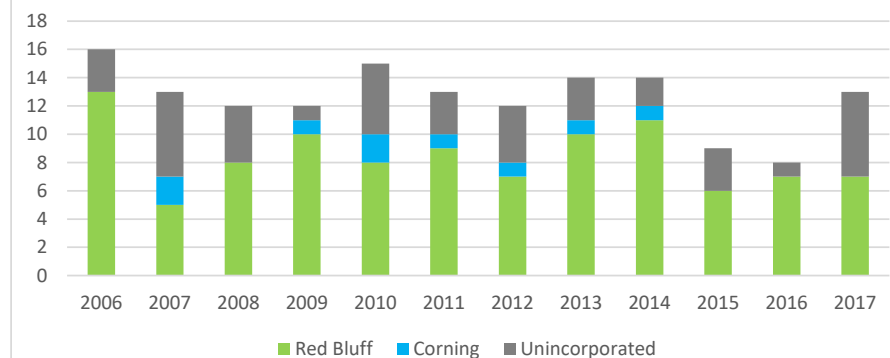
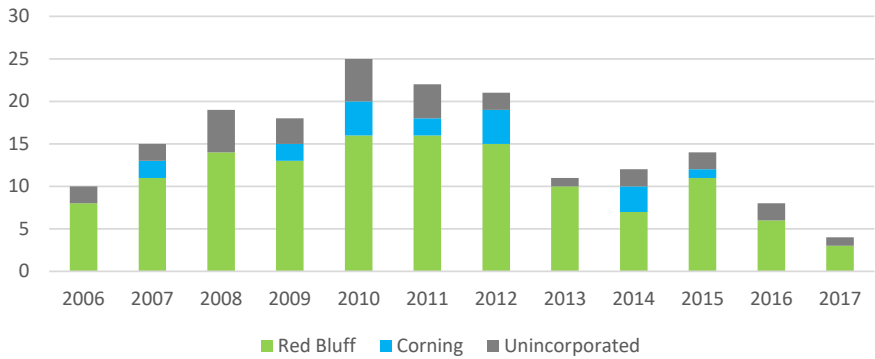




Figure 3.16
Bicycle Collisions



3.5.1. Red Bluff

Red Bluff has had a high number of collisions involving bicyclists and pedestrians compared to the rest of Tehama County. High collision frequency is likely due to Red Bluff having the County’s highest population density. As seen in Figure 3.18, 230 collisions involving bicyclists and pedestrians occurred in Red Bluff; 101 pedestrians and 130 bicyclists were injured or killed in these collisions (see Figure 3.19). The majority of collisions occurred along major roadways including Main Street, Walnut Street, and Antelope Blvd. Figure 3.20 shows the location of bicycle and pedestrian injuries and fatalities within and around the City of Red Bluff.

Figure 3.17
Collision Severity

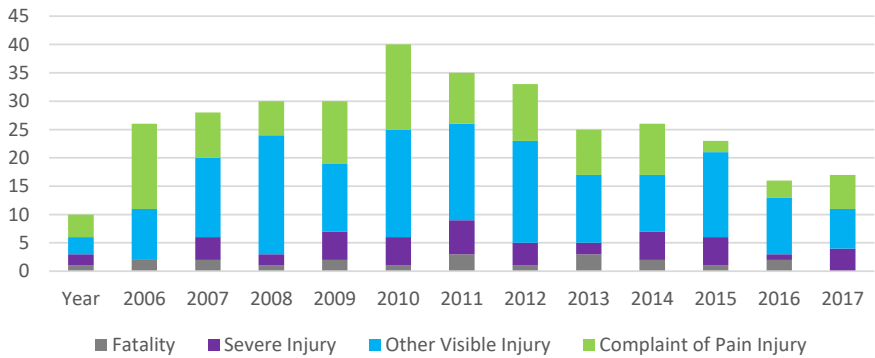


Figure 3.18
Red Bluff Collisions

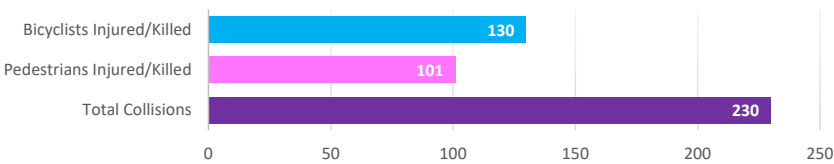
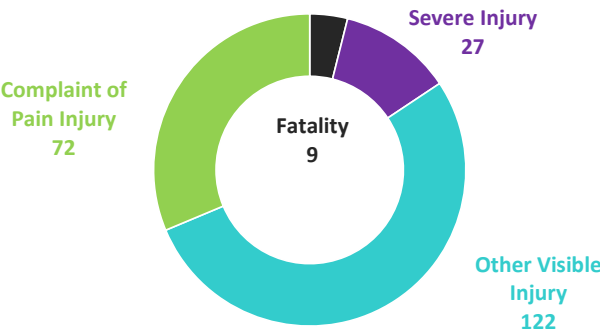
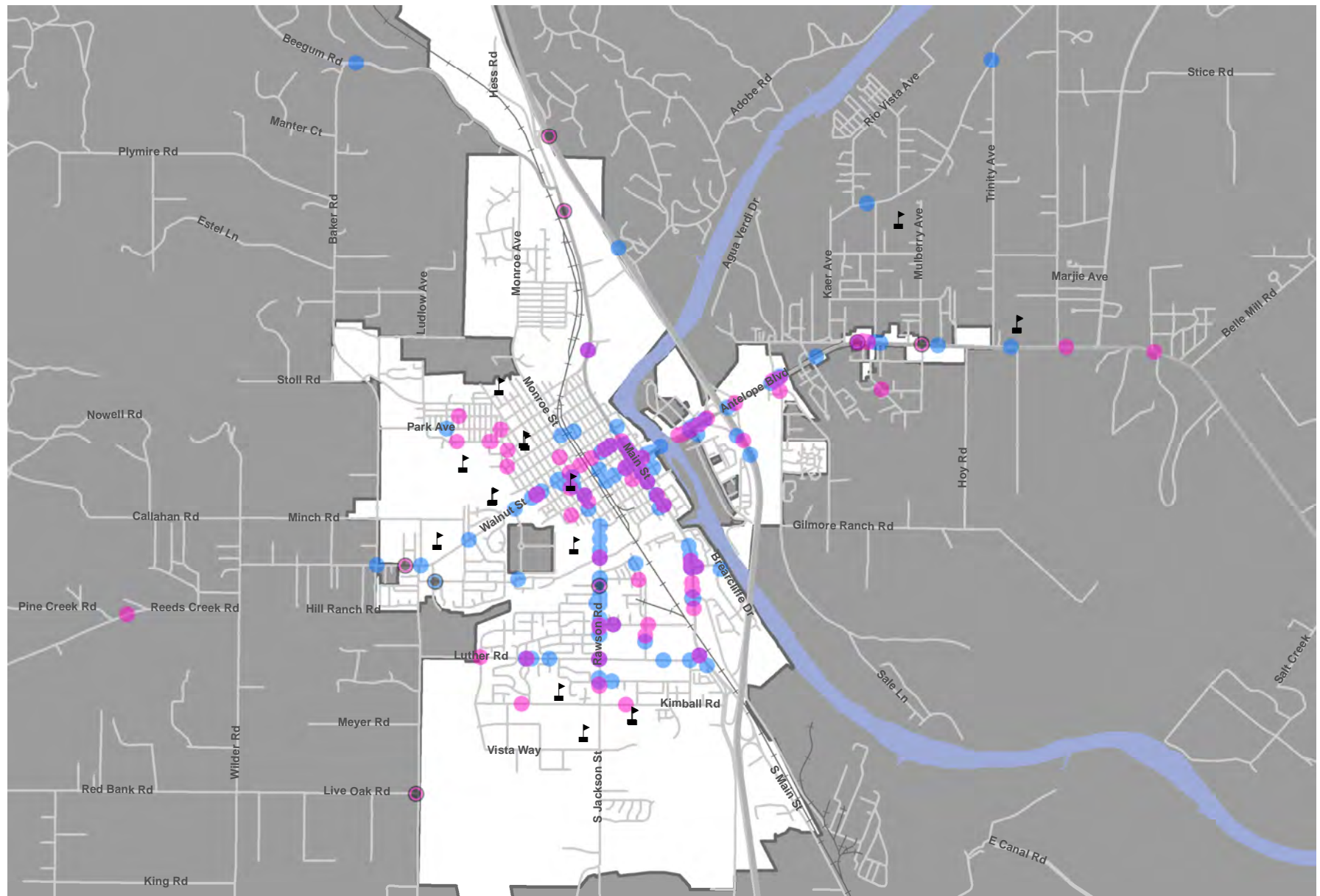


Figure 3.19
Collision Severity - Red Bluff





Red Bluff **Figure 3.20**
Bicycle and Pedestrian
Collisions
Tehama County Active
Transportation Plan

0 0.75 1.5 3 Miles

- Pink dot: Pedestrian Injury
- Blue dot: Bicyclist Injury
- Purple dot: Pedestrian Fatality
- Dark blue dot: Bicyclist Fatality
- Black icon: Schools
- White outline: Red Bluff





3.5.2. Corning

Twenty-seven collisions involving bicyclists and pedestrians occurred within the City of Corning, including 9 pedestrians and 18 bicyclists, as seen in Figure 3.21. None of these incidents were fatalities (see Figure 3.22), although a pedestrian was killed in a collision along Interstate 5 just north of Corning, a pedestrian was killed along Interstate 5 south of Corning, another pedestrian was killed on Hall Road east of the city, and a bicyclist was killed at the intersection of South Ave at Mary Ave (see Figure 3.23).

Figure 3.21
Corning Collisions

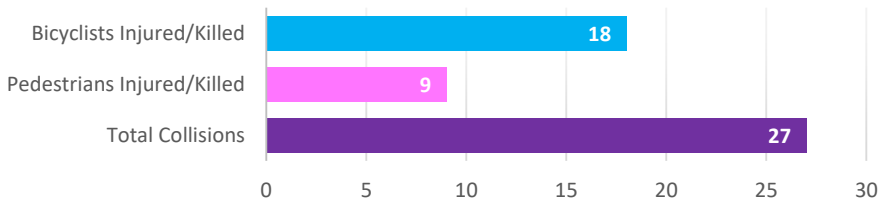
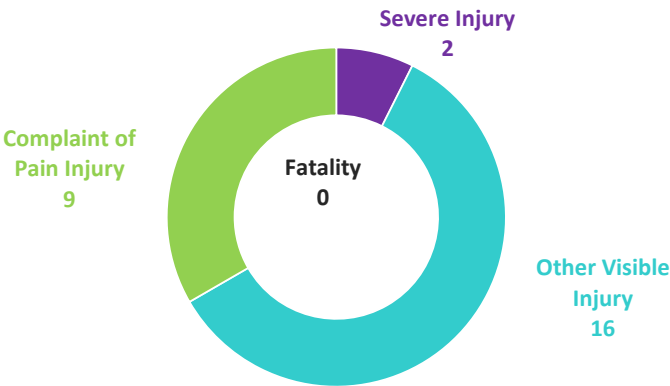
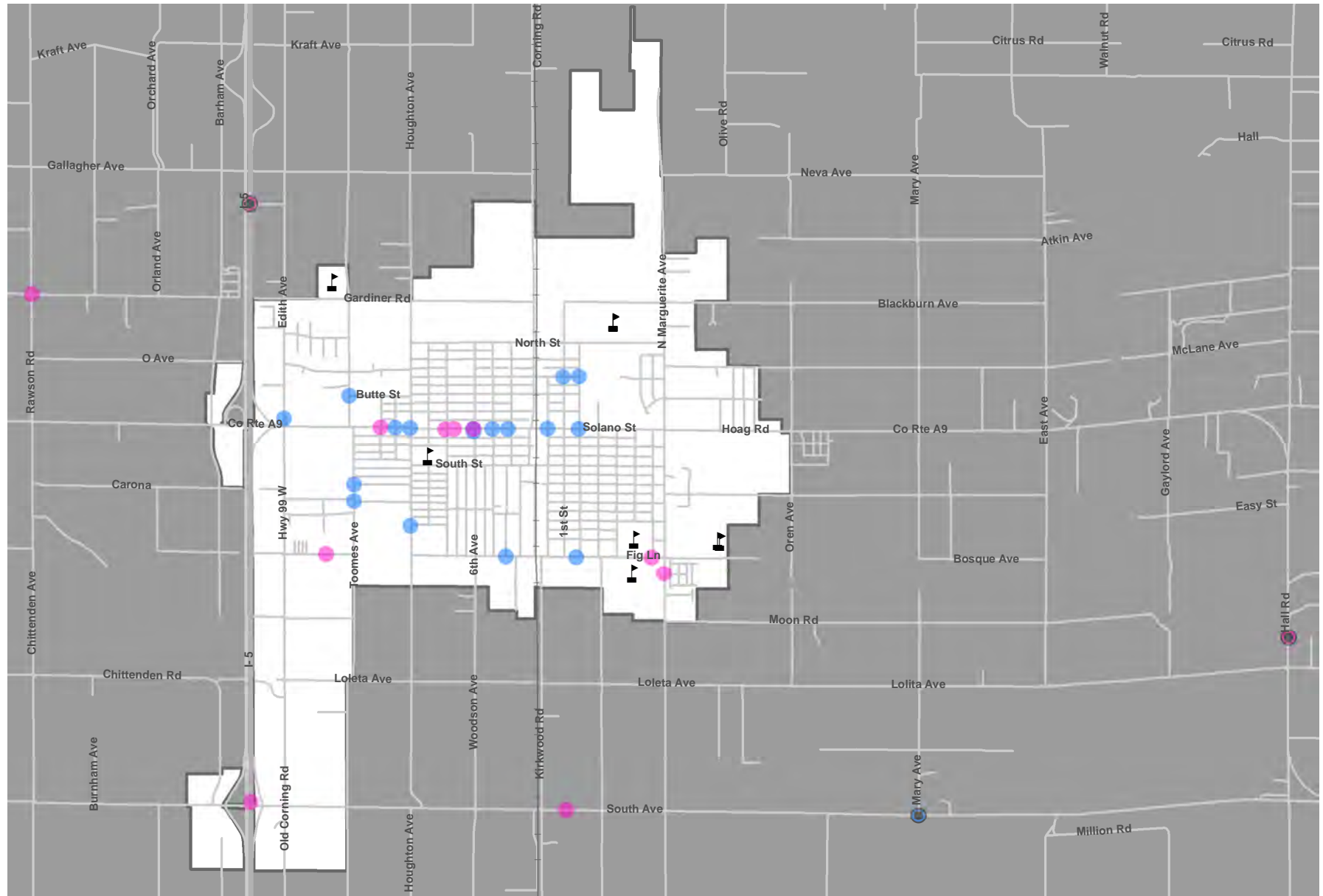


Figure 3.22
Collision Severity - Corning



3.5.3. Tehama and Los Molinos

No pedestrian or cyclist collisions have been reported within the incorporated boundaries of Tehama. However, several collisions have occurred within the community of Los Molinos. The majority of these incidents occurred along State Highway 99, which runs through the community’s core. All collisions occurring in Los Molinos are within unincorporated Tehama County, and are included in Figure 3.24.

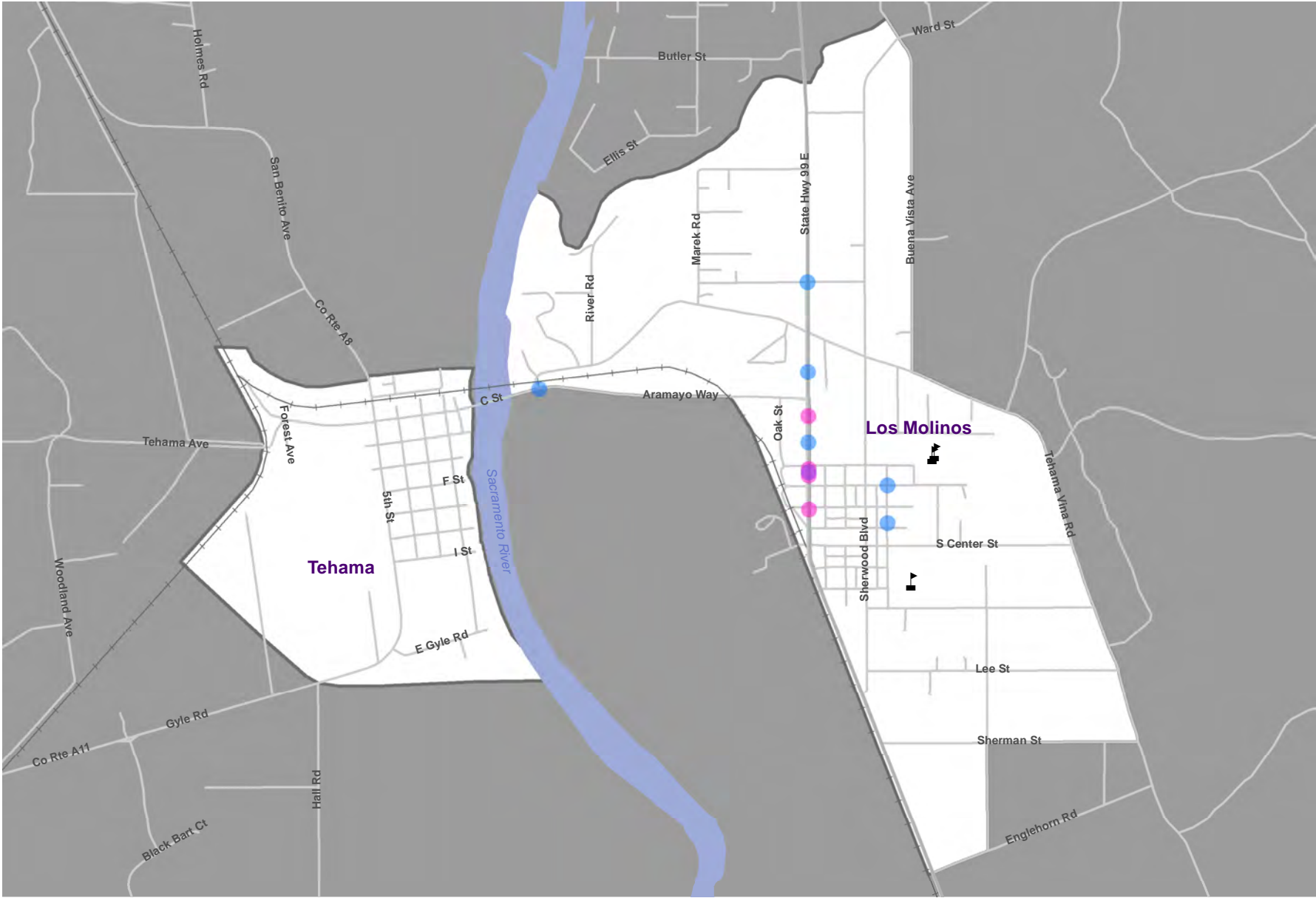


Corning **Figure 3.23**
Bicycle and Pedestrian
Collisions
Tehama County Active
Transportation Plan

0 0.5 1 2 Miles

- Pink circle: Pedestrian Injury
- Purple circle: Pedestrian Fatality
- Blue circle: Bicyclist Injury
- Dark blue circle: Bicyclist Fatality
- Black flag icon: Schools
- White outline: Corning





Tehama and Los Molinos
Bicycle and Pedestrian
Collisions
Figure 3.24

Tehama County Active
Transportation Plan

0 0.5 1 2 Miles

- Pink dot: Pedestrian Injury
- Blue dot: Bicyclist Injury
- Purple dot: Pedestrian Fatality
- Blue dot with center: Bicyclist Fatality
- Black icon: Schools
- White outline: Communities



3.5.4. Other / Unincorporated County

Seventy-two collisions were recorded outside the boundaries of an incorporated city from 2006 through 2017 (see Figure 3.25). Most collisions recorded in unincorporated Tehama County occurred just outside of populations centers, in a Census-Designated Place such as Los Molinos, or along a major roadway (see Figure 3.26). Two pedestrians were killed in a collision on Highway 99 West in the unincorporated community of Richfield, north of Corning in 2010. This collision does not have coordinates and does not show up in the previous collision maps.

Eleven fatalities occurred in unincorporated Tehama County – a much higher proportion of collisions to injuries compared to Red Bluff and Corning (see Figure 3.27). Fatalities comprised less than 5% of collisions in Red Bluff, and none of the recorded collisions in Corning. This may be explained by higher automobile speeds on rural roads, as well as difficulty reporting injuries in rural locations.

Figure 3.25
Unincorporated Collisions

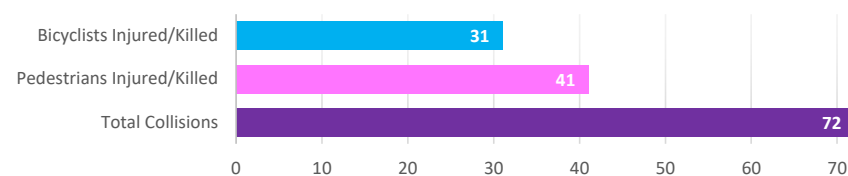
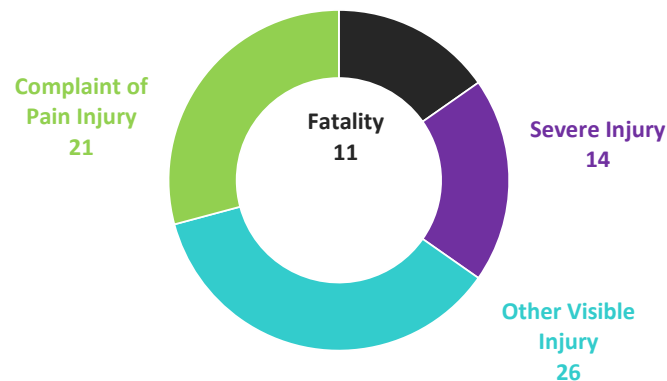
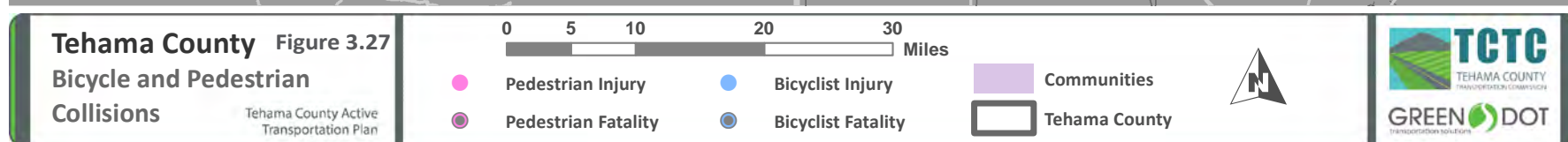


Figure 3.26
Collision Severity - Unincorporated







4. Needs Assessment

4.1. Community Outreach Results

Community outreach provided several methods for community members to express their needs and suggest improvements regarding active transportation. The outreach campaign included a SurveyMonkey online questionnaire, social media, public meeting in Red Bluff, and pop-up outreach at community events and central locations in small communities. A full description of the community engagement strategy and results of community outreach are provided in Appendix A.

4.1.1. Survey

The survey received 37 responses online and through hard-copy versions. The survey presented questions about walking and biking, including challenges participants face and what they would like to see improved. Survey results are included in Appendix C.

4.1.2. Community Meeting

Community members at the meeting were asked to identify faulty pedestrian and bicyclist facilities and potential project areas on large-scale maps. The identified roads lacked bicycle lanes, sidewalks, wide shoulders, and/or connections. Streets included Main Street, Antelope Boulevard, South Jackson Street, Paskenta Road, and Adobe Road. Community members stated that the existing bike trails are poorly maintained and often have goat head thorns lining the path.

Community members wanted to see more connections between existing infrastructure. For example, connections to the Red Bluff Diversion Dam, from Adobe Road to River Park, and from the Tehama County Library to Shasta College. Some community members desired

a Class I shared-use path along the Sacramento River from Red Bluff to Bend.

4.2. Bicyclists' General Needs

Survey participants identified unsafe driving, lack of bike lanes and shoulders, and lack of accessible trails as their top concerns related to biking (see Figure 4.1). Community members commented, through the survey or at outreach events, that roads are poorly maintained, lack shade, and need bike lanes (see Figure 4.2).

Figure 4.1
Challenges Associated With Biking

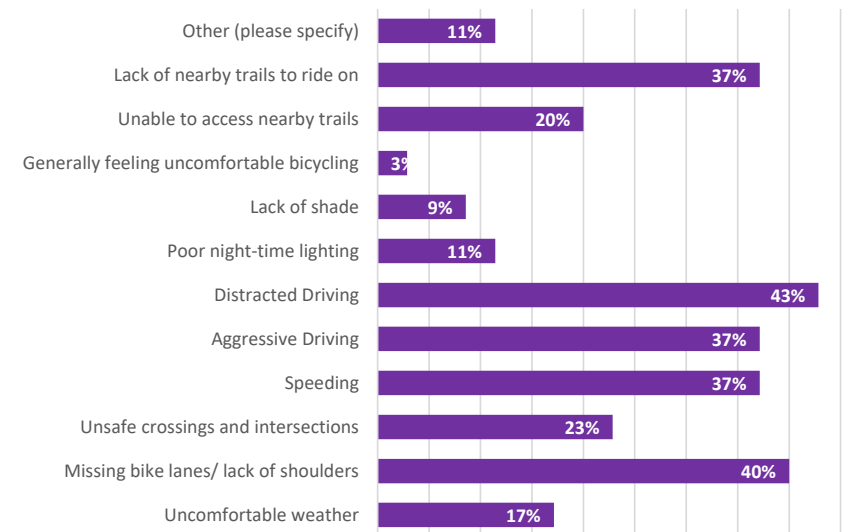
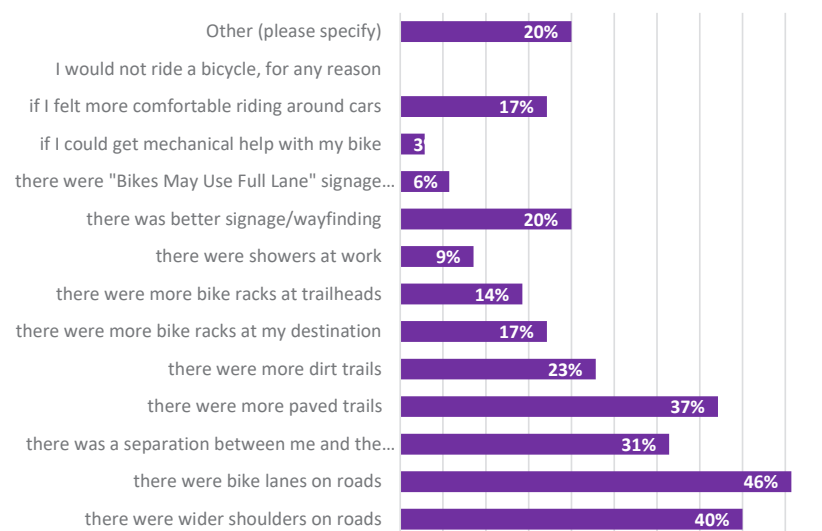


Figure 4.2
I would consider riding my bike more if...



4.2.1. Bikeway Design Standards

Several different types of bikeways including shared routes, lanes, and paths could be constructed in Tehama County. Each style serves different needs and has requirements such as minimum width. The Caltrans Highway Design Manual sets standards for bikeway design, as outlined below.

Class I Bikeways - Bike Paths

A Class I path is a paved trail with space for both walking and bicycling, with an exclusive right-of-way. Design standards require at least 8 feet of path width, 2 feet shoulder width on each side of the path, and 8 feet of vertical clearance. Class I bike paths are typically located in parks and greenways and alongside rural roadways and railroads.

The minimum paved width of travel way for a two-way bike path shall be 8 feet, 10-foot preferred. The minimum paved width for a one-way bike path shall be 5 feet. It should be assumed that bike paths will be used for two-way travel except for rare situations where there is a need for only one direction of travel.

A minimum 2-foot wide shoulder, composed of the same pavement material as the bike path or of all-weather surface material that is free of vegetation, shall be provided adjacent to the traveled way of the bike path. A shoulder width of 3 feet should be provided where feasible to reduce bicycle conflicts with pedestrians. If all or part of the shoulder is paved with the same material as the bike path, it is to be delineated from the traveled way of the bike path with an edgeline.

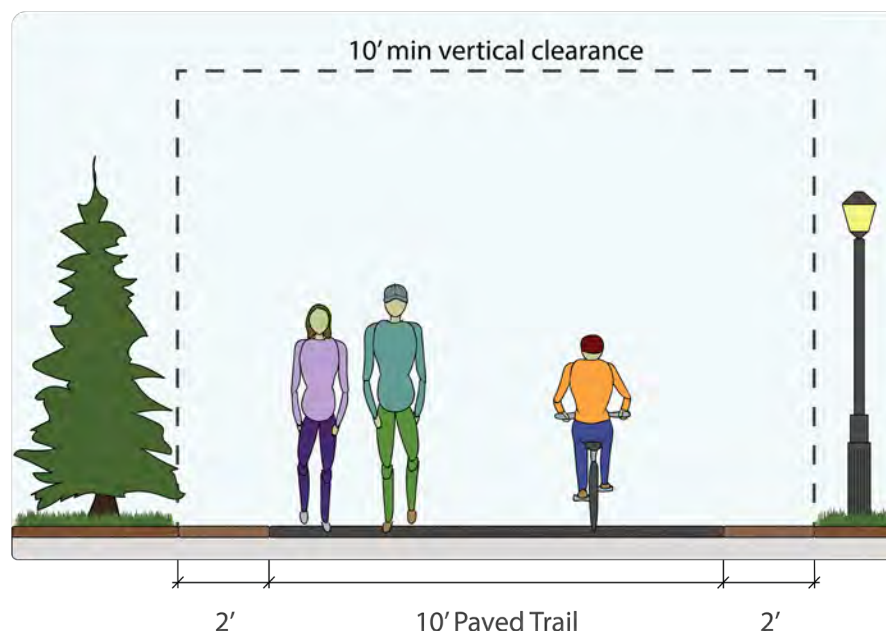


Figure 4.3: Class I - Bike Path

A minimum 2-foot horizontal clearance from the paved edge of a bike path to obstructions shall be provided. 3 feet should be provided. Adequate clearance from fixed objects is needed regardless of the paved width. The vertical clearance to obstructions across the width of a bike path shall be a minimum of 8 feet and 7 feet over shoulder. Where practical, a vertical clearance of 10 feet is desirable. Figure 4.3 displays an ideal Class I bike path.

Class II Bikeways - Bike Lanes

Class II bikeways (bike lanes) are located within the roadbed, immediately adjacent to a traffic lane and separated by striping. A buffered bike lane may also be established within the roadbed, separated by a marked buffer between the bike lane and the traffic lane or parking lane.

Bike lanes are designed for bicycle travel in the same direction as adjacent vehicle traffic, although exceptions are allowed on one-way streets. Typical Class II bikeway configurations are illustrated in Figures 4.4, 4.5, and 4.6. A bikeway located behind on-street parking, physical separation, or barrier within the roadway is a Class IV bikeway (separated bikeway), not a Class II bikeway. The minimum Class II bike lane width shall be 4 feet, except where:

- Adjacent to on-street parking, the minimum bike lane should be 5 feet.
- Posted speeds are greater than 40 miles per hour, the minimum bike lane should be 6 feet, or
- On highways with concrete curb and gutter, a minimum width of 3 feet measured from the bike lane stripe to the joint between the shoulder pavement and the gutter shall be provided.

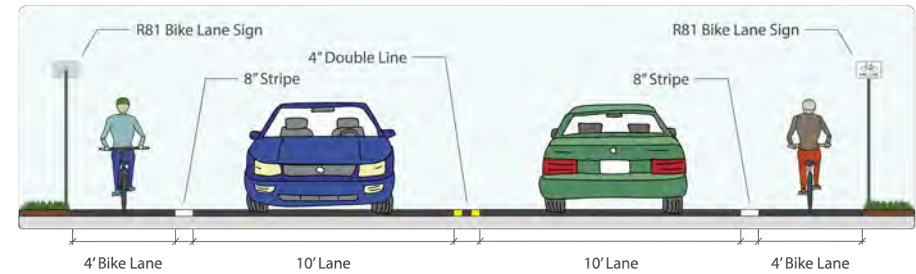


Figure 4.4: Class II - Buffered Bike Lane Without Curb and Gutter or Parking

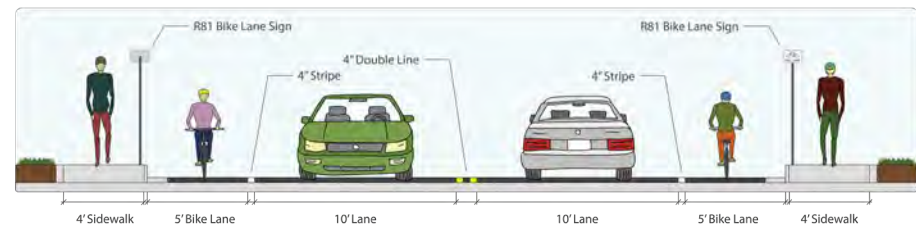


Figure 4.5: Class II – With Curb and Gutter and Without Parking

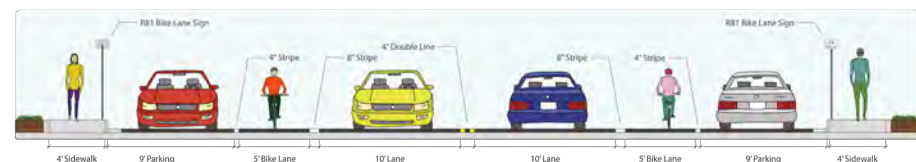


Figure 4.6: Class II - With Parking

Class III Bikeways – Bike Routes

Class III bikeways (bike routes) are intended to provide continuity to the bikeway system. Bike routes are established along through routes not served by Class I or II bikeways, or to connect discontinuous segments of bikeway (normally bike lanes). Class III facilities are facilities shared with motor vehicles on the street, which may be indicated by placing bike route signs along roadways. Additional enhancement of Class III facilities can be provided by adding shared roadway markings along the route.

To be of benefit to bicyclists, bike routes should offer a higher degree of service than alternative streets. Routes should only be signed if they meet criteria such as providing through and direct travel or having removed street parking. Figure 4.7 displays potential Class III bike routes.

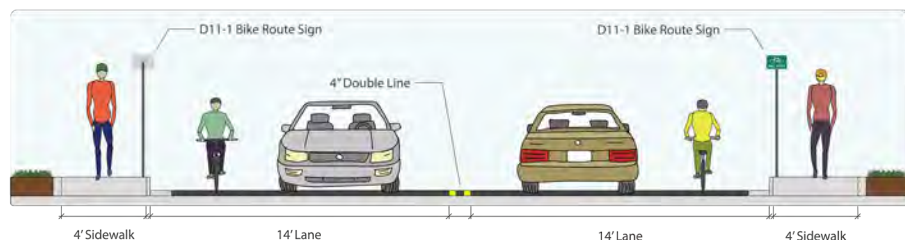


Figure 4.7: Class III - Bike Route

Class IV Bikeways – Separated Bikeways / Cycle Tracks

A Class IV bikeway is a bikeway separated from vehicle traffic behind on-street parking, physical separation, or a barrier within the roadway. Some Class IV bikeways are raised vertically to sit above the roadway, while other are separated by parked vehicles, painted buffers, or objects such as curbs or planter boxes. Class IV Bikeways are generally located in urban areas. Figures 4.8, 4.9, and 4.10 display potential Class IV Bikeway designs.

Separated bikeways typically operate as one-way bikeway facilities in the same direction as vehicular traffic on the same side of the roadway. However, two-way separated bikeways can also be used. Since there

is a potential for bicycles traveling in two directions simultaneously at intersections, two-way separated bikeways should be designed in lower speed (35 miles per hour or less) environments unless traffic control devices are employed to prohibit the conflict (e.g., use of bicycle signals with protected vehicular right-turn movement).

Where there is on-street parking, the separated bikeway is typically between the parking and the sidewalk. The separated bikeway may also be raised vertically to an elevation higher than the finished grade of the roadway; but should not be raised at intersections, alleys and driveways unless the raised pavement is also for the purpose of traffic calming.

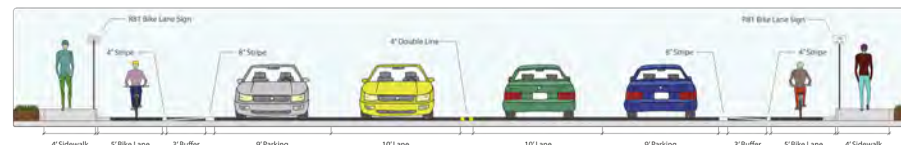


Figure 4.8: Class IV - Buffered Bike Lane

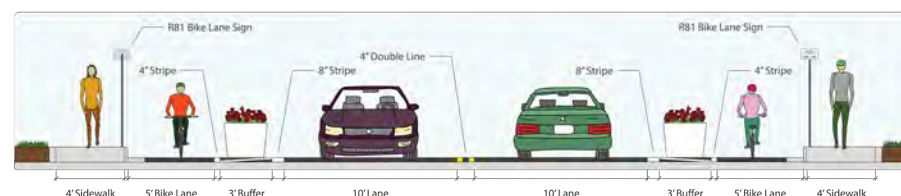


Figure 4.9: Class IV - Buffered Bike Lane with Physical Barrier

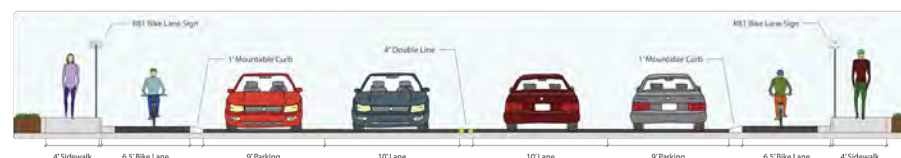


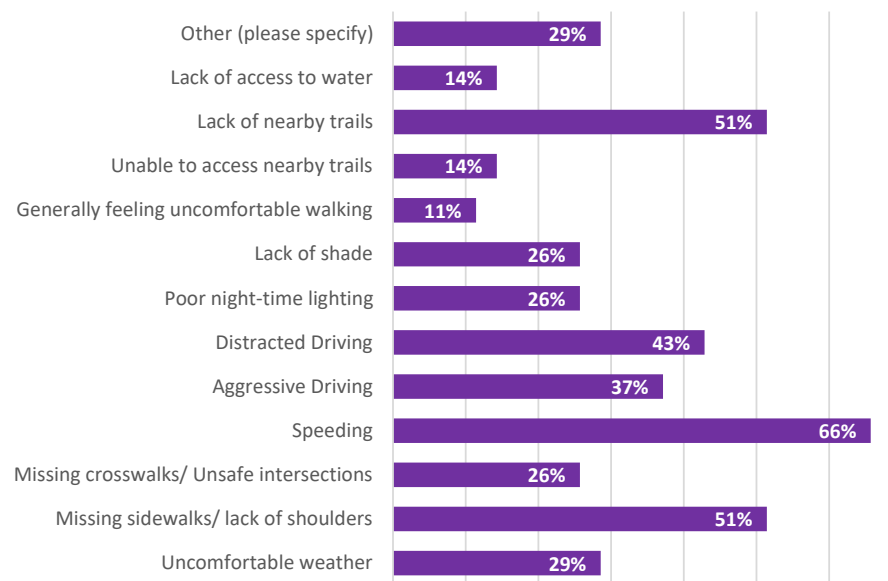
Figure 4.10: Class IV - Raised Cycle Track

4.3. Pedestrians' General Needs

Two thirds of survey participants identified speeding vehicles as a walking-related challenge. Distracted and aggressive driving were also commonly selected challenges. Over half of participants considered lack of pedestrian infrastructure including sidewalks, shoulders, and trails to be a challenge associated with walking, as shown in Figure 4.11.

Community members frequently commented that they do not feel safe walking because of lack of shoulders or sidewalks, speeding cars, distance, and aggressive dogs. Survey participants responded that many locations on streets and highways need safer crossings, sidewalks, and wider shoulders.

Figure 4.11
Challenges Associated with Walking

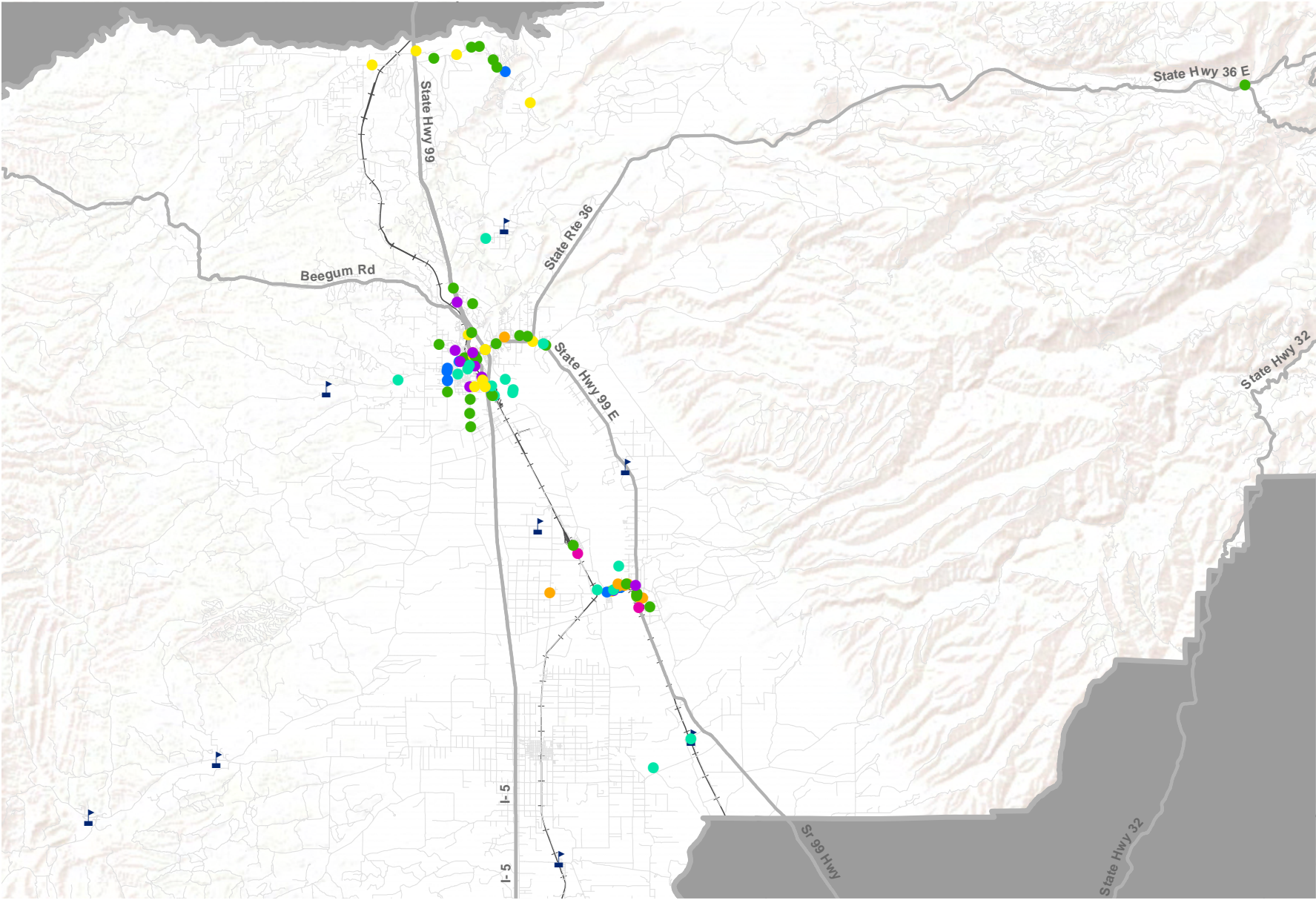


4.4. Trail Users' General Needs

Trail users are a unique population. People walk, hike, jog, bike, or ride horses on trails in Tehama County. Therefore, each user has different needs. 51 percent of survey participants identified lack of nearby trails as a challenge associated with walking, and 37 percent identified a lack of trails for biking.

4.5. Community-Identified Needs

Community members provided comments through the questionnaire, comment cards at outreach events, writing on the outreach maps, and phone interviews with administration of rural schools. The Community Comments Map displays the locations of roadways and facilities which community members identified as insufficient (see Figure 4.12). Each point location is approximate, as comments often referred to an entire roadway or region. Comments not designating a specific location were not mapped. All comments can be found in Appendix E.



Tehama County Figure 4.12

Community
Comments

Tehama County Active
Transportation Plan

Comment Categories

- | | | |
|---------------|-----------|--------------------------------|
| School Safety | Trails | Unspecified |
| Lighting | Crossings | Wider shoulders and bike lanes |
| Transit | Sidewalks | |

0 4 8 16 Miles



4.5.1. Facility Needs Summary

Tehama County communities each have unique needs, but many share common issues including missing or overgrown signage and lack of ADA compliant curb ramps, shoulders, sidewalks, and crosswalks. The following photos taken in Tehama County communities illustrate these issues (Figure 4.13 – Figure 4.20).



Figure 4.13: Lack of shoulders for students walking or biking to Bend Elementary School.



Figure 4.14: Speeding vehicles and lack of shoulders leave no room for pedestrians and cyclists.



Figure 4.15: Intersection of SR 36 and SR 172 in Mineral needs crosswalks and re-stripping.



Figure 4.17: Narrow bridge with no space for walking in Paynes Creek.



Figure 4.16: Lack of curb ramps and bike lanes in central Corning, Solano St and 1st St.



Figure 4.18: Lack of shoulders for students to walk or bike, and overgrown school zone sign.



Figure 4.19: Unpaved streets in rural communities pose challenges to walking, biking, and people with disabilities.



Figure 4.20: Unsafe conditions at an intersection in the City of Tehama due to proximity of RR tracks, lack of shoulders, ditches at sides of roadways.





5. Recommended Infrastructure Projects

The purpose of this Active Transportation Plan is to address Tehama County's active transportation needs. Taking into consideration community input and prior planning efforts, the Tehama County Transportation Commission has identified a list of projects which will address the community's needs. Developing this Project List will allow the Tehama County Transportation Commission to proceed with acquiring funding and constructing the projects.

5.1. Project Prioritization Methodology

Projects were determined based on community needs and the concurrent 2019 Tehama County Regional Transportation Plan update. Corning projects were identified from the 2016 Corning Bicycle and Pedestrian Transportation Improvement Plan.

5.2. Project List

Table 5.1 lists Tehama County's programmed active transportation projects, sorted by jurisdiction.

Table 5.1
Tehama County Active Transportation Projects

Project Number	Location	Description	Cost	Const. Year
City of Corning				
ATP-C01	1st Street	Class 2 Bike Lanes-Blackburn Ave to Fig Lane	\$ 46,000	2019
ATP-C02	Olive View School	Olive View School Connectivity Project	\$ 1,123,000	2022
ATP-C03	West Street School	West Street School Connectivity Project	\$ 1,309,000	2022
ATP-C04	Solano Street	Solano Street from Solano (East City Limits) to Old Hwy 99W	TBD	2027
ATP-C05	Highway 99W	Highway 99W (Colusa to South Ave)	TBD	2027
ATP-C06	Black Butte Lake	Regional Bike Route-Via Corning Road and Black Butte Lake Road	\$ 53,000	2020+
ATP-C07	Blackburn Avenue	Corridor Improvements-Edith Avenue to Edith Avenue	\$ 728,000	2020+
ATP-C08	Blackburn Moon Drain	Class 1 Bike Path-East to Corona Avenue	\$ 844,000	2020+
ATP-C09	Colusa Street	Corridor Improvements-Edith Avenue to Marguerite Avenue	\$ 2,057,000	2020+
ATP-C10	Fig Lane	Corridor Improvements-Houghton Avenue to Marguerite Avenue	\$ 1,576,000	2020+
ATP-C11	Highway 99	Regional Bike Route-South Ave to Gallagher Avenue	\$ 13,000	2020+
ATP-C12	Jewett Creek	Class 1 Bike Path-Highway 99W to Toomes Avenue	\$ 231,000	2020+
ATP-C13	Marguerite Avenue	Crosswalk Enhancements-Fig Lane to Blackburn Avenue	\$ 73,000	2020+
ATP-C14	Rolling Hills Casino	Regional Bike Route-Via Highway 99W and Liberal Avenue	\$ 9,000	2020+
ATP-C15	Solano Street	Streetscape Improvements-Highway 99W to 3rd Street	\$ 5,348,000	2020+
ATP-C16	South Street	Class 2 Bike Lanes-Houghton Avenue to marguerite Avenue	\$ 538,000	2020+
ATP-C17	Toomes Avenue	Corridor Improvements-Fig Lane to Blackburn Avenue	\$ 1,226,000	2020+
ATP-C18	West Street	Class 2 Bike Lanes-Nroth Street to Fig Lane	\$ 177,000	2020+



ATP-C19	Woodson Bridge Rec.	Regional Bike Route-Via Marguerite Avenue and Loleta Avenue	\$ 16,000	2020+
			\$ 15,321,000	
City of Tehama				
ATP-T01	C Street +	Formalize bike lane with stencils	\$ 5,000	2021
ATP-T02	Citywide	Shoulder maintenance (sweeping)	\$ 16,000	2021
			\$ 21,000	
City of Red Bluff				
ATP-R01	Walnut St.	Walnut St./Monroe Class 2 Bikeway	\$ 500,000	2020
ATP-R02	Diamond Ave.	Diamond Avenue College Connection	\$ 5,000,000	2020
ATP-R03	Vista Way	Vista Way Bikeway (South Jackson to Luther Road via Airport Road)	\$ 100,000	2021
ATP-R04	Sale Lane	Sale Lane Sidewalk/Bike Lane to Sacramento River Discovery Center	\$ 200,000	2020+
ATP-R05	Lake Red Bluff	Lake Red Bluff Bikeway	TBD	2020+
ATP-R06	Reeds Creek	Reeds Creek River Walk (Washington St. to Paskenta Road)	\$ 2,000,000	2020+
ATP-R07	Johnson St.	Johnson St. Bikeway (Walnut St. to Baker Road via Walbridge St.)	\$ 200,000	2020+
ATP-R08	Vista Way	Vista Way Bikeway (Montgomery Road. to Luther Road via Airport Road)	\$ 100,000	2020+
ATP-R09	Washington St.	Washington St. Bikeway (Willow St. to Walton St.)	\$ 200,000	2020+
ATP-R10	Adobe Rd	Adobe Park Bikeway (Dog Island Park to Ide Adobe State Park)	\$ 3,000,000	2020+
ATP-R11	Adobe Rd	Adobe Road Bikeway	\$ 3,000,000	2020+
			\$ 14,300,000	
County of Tehama				
ATP-County01	Los Molinos Elementary	Sidewalks, crosswalks, ADA ramps, on E side of Stanford between Grant and Rose.	\$ 500,000	2019
ATP-County02	Bowman Rd	Bowman Road Bikeway (Evergreen School to I-5)	\$ 3,000,000	2020+
ATP-County03	Aramayo Way	Tehama-Los Molinos Bikeway (City of Tehama and Tehama County)	\$ 1,500,000	2020+
ATP-County04	Kirkwood Elementary	School zone improvements, traffic calming, sign package.	TBD	2020+
ATP-County05	Lassen View Elementary	Safety improvements on 99 to mitigate ingress/egress dangers.	TBD	2020+
ATP-County06	Bend School	Multi-use path from Ash Lane to Bend School parking lot. Move Driscoll fence line.	TBD	2020+
ATP-County07	Bend School	School zone improvements (crosswalks, shoulder widening, parking lot definition.	TBD	2020+
ATP-County08	Vina Elementary	Formalize parking and school zone area. Crosswalks, sign package, rural standard shoulder for	TBD	2020+
ATP-County09	Flournoy Elementary School	School zone improvements, striping on Osbourne Rd. signage and formalize transition zone.	TBD	2020+
ATP-County10	Gerber Elementary School	Traffic calming and school zone crossing/marking on Chard Avenue.	TBD	2020+
ATP-County11	Elkins Elementary School	Multi-use path from school to community center. N.side of Toomes-Wannatoddy to Crane Mill	TBD	2020+
ATP-County12	RR Corridor	Railroad Bikeway (Red Bluff to Los Molinos)	TBD	2020+
ATP-County13	Baker Rd	Baker Road Bikeway (SR 36 to Walnut St.) (City of Red Bluff and Tehama County)	\$ 3,000,000	2020+
ATP-County14	Mineral	Restriping and crosswalks at SR 36 and SR 172	TBD	2020+
			\$ 7,500,000	
Caltrans				
ATP-Caltrans01	State Route 36	Multi-use path parallel to SR 36 from Battlecreek Campground to SR 36	\$ -	2020+
			\$ -	



6. Recommended Programs

There is an urgent need for bicycle and pedestrian education in Tehama County. Public outreach efforts indicate that residents hesitate to engage in active transportation due to a lack of infrastructure, lack of knowledge of existing facilities, and safety concerns. In addition to the infrastructure improvements outlined in this plan, Tehama County residents must have the necessary skills to be safe and confident bicyclists and pedestrians.

6.1. Education and Encouragement

Education programs enhance safety and mobility for pedestrians and bicyclists by educating motorists and non-motorists on safety standards, safety hazards, and desired behaviors and practices. With increased education and awareness, community members will become more confident biking and walking in high traffic areas. Educating both motorists and non-motorists on safety practices, laws, and general cycling skills will draw awareness to bicycle and pedestrian safety.

Encouragement programs motivate residents to use existing bicycle and pedestrian networks for both transportation and recreation. The programs will inform bicyclists and pedestrians of the locations of high visibility, low traffic roads connecting to major destinations. Active transportation users can use this information to safely reach and use various recreation areas in Tehama County. The County's investment in encouraging active transportation will further promote a successful citywide bicycling and walking culture. The community will enhance public health and reduce greenhouse gas emissions by using active transportation facilities more frequently and driving less. Implementing a countywide encouragement program will minimize safety concerns and encourage more residents to utilize the existing pedestrian and bicycle facilities for daily travel.

Schoolchildren with no previous knowledge of safe pedestrian and bicycle practices are currently discouraged from engaging in active transportation. The lack of bicycle and pedestrian education and encouragement programs poses a threat to schoolchildren's safety as they walk or bike in school zones.

Education programs can include organized community bike rides, bike rodeos, bicycle repair and maintenance training programs, and bicycle and helmet donation programs. Biking events will teach residents bicycle handling and traffic skills while increasing familiarity and comfort. Bike rodeos are safety clinics where schoolchildren engage in fun activities to practice their riding skills and learn the rules of the road. Bicycle repair and maintenance training programs provide hands-on activities. Schoolchildren learn how to pump a flat tire, realign bike chains, adjust seats, tighten loose bolts, and remove and change a flat tire. Providing models of desired behaviors and safety practices will foster a safe environment for knowledgeable and confident active transportation users.

Funding for educational and encouragement programs can be acquired through the Active Transportation program (ATP) and through the state Safe Routes to School program (SR2S) and the federal Safe Routes to School program (SRTS). Safe Routes to School is an international movement with the goal of increasing the number of children who walk or bike to school. Safe Routes programs encourage walking and biking in schoolchildren by removing the barriers that prevent them from walking, including non-infrastructure improvements such as increased familiarization with traffic laws and training in bicycle safety and repair.

The Tehama County Bikeways Plan recommends working with the California Highway Patrol, City of Red Bluff Police Department, and Red Bluff Elementary School District to organize bicycle and pedestrian education programs. Elementary school administration will work with the California Highway Patrol and Tehama County Police Departments to request bicycle safety presentations and bike rodeos.



6.1.1. *California Highway Patrol*

The California Highway Patrol organizes bike rodeos for schools and community groups as requested. These bicycle education programs cater to bicyclists 14 years and younger. The bike rodeos typically have 6 to 10 skill stations where riders can test their handling skills. Law enforcement representatives guide the children through the course, teaching them in-traffic-riding behavior.

6.1.2. *City of Red Bluff Police Department*

The School Resource Officer from the City of Red Bluff Police Department gives presentations on bicycle safety at Red Bluff schools. Bicycle safety pamphlets are also made available. The police department offers a two hour long Bicycle Violators Program on Saturdays. The program educates bicyclists 14 years and younger on proper biking etiquette and rules of the road.

6.1.3. *Red Bluff Elementary School District*

The Red Bluff Elementary School District works in conjunction with the Red Bluff Police Department to provide students with bicycle safety educational programs. Teachers educate schoolchildren on the importance of helmets and proper bicycle handling skills. Teachers also encourage children to use bicycles on field trips when possible.

6.2. *Enforcement*

Tehama County experiences many pedestrian and bicyclist involved collisions, most commonly in the City of Red Bluff. Major roads in Red Bluff with high collision rates include Antelope Boulevard, Main Street, and Jackson Street. A higher presence of California Highway Patrol cars at intersections with high collision frequency

will help enforce stricter speed limits. Red Bluff can explore installing traffic calming measures along these major roadways. These could include speed feedback signs, curb extensions, speed bumps, raised pedestrian crossings, and rapid flashing beacons at crosswalks.

The City of Red Bluff strictly enforces the mandatory bicycle helmet law. Violators are issued citations, verbal warnings, or issuance to the Bicycle Violators Program.

6.3. *Evaluation*

Achieving long-lasting success requires that safety programs occur consistently and are beneficial to participants. Frequency of events, number of attendees, and student/parent opinions regarding the programs will help track effectiveness.

Tehama County school districts and police departments will lead the programs and evaluate their effectiveness. School administrators will be tasked with collecting data including number of students walking and biking to school and attendance of bike rodeos and other programs. Bicycle and pedestrian counts should be performed before and after programs take place to see if the number of students walking and biking increases. Classroom or parent surveys should be given after program participation, posing questions such as “Did the Bike Rodeo help you or your child feel more confident riding a bike?”

Collision data on major roadways near schools should be analyzed before and after implementing education, encouragement, and enforcement programs, as well as infrastructure improvements. Due to Tehama County’s rural geography and low population it will be difficult to determine trends in pedestrian and bicycle collisions. However, data collected over several years may indicate a decrease in pedestrian and bicyclist involved collisions within school zones, suggesting the programs are highly effective at training confident and knowledgeable pedestrians and bicyclists.



7. Funding

Funding for bicycle and pedestrian projects is typically carried out through the competitive grant programs. However, some regions utilize regular formula funding to construct or supplement active transportation projects. Projects that receive funding typically have well developed foundations, have robust community support and are priority projects in the region.

7.1. Federal

Most Federal funding sources are administered through the Federal Highway Administration (FHWA). Many of these programs allocate funds to state level agencies for regional and local distribution. The Federal Transit Administration and various non-profit organizations also provide funding and technical assistance for non-motorized facilities and programs.

7.1.1. Congestion Mitigation and Air Quality (CMAQ)

The Congestion Mitigation and Air Quality (CMAQ) program is an FHWA-administered program that provides funding for projects that will contribute to the attainment or maintenance of national air quality standards for ozone, carbon monoxide, and particulate matter. Although primarily used for transit and alternative fuels projects, Tehama County receives a small amount of CMAQ funding annually for active transportation projects. Tehama County's annual CMAQ funding amount is not enough to fund significant projects, and the County forfeits any CMAQ funding not used within 3 years. In order to preserve funding, Tehama County has entered into a trade agreement with the Metropolitan Transportation Commission (MTC), the metropolitan planning organization (MPO) for the nine-county San Francisco Bay area. The MTC is able to use Tehama County's

CMAQ funding before the County loses it, and in return Tehama County is able to withdraw the accumulated funding amount from the MTC at any time.

7.2. State

State funding sources are administered by the various State of California departments, including Caltrans. State non-motorized monies sources include taxes, bonds and allocation of federal monies.

7.2.1. Active Transportation Program (ATP)

California received an average of \$123 million a year over the five-year period from 2013-2018 for ATP projects. Due to the passage of SB 1 by California legislature in spring of 2017, funding for Cycle 4 in 2019 and funding expectations for future cycles increased significantly. SB 1 increased the gas tax and directs an additional \$100 million dollars a year to the Active Transportation Program, or about \$223 million annually. The distribution of funds is highly competitive and is managed with the guidance of the ATP Program Guidelines developed by the California Transportation Commission (CTC). Funds are distributed using a percentage basis and eligible recipients submit applications to Caltrans based on the following categories:

- Urban Regions (MPO administered) – 40% for urban areas with populations greater than 200,000.
- Small Urban and Rural Regions (State administered) – 10% to small/rural counties with populations of 200,000 or less.
- Statewide Competition (State administered) – 50% to any applicant based on a statewide competitive basis.



Tehama County is a rural county, and therefore eligible for the 60% of ATP funds available for small urban/rural and statewide projects. Despite the highly-competitive nature of this grant program, Tehama County has successfully procured ATP funding for two projects: the Olive View School Connectivity Project and the West Street School Connectivity Project, both in Corning, were awarded in the small urban/rural category of Cycle 4 (2019).

7.2.2. Statewide Transportation Improvement Program

The State Transportation Improvement Program (STIP) is a five-year capital improvement program for transportation projects funded with revenues from the Transportation Investment Fund and other sources. The STIP is updated and adopted by the California Transportation Commission (CTC) every two years. The STIP programming cycle begins with the release of a fund estimate in July of odd-numbered years and adoption typically occurs in August. The fund estimate identifies the amount of new funds available for the programming of transportation projects. After the fund estimate is adopted, regional transportation planning agencies (RTPAs) prepare a Regional Transportation Improvement Program (RTIP) for 75% of the statewide funding and submit it to the CTC.



Appendices for the 2019 Tehama County Active Transportation Plan

June 2019



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Appendix A

Public Outreach Materials



Overview

Community outreach was conducted in various forms to provide the Tehama County Community with an opportunity to express their needs and suggest improvements regarding active transportation. The outreach campaign included a SurveyMonkey online questionnaire, social media, public meeting in Red Bluff, and pop-up outreach at community events and central locations in small communities.

Stakeholders

Stakeholders including regional agencies, businesses, and advocates related to active transportation were invited to provide input in the planning process. Stakeholders were invited to community meetings and provided with the opportunity to review the Draft Active Transportation Plan.

Project Website

A project specific website, tehamawalkbikeandride.com, was developed to inform the community about the Tehama Active Transportation Plan and to solicit input regarding the Plan. The website was utilized to invite the community to public outreach events held during the duration of the Plan development process as well as to promote a questionnaire developed to gauge the communities' active transportation needs and desires. Flyers for public meetings, a link to the questionnaire hosted on SurveyMonkey, a direct feedback form, and other materials related to the Plan were available on the website. The draft Active Transportation Plan was posted on the project website for the public to review and comment on. Over the course of the Plan development process, the website had 99 unique visitors, 137 visits, and 310 pageviews.

Questionnaire

A 15-question questionnaire ("survey") was developed to gauge the community's active transportation behaviors, needs, and desires. Questions asked the respondents how often and where they bike or walk in Tehama County for utility or recreation, what they like and dislike about walking or biking in the County, and what could be done to encourage them to walk or bike more frequently. The survey was developed using the SurveyMonkey platform and was distributed in both digital and hard-copies. A link to the digital survey was provided on the project website and was promoted on social media sites including Facebook and Instagram. Physical copies of the survey were available at public outreach events and were later entered into SurveyMonkey to utilize the analysis functions of the platform and for consistency.

Over the course of the Plan development process, the survey was completed by 37 respondents.

Social Media Campaign

Facebook

A Facebook page was developed for the Active Transportation Plan under the name *Active Tehama County*. Posts advertised upcoming meetings and community outreach events. Tehama County residents were given Active Transportation Plan updates via links to Red Bluff Daily News and the project website. County businesses, non-profits, clubs, schools, government agencies were followed and "liked." These pages and groups were strategically chosen due to their common interests, community influence, and large follower engagement. Facebook pages were directly messaged and asked to promote and advertise upcoming community meetings.



Instagram

An Instagram account was created for this Active Transportation Plan as a part of the social media campaign under the name *Tehama Walk Bike Ride*. Photos related to the development of the Plan were posted, as well as the link to the SurveyMonkey questionnaire. Meeting flyers, photos of existing conditions of the Tehama County active transportation network, and photos of community outreach events were shared on the project Instagram page. Stakeholders and community groups were tagged in photos, including Caltrans District 2 and the City of Red Bluff. A link to the project website was also promoted on the project Instagram page.

Twitter

A twitter account under the name *Tehama Walk Bike* was created and used as a networking platform to keep updated on local agencies, schools, and businesses in Tehama County. These included Caltrans District 2, Red Bluff High, Red Bluff Parks & Recreation, Los Molinos Chamber, Tehama District Fair, Red Bluff FFA, Tehama County Information, and Tehama County Economic Development. Posts included polls, links to surveys, project updates, active transportation information, and local news retweets.

Public Outreach Events

Tehama County Fair

The Tehama County Transportation Commission held an outreach booth at the Tehama County Fair from Friday, July 20 to Sunday, July 22, 2018. The booth was located in the Tyler-Jelly Building and provided interactive exercises to engage, inform, and solicit input from the community. The booth was staffed by the TCTC and members of the consultant team, who were available to discuss the

ATP with community members and record input provided. A sign-in sheet was used to track visitors to the booth, a large-scale table map was available for the community to write comments directly on, and hard-copy questionnaires were available for the community to complete and return to the booth.

During this meeting, many members of the community were engaged. Four hard-copy questionnaires were completed and returned, and comments were recorded on the large-scale map highlighting areas of concern for residents, as well as desired facilities.

Paynes Creek

Project team members tabled at the Paynes Creek Store on September 19, 2018 to reach the population of this rural community. Few customers visited, and all either stated they do not walk in Paynes Creek or were not interested in talking. After tabling at the Store, staff visited Plum Valley Elementary in Paynes Creek to speak with administrative staff about walking and biking near the school. School enrollment is very small, with most students being driven or bussed to school. One child walks with a grandparent from down the street.

Paynes Creek is a small community located just off Highway 36 northeast of Red Bluff. Several homes and a building containing the store, tavern, and post office are clustered along a few streets in the center of the town. Two of these streets, Inskip Valley Road and Madden Road, are unpaved. All roads lack paved shoulders. A one-lane bridge connects the residences with the store and highway. A small elementary school serves students living in Paynes Creek as well as nearby areas including Manton. Due to remote location and limited resources, residents are vehicle-dependent. Walking and biking are uncommon, and residents may prefer to preserve the rural



feel as opposed to paving roads and constructing shoulders and sidewalks.

Manton

Project team members tabled at Manton Corners, a store and saloon, on September 19, 2018 to reach the population of this rural community. Few customers visited, and most either said they do not walk in Manton or were not interested in talking. A woman in Manton stated that she walks frequently. The owner of the business stated that many people bike through the area, and many community members walk. Wild animals are a factor that prevents some people from walking.

Manton is larger and more spread out than Paynes Creek, with a few businesses including store, bar, and post office located at the junction of Manton Road, Forward Road, and Rock Creek Road. Residences, vineyards, and ranches are located in the surrounding region. The part of Manton located north of North Fork Battle Creek is in Shasta County.

Dairyville Orchard Festival

Project team members tabled at the Dairyville Orchard Festival at Lassen View School on October 20th, 2018. Dairyville is an unincorporated agricultural community located along SR 99 between Red Bluff and Los Molinos. Visitors provided comments through the maps, comment cards, and surveys provided.

Proberta & Los Molinos

On November 7th project team members tabled at Nu-Way Market in Los Molinos and Harvey's Market in Proberta. Residents of these small communities provided comments through the comment cards, maps, and surveys.

Red Bluff

The Tehama County Transportation Commission held a public outreach meeting at the Red Bluff Community Center on Thursday, October 25, 2018. The meeting was held in the conference room from 4:00 – 6:00 p.m. 9 community members attended the meeting. Jeff Schwein, the project consultant, led a presentation on the benefits of walking and biking, existing conditions and barriers to mobility, and solutions for improving walking and biking trips throughout the County. After the presentation, community members were asked to identify faulty pedestrian and bicyclist facilities and potential project areas on large-scale maps. The identified roads lacked bicycle lanes, sidewalks, wide shoulders, and/or connections. Streets included Main Street, Antelope Boulevard, South Jackson Street, Paskenta Road, and Adobe Road. Community members stated that the existing bike trails are poorly maintained and often have goat head thorns lining the path.

Community members wanted to see more connections between existing infrastructures. For example, connections to the Red Bluff Diversion Dam, from Adobe Road to River Park, and from the Tehama County Library to Shasta College. Some community members desired a class I shared-use path along the Sacramento River from Red Bluff to Bend.

Four hard copy surveys were completed during the community meeting. Survey results showed that community members value Tehama County's wildlife and natural landscape. When asked to prioritize future pedestrian and bicycle projects, community members stated that the most attractive trails would be those constructed adjacent to Reeds Creek and Sacramento River. Scenic Tehama County has many natural assets that would be accentuated with the construction of future bicycle and pedestrian projects.

Appendix B

Stakeholder List

2019 TEHAMA COUNTY ACTIVE TRANSPORTATION PLAN



Stakeholder List - Tehama County ATP 2019

Affiliation	Contact	Title	Phone	Email	Address
Government					
Tehama County	Bill Goodwin	Chief Administrator	(530) 527-4655	bgoodwin@co.tehama.ca.us	727 Oak Street Red Bluff, CA 96080
	Tim McSorley	Public Works Director	(530) 385-1462	timmsorley@tcpw.ca.gov	9380 San Benito Ave, Gerber, CA 96035
	Jessica Riske Gomez	Interim Transportation Manager	(530) 385-1462	jriskegomez@tcpw.ca.gov	9380 San Benito Ave, Gerber, CA 96035
	Kristen Maze	Planning Director	(530) 527-2200	kmaze@co.tehama.ca.us	444 Oak Street - Room 1 Red Bluff, CA 96080
	Steve Chamblin	District 1 Supervisor	(530) 527-4655 Ext. 3015	schamblin@co.tehama.ca.us	727 Oak Street, Red Bluff, CA 96080
	Candy Carlson	District 2 Supervisor	(530) 527-4655 Ext. 3014	ccarlson@co.tehama.ca.us	727 Oak Street, Red Bluff, CA 96080
	Dennis Garton	District 3 Supervisor	(530) 527-4655 Ext. 3017	dgarton@co.tehama.ca.us	727 Oak Street, Red Bluff, CA 96080
	Bob Williams	District 4 Supervisor	(530) 527-4655 Ext. 3018	bwilliams@co.tehama.ca.us	727 Oak Street, Red Bluff, CA 96080
	Burt Bundy	District 5 Supervisor	(530) 527-4655 Ext. 3016	bbundy@co.tehama.ca.us	727 Oak Street, Red Bluff, CA 96080
	Ryan Teubert	Flood Control and Water Conservation District Manager	(530) 385-1462	rteubert@tcpw.ca.gov	9380 San Benito Ave, Gerber, CA 96035
	Vicky Dawley	Resource Conservation District Manager	(530) 737-5178	vicky@tehamacountyrcd.org	2 Sutter St # D, Red Bluff, CA 96080
Red Bluff-Tehama County Chamber of Commerce	Lisa Hansen	Chair	(530) 527-0727	lisa.hansen@expresspros.com	100 Main St, Red Bluff, CA 96080
Los Molinos Chamber of Commerce	Bryan Fox	President	(530) 384-2251	LMCOC2012@gmail.com	8066 CA-99 E Los Molinos, CA 96055
Corning Chamber of Commerce	Laura Fierce	President	(530) 824-5550	info@corningcachamber.org	1110 Solano St, Corning, CA 96021
Caltrans Local Assistance	Ian Howat	Coordinator for Lassen, Modoc, Plumas, Shasta, Siskiyou, Tehama, Trinity Counties	(530) 225-3484	lan.howat@dot.ca.gov	1657 Riverside Dr., Redding, CA 96001
City of Red Bluff	Robin Kampmann	Public Works Director	(530) 527-2605 Ext. 3055	rkampmann@cityofredbluff.org	555 Washington St. Red Bluff, CA 96080
	Scott Friend	Planning Director	(530) 527-2605 Ext. 3059	sfriend@cityofredbluff.org	555 Washington St. Red Bluff, CA 96080
	Anita Rice	Deputy City Clerk	(530) 527-2605 Ext. 3057	arice@cityofredbluff.org	555 Washington St. Red Bluff, CA 96080
City of Corning	Robin Kampmann	Public Works Director	(530) 824-7029	rkampmann@corning.org	794 Third Street Corning, CA 96021
	Lisa Linnet	City Clerk	(530) 824-7033	llinnet@corning.org	794 Third Street Corning, CA 96021
City of Tehama	Carolyn Steffan	City Administrator	(530) 384-1501	cdsteffan@sbcglobal.net	250 Cavalier Dr Tehama, CA 96090
Shasta Regional Transportation Agency	Dan Little	Executive Director	(530) 262-6190	dittle@srta.ca.gov	1255 East Street Suite 202 Redding, CA 96001
Tehama County Sheriff's Office	Phil Johnston	Assistant Sheriff	(530) 529-7900	pjohnston@tehamaso.org	22840 Antelope Boulevard Red Bluff, CA 96080
Red Bluff Police Department	Kyle Sanders	Chief of Police	(530) 527-8282	questions@rbpd.org	555 Washington Street, Red Bluff, CA 96080
Corning Police Department	Jeremiah Fears	Chief of Police	(530) 824-7000	jfears@corningpd.org	774 Third Street Corning, CA 96021
Tehama Farm Bureau	Kari Dodd	Executive Director	(530) 527-7882	kari@tehamacountyfarmbureau.org	275 Sale Lane Red Bluff, CA 96080-2938
Tehama County Health Services Agency	Valerie Lucero	Executive Director	(530) 527-9491	818 Main Street Red Bluff, CA 96080	818 Main Street Red Bluff, CA 96080
Schools					
Antelope Elementary School District	Jim Weber	Superintendent	(530) 527-1272	jweber@antelopeschools.org	22630 Antelope Blvd., Red Bluff, CA 96080
Corning Elementary School District	Richard Fitzpatrick	Superintendent	(530) 824-7701 Ext. 1256	rfitzpatrick@cuesd.net	1590 South Street Corning, CA 96021
Elkins Elementary School	Marla Katzler	Superintendent	(530) 833-5582	mkatzler@elkinschoolca.org	2960 Elkins Ln, Paskenta, CA 96074
Evergreen Union School District	Brad Mendenhall	Superintendent	(530) 347-3411	bmendenhall@evergreenusd.org	19500 Learning Way Cottonwood, CA 96022
Flournoy Elementary School	Lane Bates	Superintendent	(530) 833-5331	lbates@flournoyschool.org	15850 Paskenta Rd, Flournoy, CA 96029
Gerber Elementary School	Jenny Montoya	Superintendent	(530) 385-1041	jmontoya@gerberschool.org	23014 Chard Avenue, Gerber, CA 96035
Kirkwood Elementary School	Dane Hansen	Superintendent	(530) 824-7773	dhansen@kirkwoodschoolca.org	2049 Kirkwood Rd., Corning, CA 96021
Lassen View Elementary School	Jerry Walker	Superintendent	(530) 527-5162	jwalker@lassenview.org	10818 Hwy. 99E, Los Molinos, CA 96055
Los Molinos Unified School District	Joey Adame	Superintendent	(530) 384-7826	jadame@lmusd.net	7851 Highway 99E, Los Molinos, CA 96055
Red Bluff Union Elementary School District	Cliff Curry	Superintendent	(530) 527-7200 Ext. 104	c Curry@rbuesd.org	1755 Airport Blvd., Administration Bldg, Red Bluff, CA 96080-4514
Reeds Creek Elementary School	Cindy Hasse	Superintendent	(530) 527-6006 Ext. 111	chaase@reeds creek.org	18335 Johnson Road Red Bluff, CA 96080
Richfield Elementary School District	Jeff Scheele	Superintendent	(530) 824-3354	jscheele@richfieldschool.org	23875 River Rd. Corning, CA 96021-9771
Lincoln Street School	Michelle Barbard	Superintendent	(530) 527-5811	mbarnard@tehamaschools.org	1135 Lincoln St, Red Bluff, CA 96080
Tehama County Department of Education	Rich Duvorney	County Superintendent	(530) 527-5811 Ext. 323	rduvorney@tehamaschools.org	1135 Lincoln St. Red Bluff, CA 96080-0689
	Karla Stroman	Safe Education and Recreation for Rural Families Program Administrator	(530) 528-7392	kstroman@tehamaschools.org	1135 Lincoln Street Red Bluff, CA 96080
Parks and Recreation					
Red Bluff Parks and Recreation	Karen Shaffer	Director	(530) 527-8177	kshaffer@cityofredbluff.org	1500 S Jackson St, Red Bluff, CA 96080
	Mike Skelton	Supervisor	(530) 527-4300	mskelton@cityofredbluff.org	1500 S Jackson St, Red Bluff, CA 96080
Tehama County Parks Department			(530) 528-1111		757 Oak Street, Red Bluff, CA 96080
Corning City Parks Department			(530) 824-7029	corningrecprogram@corning.org	794 3rd St, Corning, CA 96021
Non-Profit					
North Valley Services	Allen Skaggs	Director	(530) 527-0407	alnvs@att.net	11799 Highway 99W Red Bluff, CA 96080
Back to School Project, Inc.			(530) 529-4074	btskids@backtoschoolproject.com	P.O. Box 292 Red Bluff, CA 96080
Bikes for Kids Redding	Ted Blankenheim	Organizer	(530) 917-5806	skippy7777@gmail.com	Redding, CA
PATH Tehama County Coalition	E.C. Ross	President	(530) 527-5448	info@redbluffpath.org	P.O. Box 315, Red Bluff CA 96080
Tehama County CattleWomen	Jeanne Smith	President	(530) 527-4793	mnswebdesigns@yahoo.com	PO Box 457 Red Bluff, CA 96080
Tehama County Drug-Free Community Coalition	Ulanda Hinkston	Coalition Director	(530) 528-7356	uhinkston@tehamaschools.org	1135 Lincoln St. Red Bluff, California
Tribal Partners					
Paskenta Band of Nomlaki Indians	Latisha Miller	Rolling Hills Casino Owner	(530) 528-3500	lmiller@paskenta.org	2655 Everett Freeman Way Corning, CA 96021
Local Businesses					
Tehama District Fair	Mandy Staley	CEO	(530) 527-5920	info@tehamadistrictfair.com	650 Antelope Blvd. Red Bluff, CA 96080
	Shanna Long	Presidnet			
Bell-Carter Olive Co	Jud Carter	President	(530) 824-2901	contactus@bellcarter.com	1012 2nd St Corning, CA 96021-3248
Red Bluff Round-Up Association	John Trede	President	(530) 527-1000	info@redbluffroundup.com	670 Antelope Blvd. Suite #1 Red Bluff, CA 96080
Bicycle Groups					
Shasta Wheelmen	John Crowe	President	(530) 246-2563	info@shastawheelmen.org	P.O. Box 994292 Redding, CA 96099
Ride Redding	Carson Blume	Co-Director		info@rideredding.com	Redding, CA
Redding Trail Alliance	Nathan Knudsen	Executive Director			624 1/2 State Street, Redding, CA 96001
Red Bluff Cycling	Richard Cherveny	Admin	(530) 366-7954	rcherveny@mercy-high.org	Red Bluff, CA 96080
Chico Stage Race - Paskenta Hills Road Race	Jeff Galland	Race Director	(916) 612-0811	info@chicostagerace.com	Paskenta Hills, Paskenta, CA 96074
Walking Groups					
Shasta Sundial Strollers	Cynthia Turbin	President	(530) 246-4130	shastasundialstrollers@yahoo.com	215 Lake Blvd #524 Redding, CA 96003

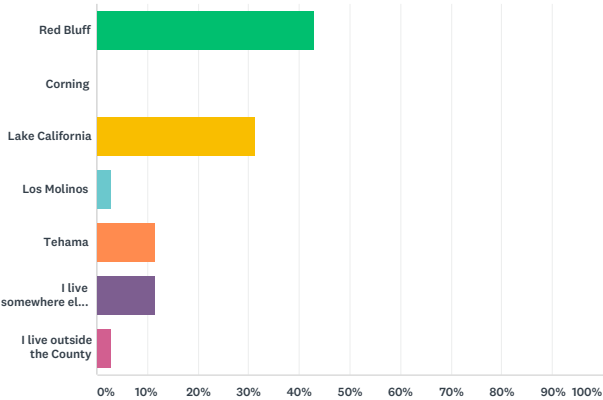
Appendix C

Survey Results Summary Pages



Q1 Where do you live as your primary residence?

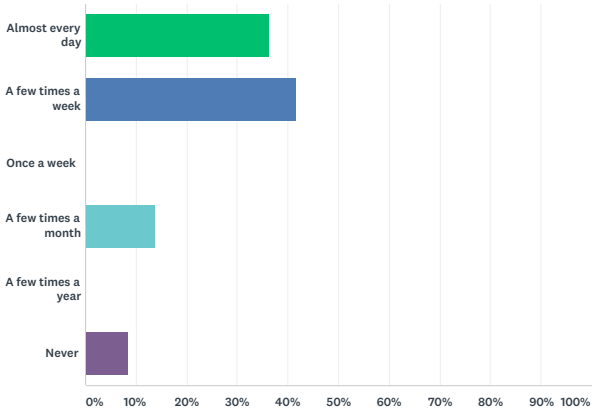
Answered: 35 Skipped: 2



ANSWER CHOICES	RESPONSES	
Red Bluff	42.86%	15
Corning	0.00%	0
Lake California	31.43%	11
Los Molinos	2.86%	1
Tehama	11.43%	4
I live somewhere else in the County	11.43%	4
I live outside the County	2.86%	1
Total Respondents: 35		

Q2 How often do you walk, hike, jog and/or run (for recreation, exercise or utilitarian)?

Answered: 36 Skipped: 1



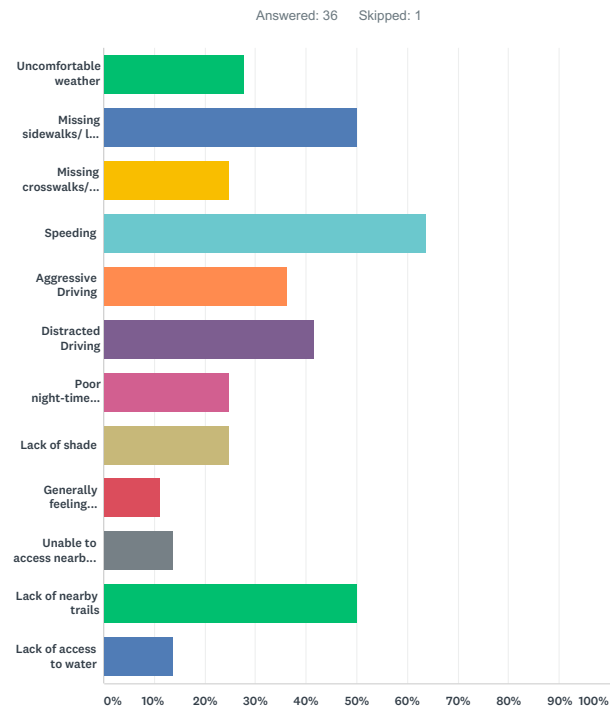
ANSWER CHOICES	RESPONSES	
Almost every day	36.11%	13
A few times a week	41.67%	15
Once a week	0.00%	0
A few times a month	13.89%	5
A few times a year	0.00%	0
Never	8.33%	3
TOTAL		36



Tehama County Active Transportation Survey

SurveyMonkey

Q6 Below are some challenges associated with walking. In your opinion, which ones discourage you and others in your area from walking? (check all that apply)



ANSWER CHOICES	RESPONSES
Uncomfortable weather	27.78% 10
Missing sidewalks/ lack of shoulders	50.00% 18
Missing crosswalks/ Unsafe intersections	25.00% 9
Speeding	63.89% 23
Aggressive Driving	36.11% 13
Distracted Driving	41.67% 15

6 / 18

Tehama County Active Transportation Survey

SurveyMonkey

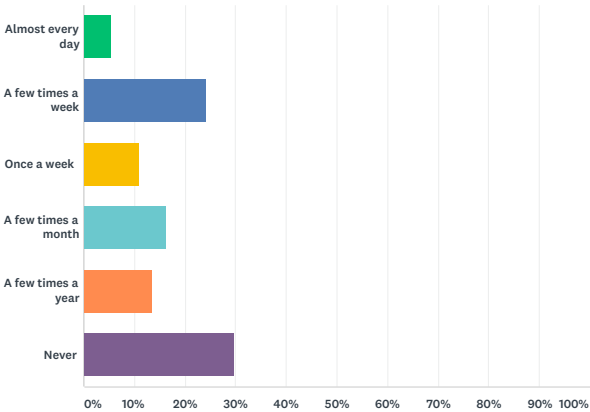
Poor night-time lighting	25.00%	9
Lack of shade	25.00%	9
Generally feeling uncomfortable walking	11.11%	4
Unable to access nearby trails	13.89%	5
Lack of nearby trails	50.00%	18
Lack of access to water	13.89%	5
Total Respondents: 36		

7 / 18



Q7 How often do you ride a bicycle (for recreation, exercise or utilitarian)?

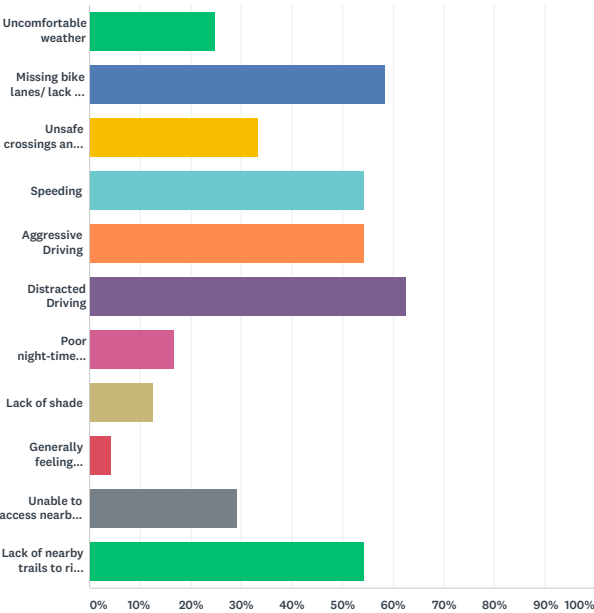
Answered: 37 Skipped: 0



ANSWER CHOICES	RESPONSES	
Almost every day	5.41%	2
A few times a week	24.32%	9
Once a week	10.81%	4
A few times a month	16.22%	6
A few times a year	13.51%	5
Never	29.73%	11
TOTAL		37

Q11 Below are some challenges associated with bicycling. In your opinion, which ones discourage you and others in your area from biking? (check all that apply)

Answered: 24 Skipped: 13



ANSWER CHOICES	RESPONSES	
Uncomfortable weather	25.00%	6
Missing bike lanes/ lack of shoulders	58.33%	14
Unsafe crossings and intersections	33.33%	8
Speeding	54.17%	13
Aggressive Driving	54.17%	13
Distracted Driving	62.50%	15
Poor night-time lighting	16.67%	4
Lack of shade	12.50%	3



Tehama County Active Transportation Survey

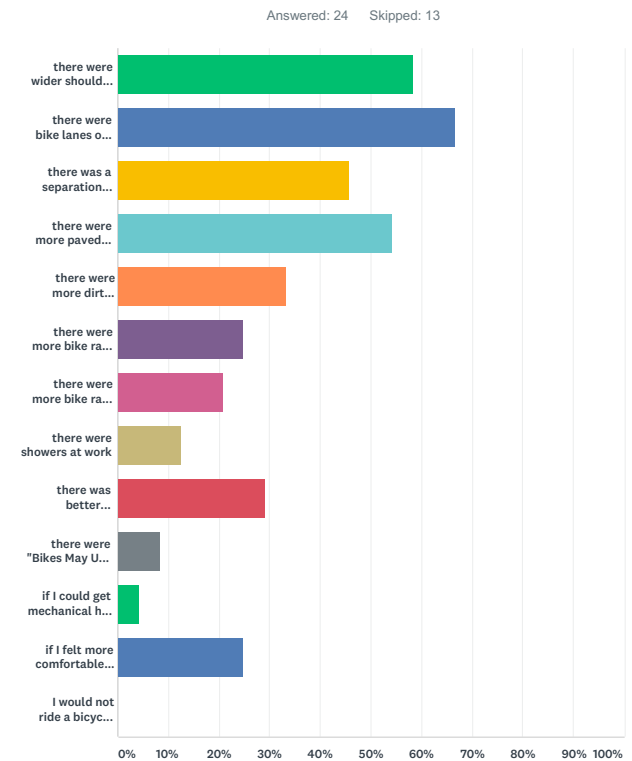
SurveyMonkey

Generally feeling uncomfortable bicycling	4.17%	1
Unable to access nearby trails	29.17%	7
Lack of nearby trails to ride on	54.17%	13
Total Respondents: 24		

Tehama County Active Transportation Survey

SurveyMonkey

Q12 I would consider riding my bike more if.... (pick all that apply)



ANSWER CHOICES	RESPONSES	
there were wider shoulders on roads	58.33%	14
there were bike lanes on roads	66.67%	16
there was a separation between me and the vehicles	45.83%	11
there were more paved trails	54.17%	13
there were more dirt trails	33.33%	8
there were more bike racks at my destination	25.00%	6



Tehama County Active Transportation Survey	SurveyMonkey	
there were more bike racks at trailheads	20.83%	5
there were showers at work	12.50%	3
there was better signage/wayfinding	29.17%	7
there were "Bikes May Use Full Lane" signage where needed	8.33%	2
if I could get mechanical help with my bike	4.17%	1
if I felt more comfortable riding around cars	25.00%	6
I would not ride a bicycle, for any reason	0.00%	0
Total Respondents: 24		

Appendix D

School Outreach Summary



OVERVIEW

The project team conducted phone interviews with administration of rural Tehama County schools to determine unmet active transportation needs in rural communities. Interviews took place in November and December of 2018 and were casual and generally very brief, intended to determine whether students walk and bike to the school and if they are safe doing so. Some schools could not be reached via phone or email during the interview process, but most administrators reached were excited about the possibility of improving safety at their schools.

Bend Elementary

Spoke with Principal or Assistant Supervisor Nancy. She said they are at the point of writing a Safe Routes to School grant. It would be less extensive than the project recently built at Evergreen Middle School. Driscolls is located next to the school, will donate property for the project, and will set their fence back 12 feet for a multi-use trail on the North side of Bend Ferry Rd. The project will be located on the North side of Bend Ferry Rd from either the West side of Driscolls or from Ash Lane to Via Pasado.

Vehicles currently travel at 60 mph or more on Bend Ferry Rd, posing a threat to students who walk along the road.

A parent survey is conducted every year at Bend Elementary. The average score for the question “My child is safe going to and from school” has decreased.

Elkins Elementary, Paskenta

An administrator of Elkins Elementary was interviewed. She stated that students walk and bike to school as there is no bus. However, there are no shoulders along roadways, posing a danger to students. The busiest and most dangerous times are drop-off (8 –

8:15 am) and pickup (2:30 – 3pm). A safe path for students to walk between Elkins Elementary and the community center (Paskenta Community Hall) would be “a godsend” according to the interviewee. The path would follow the north side of Toomes Camp Rd between Wannatoddy Ln and Crane Mill Rd.

Gerber Elementary, Gerber

Conducted an interview with Jenny Montayo, Superintendent. She said that although few or even no students walk to school due to the rural nature of the school, improvements are needed to properly and safely accommodate student traffic during arrival and dismissal time.

Gerber Elementary is situated along Chard Ave., which is a narrow roadway connecting State Hwy 99W and Rawson Road. Vehicles speed down this roadway destined for Red Bluff, Las Flores, Gerber, or Proberta. Superintendent Montayo said Chard need sidewalks, as well as speed bumps and speed feedback signs to slow vehicle traffic down and give pedestrians a separate area to walk.

Superintendent Montayo also noted safety issues pertaining to inadequate parking. Currently, there is one small parking lot used for staff and faculty parking, and the same lot is used for buses and parents during arrival/dismissal times. She recommended that the bus yard to the west of the current parking lot be utilized for faculty parking to increase safety during arrival/dismissal peak traffic.

Kirkwood Elementary, Corning

Contacted Kim Varner, Secretary. She stated that the school’s main issue is lack of visibility. Kirkwood Road is narrow and lacks adequate infrastructure including crosswalks, sidewalks, and paved shoulders. An estimated 9 schoolchildren walk to school while 0 bike. Secretary Kim Varner stated that the school has contacted the



city multiple times within the last year in an effort to have crosswalks and sidewalks installed.

She also emphasized that staff have witnessed drivers speeding on Kirkwood Road, specifically around the S turn northwest of Kirkwood Elementary. She recommended installing crosswalks with rapid flashing beacons to alert drivers of students walking and biking in the area. She also suggested wide sidewalks and speedbumps to reduce traffic speeds.

Varner stated that drop off and pick up hours are highly congested. This is due to the lack of parking on the small property and on-street. Parents must park on the dirt shoulders off the main road and have their children walk across Kirkwood Road without crosswalks.

Lassen View Elementary, Los Molinos

Contacted Dave Hague, Director of Maintenance. He stated that they currently do not allow students to bike or walk to school due to heavy traffic and frequent accidents along State Highway 99. The school has petitioned to the state several times in an effort to upgrade visibility. There is currently only one yellow school sign along State Highway 99 indicating that there is a school in the area. The school zone lacks speed reduction signs.

Pick-up and drop-off hours are very congested. School officials have witnessed several parents getting into accidents as they merge onto the highway. The area has experienced a high rate of pedestrian collisions. Ultimately discouraging community members and students from walking or biking.

Los Molinos High School, Los Molinos

Called December 27-28. Could not contact, but Los Molinos High School already has bicycle lanes and sidewalks from a recent Safe Routes project.

Los Molinos Elementary, Los Molinos

Conducted an interview with Cari Novo, Secretary. She stated that students are discouraged from walking and biking to school due to a lack of infrastructure along Stanford Avenue. She noted that the sidewalks on the northeast side of Stanford Avenue are not ADA compliant. The crosswalk on the intersection of South Center Street and Stanford Road lacks a curb ramp making mobility difficult. Novo also noted the absence of sidewalks and paved shoulders on the northwest side of Stanford Avenue.

She also stated that Los Molinos Elementary has taken matters into their own hands to combat increased congestion during drop off and pick up hours. Staff members and buses are only able to park and load in the back parking lot. She believes this has only slightly reduced the amount of on-street parking and increased visibility of students.

Vina Elementary, Vina

Contacted Graciela Resendiz, Secretary. She stated that Vina Road lacks sidewalks, crosswalks, and paved shoulders. D Street also lacks sidewalks and crosswalks. The scarcity of infrastructure around Vina Elementary puts schoolchildren at risk when engaging in active transportation.

Reeds Creek Elementary, Red Bluff

Contacted Karen Deveraux, Office Secretary. She stated that all schoolchildren rely on school buses or their parents to get to and from school. Although no students currently walk or bike to school,



the infrastructure is inadequate. There is an absence of sidewalks, crosswalks, paved shoulders, and lighting along Johnson Road.

Richfield Elementary, Corning

River Road lacks high visibility crosswalks and crossing beacons.

Flourney Elementary, Flourney

Conducted an interview with Erin Murphy, Instructional Aid. She stated that she is unsure of how many of the 35 students walk or bike to school. A majority of the students travel to school via bus or their parents. Osborn Road lacks sidewalks, crosswalks, paved shoulders, and lighting. Ultimately posing a threat to schoolchildren safety and discouraging them from walking or biking to school.

Capay Joint Union Elementary, Orland

Cutting Avenue lacks ADA compliant sidewalks, paved shoulders, crosswalks.

The crosswalks at the intersection of Cutting Avenue and 4th Avenue is are not ADA compliant.

There is an absence of sidewalks on the northwest portion of 4th avenue. The crosswalks on the northeast side lack curb ramps.

Appendix E

Detailed Community Comments



Tehama ATP Map Comments Summary

Tehama & Los Molinos

Mixed use trail and crossing over Sacramento River on old railroad bridge

More lights in Mill Creek Park

Blind corners along Tehama Vina Road

Connectivity needed along Tehama Vina Road

Bike path option: adjacent to the railroad from the intersection of CA-99 and Armayo way to the intersection of B Street and 5th Street

Bike path option: along Tehama Vina Road

Lake California

Bike/walking path on one side of Lake California Drive

Red Bluff

Bike path option: class IV bike route along CA-36

Need lighting along Chestnut Avenue

Schools need connections to parks

Need walking path connections along Aloha Street

Need creek connection from El Cerrito Drive to Carl Court

Gap in the bike lane along S Jackson Street between Crosby Lane and Spyglass Drive needs re-striping

Lack speed controls at intersections bounded by Main Street and Lincoln Street from Breckenridge Street to Walnut Street

I-5 bridges are scary for biking and walking

Shasta College needs a pedestrian/bicyclist path connection

Kimball Road and Montgomery stop sign

Pedestrian bridge crossing Sacramento River

Round about or flashing crosswalks at intersection of Antelope Blvd and 36: dangerous for pedestrians/bikes

Trail from fair grounds to Hogsback Road

Wider shoulders along Trinity Avenue and Saint Marys Avenue

Tehama County

Connect Gerber, Tehama, & Los Molinos by trail

Need bike/ped connection on Wilcox Gold Road overpass

North Hess Road ends and forces bikers/pedestrians onto the freeway

River trail along Sacramento River in Bend



Fair Outreach, July 20 - 22

Map Comments Summary

Connect the park (Red Bluff Recreational Area) to the college (Shasta College - Tehama Campus); Utilize the existing diversion dam path to create a loop

Lake California Drive is very dangerous, with blind curves

3rd Street in Red Bluff needs improvement

Walnut Street from Scoops (Lincoln Street) and west needs bicycle improvements

The right side of the train tracks, by Raley's, needs improvement

The bridge over Aloha Street near east of Jackson needs improvement - people hang out under the bridge and there is no safe space

Red Bluff Meeting, October 25

Paper Comments Summary

Aloha/Willow & Train

Tree roots - throughout town on Walnut

Access to West side of river / Diamond Ave. Fish

Proberta & Los Molinos Meeting, November 7

Paper Comments Summary

Bus to Corning from Gerber is challenging - more outreach on route schedules

Needs more safe pedestrian crossings, other than Antelope

Trails - more, health benefits: Red Bluff, Diversion Dam, river trails, hiking trails needed

Walgreens/Luther Rd and South Main St - bad intersection

Fix our roads:

- Hospital to freeway section is dangerous*
- Not in support of rail services*
- Kimball - South Jackson St: the school area needs work, may be a good project for kids*
- Need to improve rural bus routes, they are not cost effective*

Special needs family member:

- Horseback rider who is ADA, lives in Gerber, places to ride twice a week, he needs separate pathway*
- Need a safe walking path through Gerber: there is zero connectivity, prevents mobility, 99W is not safe to walk on*

Kimball Road needs work/safety improvements

Needs a stop sign at Montgomery, safety hazard at the clinic, perhaps a bulbout

Metteer Elementary School: children walk through the intersection and it's scary

Horseback trails would help for mobility, right now we have to trailer them

Jackson Heights Trail would be nice as a multi use path



Bike lanes, trails, transit needed for the elderly

Rural roads need more lighting

Transit from homes - elderly to the main lines

Lots of pedestrians in Los Molinos: don't feel safe walking, impaired drivers are not separate from walking areas

Tehama Vina Road is a shortcut for drivers, the striping isn't visible so drivers take up the whole paved area, there needs to be more reflective areas, the curves are blind, there is no lighting, it's dangerous for drivers and walking

Recommend a traffic count on the road

Los Molinos: flower planters are a hazard and in the way of the flow of traffic and bike paths

Lighting issues along 99 West, in Mill Creek Park, and on west side of Tehama Vina Rd

Bridge from Tehama-Los Molinos good but road needs work

Tehama needs sidewalks, bike paths, and crosswalks

Los Molinos crosswalks are good and get people to slow down, lighted crosswalks help

Everday maintenance and the shoulders need improvements

Red Bluff 99 and Main St: move and add a middle turn lane so people aren't driving in the shoulder where pedestrians are walking

Josephine St need road work: due to health issues, I haven't been active, but I plan on riding my bike, but not at night because there is very low visibility

Lighting issues from elementary school to high school on Sandord Ave

Biking to town for kids is not a very good situation so they are sent down Roosevelt to avoid 99

Farmers also take Roosevelt competing with pedestrians

Avoid the high traffic times like mornings or evenings

If the bus went down a little further South of Los Molinos, it would help

Need a trail connection to Butte College from Los Molinos through Vina

Access to public lands is difficult on the river and is problematic, you need a boat to get to many places

The planting areas and lights on Main St in Los Molinos are an issue, bike racks would be a nice addition to future projects

Los Molinos: river trail from Woodson Bridge at the park for equestrian use has become dilapidated and unused, there is an old network that isn't maintained any more

Flower boxes are unnecessary improvements as barrier for bike lanes, it has stopped/slowed traffic because people can't park

99 and Los Molinos need to have shoulders swept

Walnut and South Main St need to be reworked in Red Bluff

Need more public transportation, the routes need to cover more areas, light rail for rural areas

**SurveyMonkey Responses to Open-Ended Questions and "Other" Options****Where (if at all) do you walk, hike, jog and/or run for recreation or transportation?**

All over Tehama City streets.

On the streets of the City of Tehama

On my own property. Well at least it's

I walk or ride my bike in Los Molinos on the streets or bike path when there is one.

Tehama, often down & around Durro's cornfield & then back to the north end of town. Sometimes to the bridge to watch the river and the birds.

SRDC, Chico!

River Park - Diversion Dam Neighborhood

Down Sale by river

Wilcox Golf Road

Downtown Red Bluff, Diversion Dam Area

In & near Tehama

Every where if my bikes flat

Tehama County Roads, Red Bluff City Streets, Mendocino Forest, Lassen Park

RB Rec Area, RB River Park, Jellys Ferry trails, Bend Area trails

For work, not exercise. Loop on Kimball to airport to vista S Jackson and back to Kimball streets

In the Mineral area. Recreation

Red Bluff, and vicinity.

During the week, I stick to neighborhood streets and unofficial trails. On the weekends, I will drive to either local BLM trail systems or city of Redding trail systems

Lake California streets

Lake California river trail

Diversion Dam trail, Hogs Lake and Iron Canyon, around town

Open Space

Lake Ca

Usually I hike in a wooded area north of here. I would love it if the trail would open up in lake California so I could walk and run closer to home We walk around the neighborhood. Gym

Around Lake Cali and River Trail in Redding

Neighborhood

In Lake Ca...the hills, etc

bike streets don't know where else

City streets and sidewalks Mendocino Rec. Area



pharmacy
Gurnuey Ave and street where I live
bus
L.C.
In my house
What do you like MOST about walking/hiking/running there?
Mostly quiet, serene & peaceful. Nice neighbors to greet & converse with.
It is usually quiet, with little traffic and some wild life
Well, at least it's close to home and I won't get run over.
I enjoy the scenery and meeting people.
The size of the city, seeing the clouds & mountains by Durro's, the river, and most of the town (except 5th & C streets) have little or no traffic most of the time
Trees, open space
Beautiful, safe
Free
Scenery & exercise
Pretty Area
Close to home
Nothing
Lite traffic, wildlife
access natural landscape
Conveniently close to home
something to do, our town small we should be able to walk all of it and feel safe
being in the outdoors
Light traffic, well most of the time, good weather.
Neighborhood - ease of access BLM and city of Redding - diverse terrain, connect with nature, variety of options for easy/hard and short/long hikes and rides
Quiet
Safe
paved trails and easily accessible
Solitude
Not much traffic
Safe Clean Easily accessible
Lake California—safe and beautiful River Trail. That I can take it to Shasta dam



Convenient

Views, hills, quiet

unsafe, need no cars

semi-paved

keeps my knees active

endorphins

walking breaks

quiet

N/A

What do you like LEAST about walking/hiking/running there?

Nothing - Tehama is a great place to live & walk.

Loose dogs and fast non courteous drivers. Some preschool drivers picking up or bringing their children drive fast and won't give a walker an inch.

It gets boring. But if I step foot off my property I am subjected to cars going 50 to 70 mph on a narrow road with little to no shoulder. Kids, deer, rattlesnakes, bikeriders, joggers and walkers still brave this road. It's beautiful and where else are they going to go. I've had to many close calls. Can't something be done about the speed limit? Like a rural recreation designation of 30 to 40 mph?

I don't always feel safe when walking or riding due to the unsafe areas where autos also are traveling. Blind spots where bikes or pedestrians cannot be seen.

Dogs if they're loose. When Pacific Farms spreads their waste products in nearby orchards - smells toxic & strong

People who litter, Biking not safe

Sometimes sketchy people

Dogs

worrying about cars

It's fine, I'm just happy to walk :)

The occasional problem dog or problem driver

Everything

Lack of room on roads

Lack of trail maintenance

Isolated, poor lighting at night/dusk, the corner of airport turning into vista is better if you cut through parking lot of corner business - too dangerous

Winter

Roads are falling apart, and poor drivers.

Neighborhood - Traffic and lack of variety BLM and City of Redding - takes 30-45 minites to get to a trailhead

Dogs running loose

Cars

crowded at times



Lack of trails, shoulders on roads

To far from home

Lake California. Nothing Redding. I would rather exercise more closer to my home and support local businesses in tehama county

No bike paths to speak of!!!

people speeding and not obeying stop signs

car, even if they're parked could open the door and hit me

few bike lanes sidewalks uneven or missing

I start hurting

Hot weather. need shade and water.

running

heat

All of it

Below are some challenges associated with walking. In your opinion, which ones discourage you and others in your area from walking? (check all that apply)

Speeding - If on 5th Street mainly

If you must leave the road the shoulders are sloping, uneven and have debris

Smoke from fires. Sometimes it is too hot (for afternoon / early evening)! Also, when Pacific Farms spreads whatever they spread on their orchards (smells like chemical waste products) it becomes too bad smelling & hurts my eyes.

Hot!

Heat, dogs

Uncontrolled dogs - being chased, snapped at, etc

These questions aren't relevant for the purpose of this survey.

We need more trails for walkers and runners in lake California

I would bike more often if I had safe place The streets are not safe

too heavy

Where (if at all) do you ride a bicycle for recreation or transportation?

On city streets.

Trail ride - parks, Sac River Trail

Around my neighborhood

In & around Tehama

Between Gerber to Tehama, Los Molinos & around town. Gerber Road I go between RR trax & orchard to Tehama Avenue. Thankfully if I don't stop to long & I don't bother the orchard workers or get up on traxs nobody has got mad i cut thru

Roads only thing we have, very unsafe

only on my street



have bike, don't ride - not sure where trails are - can we make a map of bike and walking trails in Tehama County?

roads

In the Mineral area

Red Bluff, and outskirts.

See answer to question 3

Lake California streets

LC

Lake California

Lake ca

Neighborhood

Redding. River Trail or wiskeytown

Neighborhood

Same

Redding

I go out Red Bank or that way, I ride to town

City streets

to restaurant

LC

What do you like MOST about bicycling there?

The scenery.

No traffic

I'm close to home

Good cardio & endurance training

Everything that isn't gonna get me hit by cars on that stretch between Gerber & Tehama.

Getting to one place to another

Lacks heavy car usage and it's near river riparian area

Being outdoors

Good weather, somewhat lite traffic.

See answer to question 4

Quiet and beautiful scene

Safer than most

Bike Lanes

Not much traffic

Close to home Lake California is not out of the way so not like to have to drive so far just to enjoy a day hike



Accessible to shasta dam and mountain biking in national parks

Convenient

Same

trail

not as many cars

only place close to home

get places faster

quiet

What do you like LEAST about bicycling there?

Too much aggressive traffic

The safety issues.

I can only pick places that are safe & easy

Nothing

Problem dogs & drivers

That the bus schedule to Corning via Gerber is fucked cause the new orland connection. Really, again this is NOT the questions I feel will resolve this issue.

unsafe

I rode my bike to work and to ruin errands in all other communities I have lived in. All except this one, very disappointing. Lack of shade and safe riding lanes and routes to commute / connected routes.

not all our roads have bike lanes

Our roads are falling apart, repairs are poor at best.

See answer to question 5. And I would add that the road surfaces are not the best for road biking and there are few options for mountain biking in and around lake california

Traffic

Speeders

Poor intersections

It's fine

The transient population in Redding

Goatheads causing flats

Same

homeless tweekers

roads are narrow and rough

Lack of bike lanes No bike-hike trails

putting in effort



heat

Below are some challenges associated with bicycling. In your opinion, which ones discourage you and others in your area from walking? (check all that apply)

Poor road pavement conditions. ie: potholes.

Dogs chasing me, puncture vine

Nothing I like biking, but not from Gerber to Proberta just to get to Dollar General or bus to Corning.

Would more often if had a safe place

I would consider riding my bike or riding more if.... (pick all that apply)

Can no longer ride my bike due to back injury.

If there were better lighting at night.

I'm more interested in walking

I ride more if it was safer in our area. Need to know places to ride.

Speeders & dogs here dealt with

Again, my give me about riding a bike in my feelings about Transportation are not even relevant because with or without the transportation changes I still enjoy the ride my bike there for this question is stupid

Please make bike trails so families and old people (me) can get out safe

Where (if any) do there need to be safer street or highway crossings for people, walking, running, hiking, biking or cross country skiing?

Corner of C & 2nd Streets in Tehama & by Post Office. Traffic often doesn't stop or even slow down in spite of speed limit or pedestrian crossing signs.

Great idea

Tehama Vina Rd. And Mill Creek Park.

More places

All along main roads

More crosswalks in Tehama & enforcement of failure to yield to pedestrians.

Between River and Tehama, Aramayo Way, Solana Street to South Avenue,

Most county road seem to not be wide and could use at least wide shoulder

All major intersections, school crossings

Main & Pine, Washington & Oak, Antelope by freeway on & off ramps

Walnut St

Many lights do not change for bicycle riders without a car at intersection. Main-Adobe road for example.

LC

along both major highways that run through towns and communities throughout the County

The intersection of Lake California Drive and Bowman Road

Lake California Drive, Bowman, Gas Point, Jelly's Ferry



We need a good trail to get bikes and walking off the streets
Walnut & Paskenta Rd, intersections Main St Luther on north side
all over
Where (if any) do there need to be wider shoulders and bike lanes for people, walking, running, hiking, biking?
Everywhere - The shoulder should be distinct and CLEAN
Great idea
All over the west end k of Red Bluff.
Tehama Vina Rd and Mill Creek Park.
The shoulders are pretty accurate for walking & I like that there is a sidewalk on the bridge
Wilcox
NA
look I got very very high interest in the subject matter and I've also contacted Google regarding some of the subjects related to the busing in this County and I'd be more than happy to give you some data because these questions are not even relevant to the solution that you're trying to achieve because these questions are not even relevant to the solution that you're trying to achieve
Tehama County
Yes Main St N > S through HWY 99 to NVS or at least hospital.
Paskenta Rd, Baker Road
The community of Mineral had filed a petition with Caltrans for a pave bike/walking trail from about 2 years ago. The pave bike/walking trail would start at the Mineral store and go west about 1.5 miles to the Battle Creek camp ground area. In the summer months the camp ground gets about 3500 visitors and the Mt. Lassen Assembly of God Camp gets about 750 visitors. A great deal of these visitors walk or ride their bikes from the camp grounds to the Mineral store and restaurant. A cross the street from the Mineral Caltrans station is a LNP baseball field that the visitors from the camp grounds and the people of Mineral use this public baseball facilities. At the present time there is a dirt path that they are using. The local resident uses this path also for exercise. The state right away is 70 feet and 100 feet in this area. I believe this path would encourage exercise and improve the quality of life for the local community.
Main street, Walnut st. Rawson Rd, Antelope Blvd. Adobe Rd.
Lake california drive!
Most streets
Highways
Lake California Drive
All roads mentioned above
Along reed creek would be a nice trail or river We have one at dam but we need one of this side of river
Most country roads Rawson Old 99
Highway 99 E
LC and LC Drive is very dangerous



Where (if any) do there need to be sidewalks for people walking and those with limited mobility?

Sidewalks won't solve the problem as they are uneven and usually have curbs which make it more uneven. Clean up the shoulders for people walking and bicycling and enforce leashes on dogs.

Great idea

Tehama Vina Rd

All areas of recreation

The entire County you might as well just start you might as well just level the county and start over.

City streets have some buckling issues, broken and missing parts

Walnut St

I realize the county isnt responsible for roads within lake california, but a separate walking path on the hill down to the lake club would be much safer way for walkers and bikers to get up and down the hill

All our streets

Red Bluff

Approach to Shasta College Red Bluff Campus

Unknown

Paskenta Rd - Luther We have kids walking to school with no sidewalks

Paskenta Rd in Red Bluff end of Aloha, Walnut & Paskenta intersection Luther - beyond airport

all over

to get around