Draft for internal review

# 2025 Tehama County Regional Transportation Plan

Admin Draft, October 2024

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**Prepared for:**

Tehama County Transportation Commission

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# 0 EXECUTIVE SUMMARY

## 0.1. INTRODUCTION

The Tehama County Transportation Commission (TCTC) is the Regional Transportation Planning Agency (RTPA) for Tehama County. TCTC's overall mission is to provide transportation planning for the region. To do so, the TCTC seeks to plan, communicate, and coordinate with the residents, stakeholders, and partners of Tehama County, the incorporated cities of Red Bluff, Corning, and Tehama, and Caltrans to create a balanced regional transportation system. Each RTPA is required by federal law (Title CFR 450.300, Subpart B) and State law (CA Government Code Section 65080) to conduct long-range planning to establish their region's vision and goals, and to clearly identify the region's unique transportation needs.

Creation of the Regional Transportation Plan (RTP) is a principal responsibility of the TCTC. A long-range planning document that acts as the basis for transportation planning in the region over a 20-year planning horizon, the RTP is a living document that is required to be updated every 4-5 years so that Tehama County maintains its eligibility for many of the State's funding programs. Each RTP update calibrates the region's needs based on changing demographics, and political, economic, and environmental conditions.

The RTP focuses on all modes of transportation including roadway, bicycle, pedestrian, transit, freight, aviation, and rail. The RTP is developed through a cooperative process between TCTC, Caltrans, Tribal governments, stakeholders, and community members. Guidance for RTP development comes from the California Transportation Commission (CTC). The CTC adopted the most recent update to the RTP Guidelines on January 26, 2024, which established the elements and development process required for the RTP. Three elements are required by statute and encompass the framework of the Plan:

- The Policy Element (Chapter 3) identifies legislative, planning, and financial and institutional issues and requirements, as well as provides a regional vision and a series of goals that are upheld by specific objective and policy statements.
- The Action Element (Chapter 4) describes the programs and actions necessary to support the County's vision. The Action Element identifies transportation projected needs for the County over the next 20 years, by each mode.

- The Financial Element (Chapter 5) identifies the current and anticipated available revenue sources to fund transportation projects and programs identified in the Action Element.

## 0.2. OVERVIEW OF REGIONAL VISION

The overarching regional vision for TCTC is to maintain a safe, efficient, and convenient countywide transportation system, including roadways, non-motorized systems, transit, freight, air travel, and any other applicable modes that enhance the lifestyle of the residents and meet the travel needs of people and goods moving through and within Tehama County.

Historically, the primary local and regional issues are centered around a lack of funding earmarked to maintain the integrity of existing facilities. Legislative efforts including California's Senate Bill 1 (SB 1) (2017) and the federal Infrastructure Investment and Jobs Act (IIJA) (2021) have greatly increased the funding available to TCTC and local agencies for maintenance and development of the regional transportation network. Through a state gasoline tax and increased vehicle registration fees, SB 1 is a $52 billion transportation fund that is used exclusively for transportation purposes, including maintenance, repair and rehabilitation of roads and bridges, new bicycle and pedestrian facilities, public transportation, and planning grants. Furthermore, California was allocated $20.4 billion through the IIJA, of which $15.57 billion will be utilized for transportation.

The following goals have been established and ordered to reflect the regional importance of improving all modes of transportation in Tehama County:

- Provide and maintain a safe and efficient transportation system for the movement of people and goods within the region and connect to points beyond Tehama County
- Optimize the use of existing interregional and regionally significant roadways to improve safety, prolong functionality, and maximize return-on-investment
- Strategically improve the interregional and regionally significant roadways to keep people and freight moving safely, effectively, and efficiently
- Align financial resources to meet the highest priority transportation needs
- Practice agricultural, environmental, and resource stewardship
- Create vibrant, people-centered communities
- Provide an integrated, multimodal range of practical transportation choices

- Promote public access and awareness in the planning and decision-making process

## 0.3. OVERVIEW OF ACTION ELEMENT

Over 190 projects have been identified in the Action Element (Section 4) of this document including roadway, bridge, transit, bicycle and pedestrian, and aviation projects. The following figure shows the project needs in the region by mode.

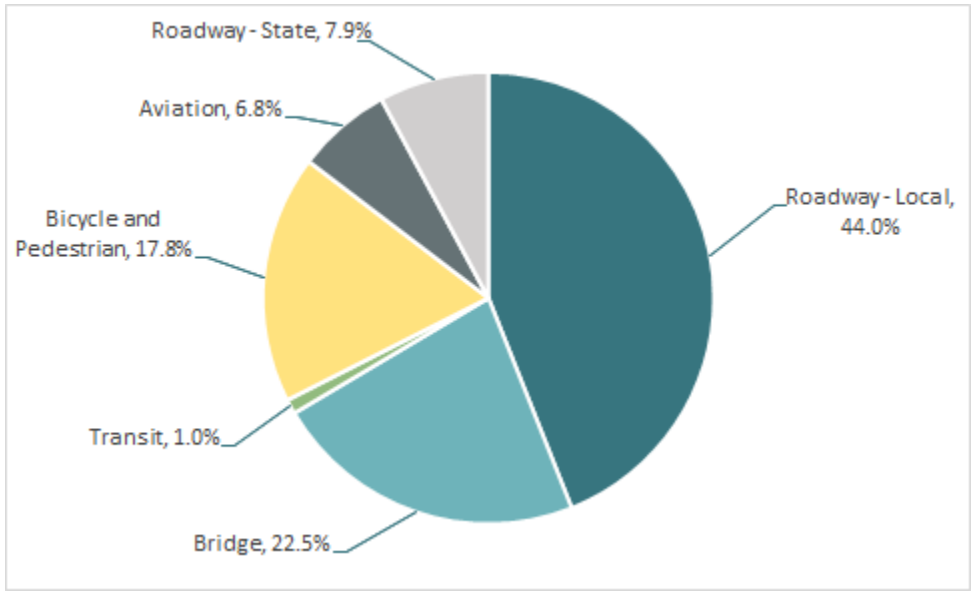


*Figure 0-1: Percentage of Projects by Mode*

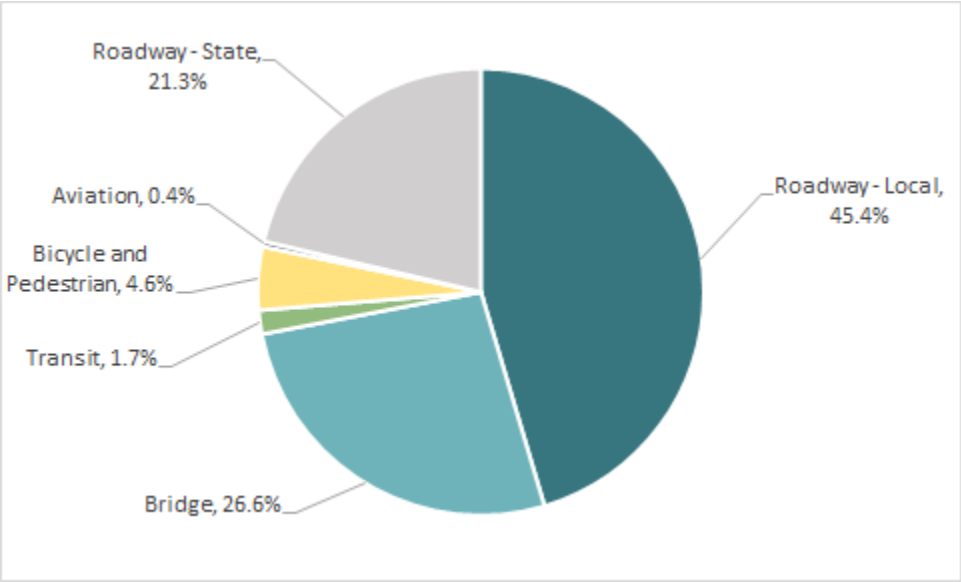


*Figure 0-2: Percentage of Funding Needs by Mode*

## 0.4. OVERVIEW OF FINANCIAL ELEMENT

Over $128 million has been identified in short-range transportation needs in the Tehama County region, and an additional $449 million have been identified in long-range transportation needs. The following figure summarizes the funded project needs or funding shortfall for each mode.

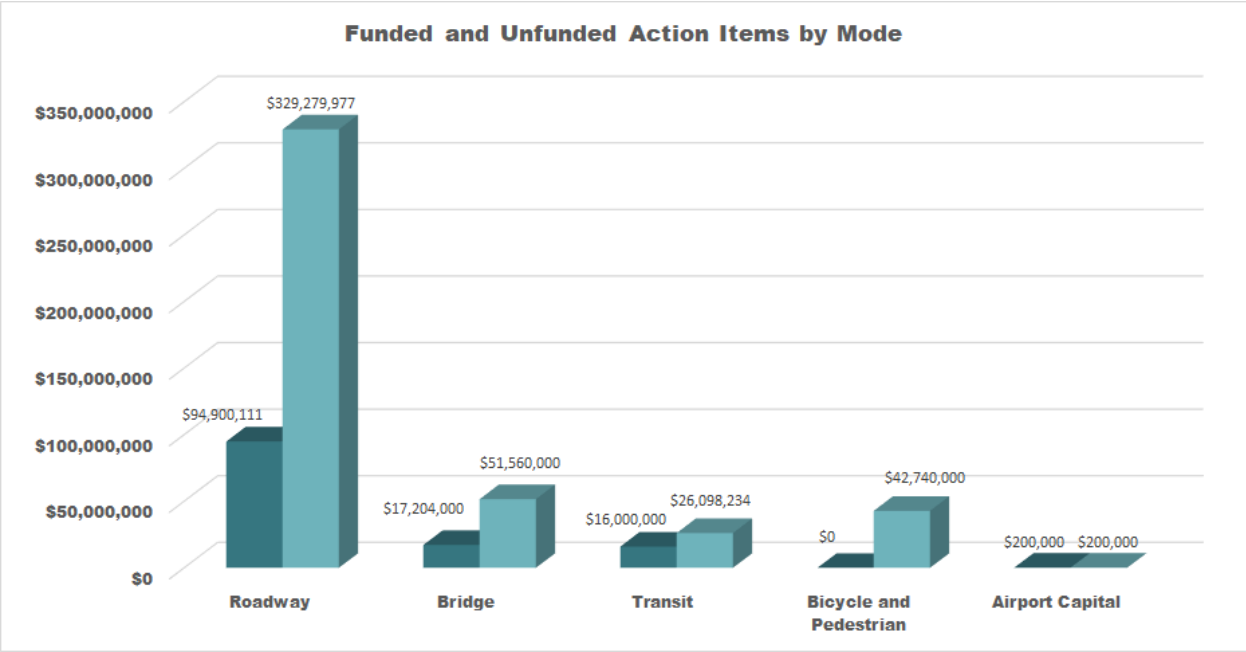


*Figure 0-3: Funded vs Unfunded Projects by Mode*

# 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 TCTC communicates and coordinates with the residents and decision-makers of Tehama County, the incorporated cities of Red Bluff, Corning, and Tehama, and Caltrans to create a balanced regional transportation system. As established by California Government Code Section 29535, the TCTC is responsible for the administration of regional, State, and federal funding for projects related to roadways, bridges, public transportation services, railways, airports, and bicycle/pedestrian facilities. The TCTC initiates planning studies, design concept development, engineering feasibility studies, environmental studies, and pursues funding sources to construct transportation improvements.

The TCTC is served by a Technical Advisory Committee (TAC) and the Tehama County Transit Agency Board (TCTAB) is served by the Social Services Transportation Advisory Council (SSTAC). The TAC consists of representatives from Tehama County, the incorporated cities of Red Bluff, Corning, and Tehama, and Caltrans, and provides technical staff support and recommendations to the TCTC on State, regional, County and local transportation matters. The SSTAC is comprised of members appointed by the TCTAB and advises the TCTAB on transit needs, issues, and coordination of specialized transportation services.

## 1.2. ABOUT THE REGIONAL TRANSPORTATION PLAN

### *1.2.1. Purpose of the Plan*

The Regional Transportation Plan (RTP) is a long-range transportation plan for the County that identifies necessary transportation projects that are consistent with local land use planning, local and regional goals, and State and federal goals. In addition to moving people and goods, the transportation system also influences patterns of growth, economic activity, and access to housing, jobs, recreation, and critical services. State legislation requires that the statewide transportation network supports Greenhouse Gas (GHG) emission reduction, transportation electrification, climate resilience, and improved public health, mobility, equity, and air quality outcomes.

As the Regional Transportation Planning Agency for Tehama County, TCTC is required to update the RTP in conformance with the California Transportation Commission's Regional Transportation Guidelines every four to five

years. The RTP serves as a blueprint to guide transportation investments in the County that will help to achieve local, State, and federal goals, with projects that are financially constrained to the local, State, and federal revenues anticipated over a 20-year period. Modes of transportation covered in the RTP include roadways, bridges, bicycle paths/lanes, sidewalks, crosswalks, bus stops, airports and goods movement.

Some of the key functions of the RTP are to:

- Provide an assessment of the current modes of transportation and examine the potential for new travel options within the region.
- Identify projected growth areas and future improvements for travel and goods movement.
- Identify and document specific actions necessary to address the region's mobility and accessibility needs and establish short-term and long-term goals to facilitate these actions.
- Identify necessary transportation improvements to support the development of the Federal Transportation Improvement Program (FTIP), State Transportation Improvement Program (STIP), Regional Transportation Improvement Program (RTIP), Interregional Transportation Improvement Program (ITIP), and facilitation of the National Environment Protection Act (NEPA) integration process and identification of project purpose and need.
- Employ performance measures that will gauge the effectiveness of the transportation improvement projects in meeting the intended goals.
- Promote consistency with other transportation plans managed by other federal, State, local and Tribal governmental agencies.
- Provide a forum for participation and cooperation among agencies and facilitate partnerships to address transportation issues that transcend geographic and agency boundaries.
- Include federal, State, and local agencies, Tribal Governments, the public, and elected officials in discussions and decision-making early in the transportation planning process.

The previous RTP for Tehama County was completed in 2019 and amended in 2020. The TCTC prepared this 2025 RTP update based on the California Regional Transportation Plan Guidelines (RTP Guidelines) which were updated and adopted by the California Transportation Commission (CTC) on January 26, 2024.

### *1.2.2. Regional Transportation Plan Elements*

This RTP is organized into five chapters:

- The Introduction (Chapter 1) includes an overview of the regional vision, action, and financial element, TCTC, the Regional Transportation Plan (RTP), RTP planning requirements and the planning process.
- The Existing Conditions Chapter (Chapter 2) describes the existing setting, demographics, socioeconomic conditions, and transportation system including streets and roads, public transit, active transportation, aviation, and goods and freight movement.
- The Policy Element (Chapter 3) describes transportation issues in the region, identifies and quantifies regional needs expressed within both short- and long-range frameworks, and maintains internal consistency with the Financial Element fund estimates. Related goals, objectives, and policies are provided along with performance indicators and measures.
- The Action Element (Chapter 4) identifies projects that address the needs and issues for each transportation mode in accordance with the Policy Element.
- The Financial Element (Chapter 5) identifies current and anticipated revenue sources and funding strategies available to fund the planned transportation projects identified in the Action Element. The intent is to define realistic funding constraints and opportunities.

California Government Code Section 65080 requires that RTPs include, at a minimum, the Policy Element, Action Element and the Financial Element.

## 1.3. RTP PLANNING PROCESS

### *1.3.1. Federal Planning Requirements*

Federal requirements for the development of RTPs in non-Metropolitan Planning Organizations (MPO) areas are directed at states and Regional Transportation Planning Agencies (RTPAs) as specified in 23 CFR 450.202.

The development of the RTP should correspond to Title VI of the Civil Rights Act of 1964, which ensures that all people have equal access to the transportation planning process and that all people, regardless of their race, sexual orientation, or income level will be included in the decision-making process.

Federal Clean Air Act conformity requirements pursuant to the Amendments of 1990, apply in all nonattainment and maintenance areas. This requirement ensures that federal funding and approval are given to transportation plans, programs and projects that are consistent with the air quality goals established by State Improvement Plans. In

California, as designated under federal and state law, the California Air Resources Board calculates the Motor Vehicle Emission Budget based on emissions inventory and control measures in the State Improvement Plan.

The Americans with Disabilities Act of 1990, Sec. 12132. ensures that no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.

The Rehabilitation Act, Section 504 states that "no qualified individual with a disability in the United States shall be excluded from, denied the benefits of, or be subjected to discrimination under" any program or activity that either receives Federal financial assistance or is conducted by any Executive agency.

Other federal requirements regarding RTPs include the consideration of the following federal planning outcomes:

- Support economic vitality of the nonmetropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase safety of the transportation system for motorized and non-motorized users.
- Increase security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between (regional) transportation improvements and State and local planned growth and economic development patterns.
- Enhance integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

### 1.3.2. State Planning Requirements

Caltrans provides guidelines to MPOs and RTPAs to develop their RTPs. The RTP Guidelines were updated in 2024 to ensure that RTPs continue to adhere to current State policies that were updated or developed since the previous 2017 RTP Guidelines. RTPAs are encouraged to consider the following when developing their RTPs:

- Alignment with performance measurements and asset management.
- Alignment with goals and policies for the State's Climate Action Plan for Transportation Infrastructure (CAPTI).
- Alignment with Complete Streets policies and practices.
- Adaptation of the regional transportation system to climate change through use of modeling tools that predict climate change impacts, including integrated transportation and land use decision making that can generate greenhouse gas (GHG) emission reduction and increased carbon storage.

### 1.3.3. Coordination with Other Plans and Studies

During development of the 2025 RTP update, existing plans, documents, and studies addressing transportation in Tehama County were reviewed to ensure the RTP's consistency with relevant planning documents in Tehama County. These documents include but are not limited to:

- Tehama County Short Range Transit Plan (2023)
- California Transportation Plan (2050)
- Tehama County Coordinated Public Transit-Human Services Transportation Plan (2021)
- City of Red Bluff Circulation Element (1991)
- Tehama County Safety, Secondary Access, Community Planning & Evacuation Routing Study (2024)
- City of Corning General Plan (2014-2034)
- Tehama County Regional Transportation Plan (2019)
- Tehama County Active Transportation Plan – Pedestrian/Bicycle Plan (2019)
- Tehama County General Plan Circulation Element (2009-2029)
- City of Tehama Community Transportation Plan (2023)
- Regional Transportation Plans from adjacent RTPAs and MPOs

### 1.3.4. Climate Change and Environmental Quality

Global climate change is driven by the release of GHGs like carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride into the atmosphere, which trap heat and raise temperatures near the Earth's surface. Motor vehicles are major contributors to carbon dioxide emissions and, consequently, to overall GHG emissions. In fact, the California Air Resources Board GHG emissions inventory for 2022 shows that transportation is the largest economic sector contributor to California's GHGs, responsible for approximately 39% of California's total GHG emissions.

Rural RTPAs like TCTC have a unique set of challenges compared to urbanized areas to reduce regional transportation related GHG emissions. Lower land use densities, limited transit options, and higher per household vehicle miles traveled contribute to challenges to reduce these emissions. More efficient vehicles and low-carbon fuels present the highest payoff for rural counties to reduce transportation related carbon dioxide emissions, however transportation policies, programs, capital improvements, and multi-modal infrastructure are also crucial components to address GHG emissions. The Caltrans RTP Guidelines recommend that rural RTPAs strive to incorporate strategies to reduce their GHG emissions during their planning process.

### *1.3.5. Transportation/Land Use Integration*

This 2025 RTP update is consistent with the Tehama County General Plan Circulation Element which covers the circulation factors that play a major role in the daily life of Tehama County residents. The primary goal of the General Plan Circulation Element is to provide a safe, reliable, accessible, cost-effective, and efficient transportation system that is consistent with socioeconomic and environmental needs within Tehama County. The intersection of transportation and land use has been well-studied in transportation planning literature, as much of it explores the influence of transportation facilities and networks on urban and rural development. Transportation investments can also have influential impacts on the natural environment, including air and water quality, climate change, natural habitats and wildlife, and the preservation of open spaces. Addressing the linkage between transportation and land use is crucial to meeting TCTC's goals and ensuring that the development of this RTP update leads to transformative transportation programs and projects.

### *1.3.6. Participation and Coordination*

The RTP is the result of a broad and collaborative planning process, involving many stakeholders ranging from government agency representatives, Native American Tribal governments, private businesses, advocacy groups, community-based organizations, and the public. Public and private entities help shape the RTP through their understanding of the County's needs related to transportation, as well as the local economy, public health, recreation,

emergency operations, environmental quality, and other constraints and opportunities related to the transportation network. At the start of the RTP process, informational letters were sent to neighboring counties' transportation planning agencies and local Native American Tribal governments to inform them of the planning process and invite them to provide input on regional transportation needs and potential projects. Throughout the development of the RTP, local stakeholder groups were provided information about the project and were solicited for input via the TCTC website, email notifications, and presentations at TCTC meetings.

The following list includes some of the stakeholders specifically invited to be involved throughout the planning process:

- Social Services Transportation Advisory Council
- Caltrans District 2
- City of Red Bluff
- City of Tehama
- City of Corning
- Paskenta Band Nomlaki Indians
- Susanville Indian Rancheria
- Greenville Rancheria
- Red Bluff Chamber of Commerce
- Corning Chamber of Commerce
- Butte County Association of Government
- Shasta Regional Transportation Agency
- Red Bluff Parks and Recreation
- Chico State Ecological Reserve
- California Highway Patrol – Northern Division
- Lassen Volcanic National Park
- Glenn County Transportation Commission
- Cal Fire - Tehama Glenn Unit
- Pacific Gas and Electric
- Tehama County Sheriff's Office

For the full stakeholder list, see Appendix A.

### *1.3.7. Coordination with Native American Tribal Governments*

Thorough coordination with local Tribal governments is critical to ensure that the RTP is a collaborative document that reflects the needs of Tribal communities. Within the purview of the California RTP Guidelines (2024) is the involvement of Native American Tribal governments in the development of the RTP. The RTP project team coordinated with the Tribes included under the Native American Heritage Commission's list of Tribes in Tehama County (Table 1.1). Although Greenville Rancheria and Susanville Rancheria are situated in other counties, offices for medical and dental services that serve Tribal members are located within Tehama County in the City of Red Bluff. Tribes were contacted directly via written correspondence to solicit input on the development of the Plan. Tribes were also contacted to solicit input during the Public Review period for the Plan and CEQA Environmental Negative Declaration review process.

*Table 1.1: Native American Tribal Contacts*

| Tribal Contact List | | |
|---|---|---|
| **Tribe** | **Contact Name** | **Mailing Address** |
| Paskenta Band of Nomlaki Indians | Lynn Siedshlag, Director of Engineering and Development | 22580 Olivewood Dr, Corning, Ca 96021 |
| Paskenta Band of Nomlaki Indians | Tad Williams, Grants Development | 22580 Olivewood Dr, Corning, Ca 96021 |
| Greenville Rancheria | Kyle Self, Tribal Chairman | PO Box 279, Greenville, CA 95947 |
| Greenville Rancheria | Patty Allen CFO/ICWA Designated Agent | PO Box 279, Greenville, CA 95947 |
| Susanville Rancheria | Wanda Brown, Human Resources | 795 Joaquin Street Susanville CA 96130 |

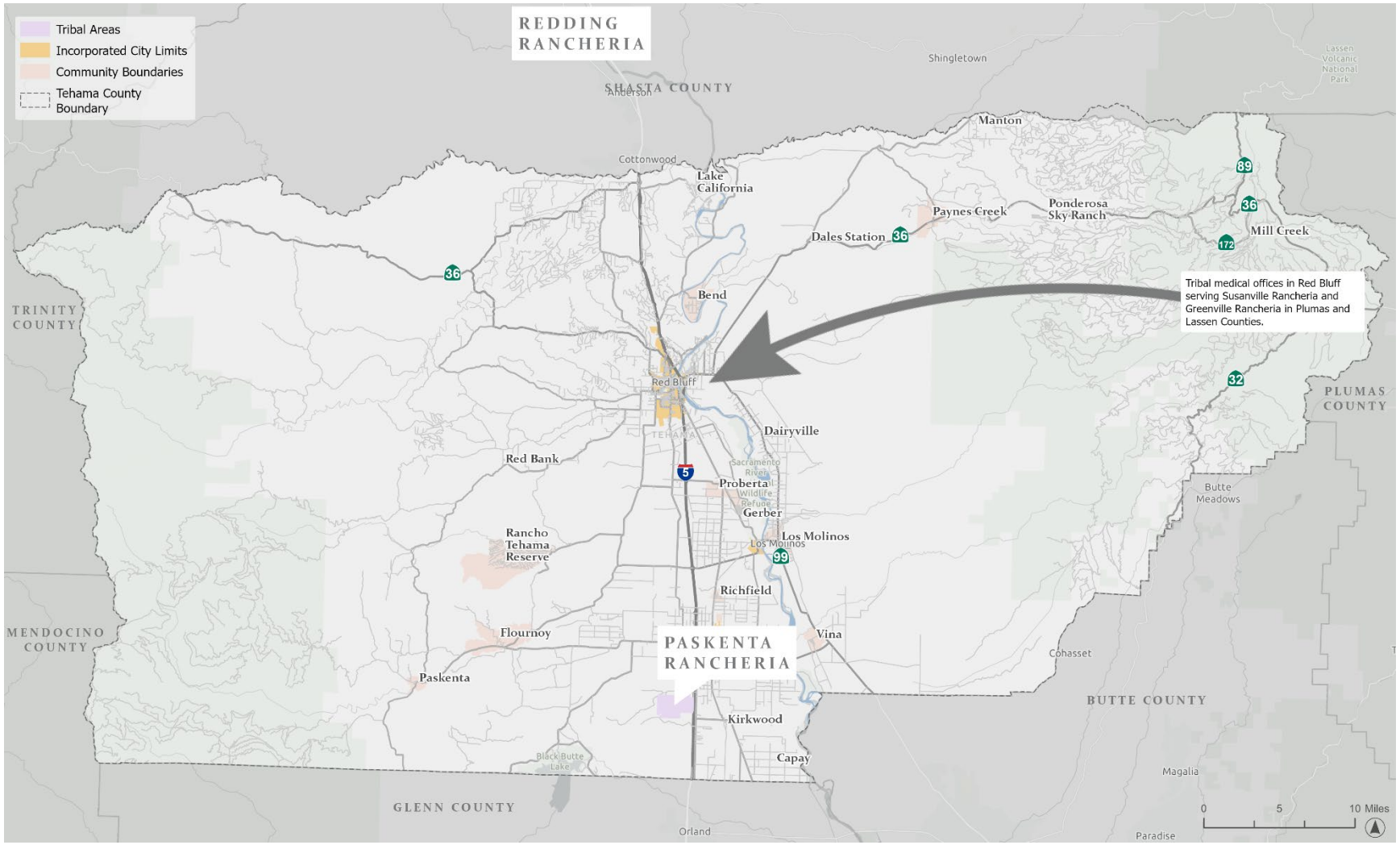


*Figure 1-1: Tribal Territories in Tehama County*

### *1.3.8. 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, which divides the State into separate conservational provinces that are further broken into subzones called ecoregions. Tehama County crosses through the Central Valley and Sierra Nevada Province, the North Coast and Klamath Province, and the Cascades and Modoc Plateau 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 and the Northern California Coast Ranges ecoregion; in the Cascades and Modoc Plateau Province, Tehama County is classified within the Southern Cascades 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, major stressors within Tehama County are:

- Annual and perennial non-timber crops
- Climate change
- Commercial and industrial areas
- Dams and water management/use
- Housing and urban areas.
- Fire and fire suppression
- Invasive plants/animals
- Livestock, farming and ranching
- Logging and wood harvesting
- Roads and railroads
- Renewable energy
- Utility and service lines

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

# 2 EXISTING CONDITIONS

## 2.1. SETTING

Tehama County is situated in the northern Sacramento Valley, approximately halfway between the City of Sacramento and the State of Oregon. Tehama County is illustrated in Figure 2.1. The 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. 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 and contains large swaths of land that are part of national forests. The western boundary of Tehama County is situated in the Pacific Coast Mountain Range, and the eastern boundary of the County is in the Cascade Mountains. Elevations range from 341 feet in Red Bluff to 9,235 feet at the peak of Brokeoff Mountain.

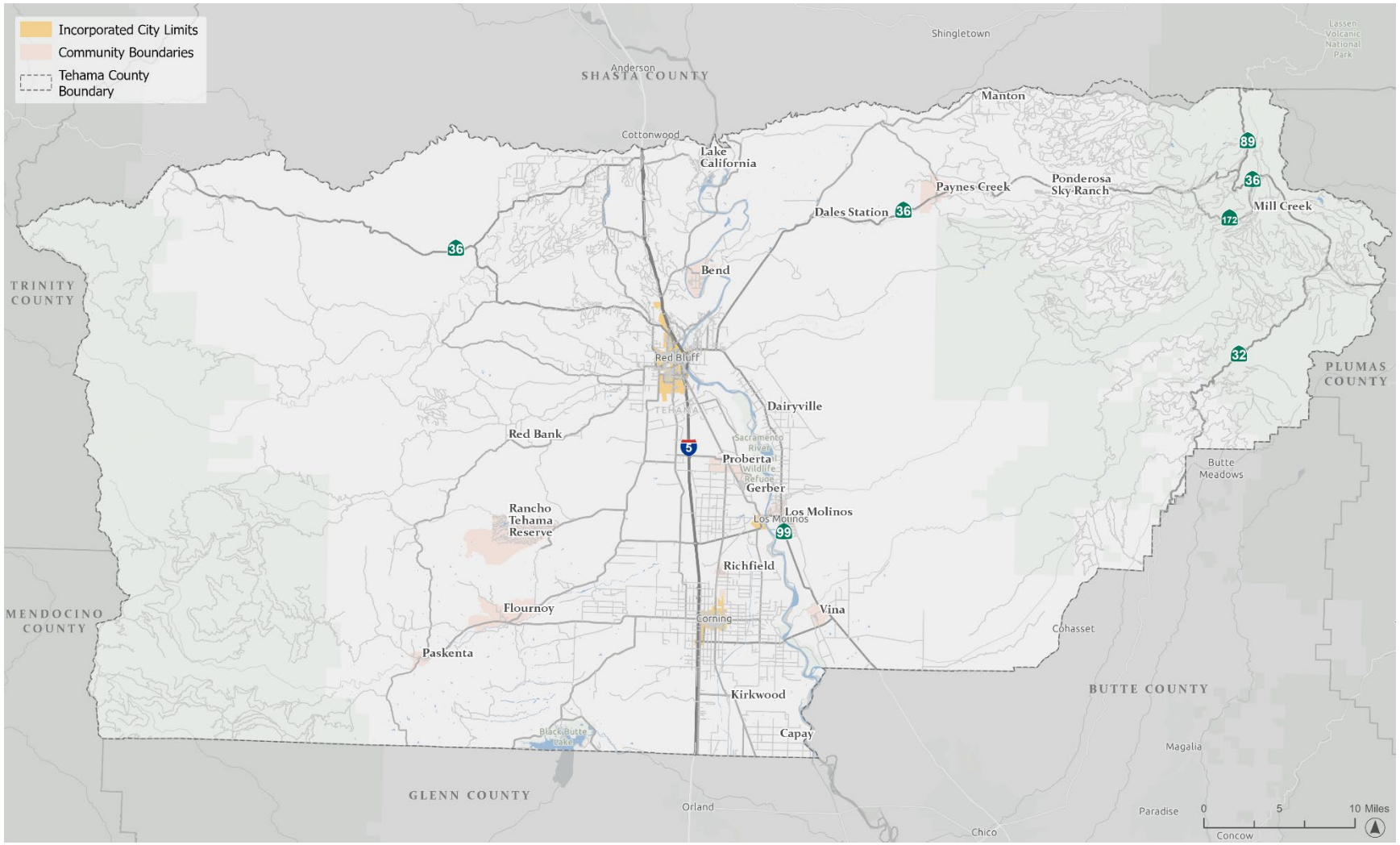


*Figure 2-1: Location Map*

## 2.2. POPULATION TRENDS

### 2.2.1. Historical Population

The historical and projected future populations of Tehama County are shown in Figure 2-2. The population grew until about the year 2000 when it reached its peak of 20,824 residents. Between 2000 and 2022, there was an 8% decline, resulting in a population of 19,351 as of 2022. The population is expected to continue to decrease at rates of about 5% to 8% every 5 years resulting in a population of about 14,419 in 2045.

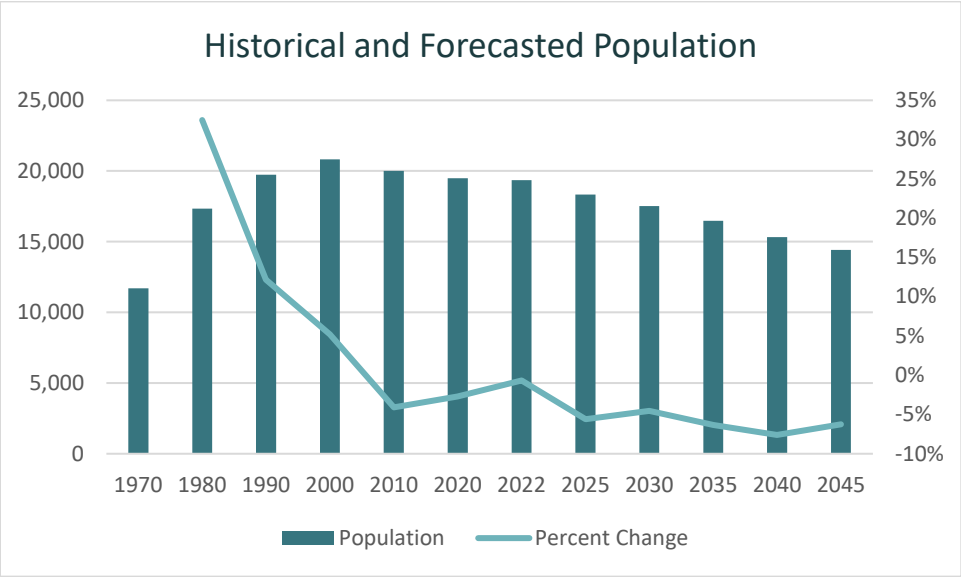


*Figure 2-2. Historical and Forecasted Population*

## 2.3. DEMOGRAPHICS

### 2.3.1. Age of Population

According to the 2022 American Community Survey (ACS) 5-Year Estimates, as of 2022, Tehama County had a total population of 65,484. Table 2.1 shows the population spread among six different age categories. The age group with the highest population is 35-59 year olds (28.1% of the population) followed by those aged 5-19 (20.4% of the population)

and by those aged 60-74 (20.0 % of the population). The aging population in Tehama County will likely result in an increased need for transit and dial-a-ride services in the future.

*Table 2.1: Existing Age of Population*

| Existing Age of Population | | | | | | | |
|---|---|---|---|---|---|---|---|
| | **Total Pop.** | **Under 5** | **Ages 5-19** | **Ages 20-34** | **Ages 35-59** | **Ages 60-74** | **Ages 75+** |
| City of Red Bluff | 14,576 | 862 | 3,903 | 2,444 | 4,325 | 2,152 | 890 |
| City of Corning | 8,196 | 555 | 1,661 | 2,234 | 2,184 | 1,248 | 314 |
| City of Tehama | 421 | 10 | 73 | 36 | 163 | 86 | 53 |
| Unincorporated County | 42,291 | 2,344 | 7,489 | 6,881 | 11,742 | 9,625 | 4,210 |
| **Total Tehama County** | **65,484** | **3,771** | **13,126** | **11,595** | **18,414** | **13,111** | **5,467** |

Source: 2022 American Community Survey 5-Year Estimates

### 2.3.2. Demographics

As seen in Table 2.2, the Tehama County population is predominantly White (65.2%), but there is also a significant Hispanic or Latino population in Tehama County (26.9%). Asian residents make up 1.9% of the County, followed by Black or African American residents, which make up 0.9% of the County population. The American Indian/Alaskan Native population makes up 0.8% of the County's population, which includes members of the Paskenta Band of Nomlaki Indian Tribe. The ACS also utilizes "Other" to capture populations that may not fit within those listed below, which accounts for 4.3% of the population.

*Table 2.2: Race and Ethnicity in Tehama County*

| Race and Ethnicity | | |
|---|---|---|
| **Race/Ethnicity** | **Number** | **Percent** |
| White | 42,716 | 65.2% |
| Black or African American | 565 | 0.9% |
| American Indian or Alaskan Native | 524 | 0.8% |
| Asian | 1,225 | 1.9% |
| Native Hawaiian or Other Pacific Islander | 18 | 0.0% |
| Hispanic or Latino | 17,585 | 26.9% |
| Other | 2,851 | 4.3% |
| **Total County Population** | **65,484** | **100.0%** |

Source: 2022 American Community Survey 5-Year Estimates

## 2.4. SOCIOECONOMIC CONDITIONS

### *2.4.1. Income and Poverty*

Figure 2-3 shows the household income distribution for Tehama County and the County's three incorporated cities, City of Red Bluff, City of Corning, and City of Tehama. The household income distributions for California and United States are included below for comparison. The largest income group for the County, City of Red Bluff, and City of Corning is the $50,000 to $74,999 income bracket. The largest income group for the City of Tehama is slightly higher, falling in the $75,000 to $99,999 income bracket. The proportion of Tehama County households in the lower income brackets, especially households who make between $10,000 and $24,999 annually, are greater than the State and national averages.

*Table 2.3: Median Household Income*

| Median Household Income | | | | | | |
|---|---|---|---|---|---|---|
| **Income** | **City of Red Bluff** | **City of Corning** | **City of Tehama** | **Tehama County** | **California** | **United States** |
| Less than $10,000 | 7.6% | 6.8% | 3.5% | 5.9% | 4.4% | 4.9% |
| $10,000 to $14,999 | 6.5% | 2.3% | 9.4% | 6.0% | 3.2% | 3.8% |
| $15,000 to $24,999 | 11.5% | 6.4% | 6.9% | 7.9% | 5.6% | 7.0% |
| $25,000 to $34,999 | 11.0% | 17.8% | 12.9% | 10.8% | 6.0% | 7.4% |
| $35,000 to $49,999 | 15.2% | 11.5% | 15.3% | 11.5% | 8.7% | 10.7% |
| $50,000 to $74,999 | 22.3% | 23.4% | 14.9% | 18.0% | 13.7% | 16.1% |
| $75,000 to $99,999 | 10.4% | 16.9% | 18.3% | 13.2% | 12.0% | 12.8% |
| $100,000 to $149,999 | 9.1% | 10.0% | 14.9% | 14.5% | 17.8% | 12.1% |
| $150,000 to $199,999 | 3.3% | 4.5% | 1.5% | 5.9% | 10.7% | 8.8% |
| $200,000 or more | 3.0% | 0.4% | 2.5% | 6.2% | 17.0% | 11.4% |
| **Median Income** | **$47,367** | **$54,766** | **$53,750** | **$59,029** | **$91,905** | **$75,149** |

Source: 2022 American Community Survey 5-Year Estimates

According to the 2022 American Community Survey 1-Year Estimates, 14.5% of Tehama County residents were living below the poverty threshold in 2022 (Table 2.4). This is slightly higher than the State and national poverty rates.

*Table 2.4: Poverty Level*

| Poverty Level | | | |
|---|---|---|---|
| **Place** | **Total Population** | **Population with Poverty Status** | **Percent Below Poverty Level** |
| Tehama County | 64,591 | 9,344 | 14.5% |
| California | 38,307,718 | 4,670,324 | 12.2% |
| United States | 325,521,470 | 40,951,625 | 12.6% |

Source: 2022 American Community Survey 1-Year Estimates

### 2.4.2. Major Employers

As of August 2024, there were 25,050 people employed in Tehama County out of a labor force population of 26,830. Major employers in the County include County government positions, educational institutions, and the health-care industry.

*Table 2.5: Major Employers*

| Major Employers | | |
|---|---|---|
| **Employer Name** | **Location** | **Industry** |
| Antelope Elementary School District | Red Bluff | Schools |
| Bell-Carter Foods | Corning | Olives (whls) |
| Cal Fire | Red Bluff | Fire Departments |
| Home Depot | Red Bluff | Home Centers |
| Pactiv | Red Bluff | Packaging Materials-Manufacturers |
| Petro Travel Ctr | Corning | Truck Stops & Plazas |
| Precision Towing & Recovery | Red Bluff | Wrecker Service |
| Raley's | Red Bluff | Grocers-Retail |
| RBHC | Red Bluff | Convalescent Homes |
| Red Bluff High School | Red Bluff | Schools |
| Red Bluff Union High School District | Red Bluff | School Districts |
| RV Park At Rolling Hllls Casino | Corning | Recreational Vehicle Parks |
| Sierra Pacific Industries | Corning | Lumber-Manufacturers |
| Sierra Pacific Industries | Red Bluff | Lumber-Manufacturers |
| Sierra Pacific Windows | Red Bluff | Windows |
| St Elizabeth Community Hospital | Red Bluff | Hospitals |
| Tehama County Coroner | Red Bluff | Government Offices-County |
| Tehama County Department of Education | Red Bluff | County Government-Education Programs |
| Tehama County Health Svc | Red Bluff | County Government-Public Health Programs |
| Tehama County Health Svc Agcy | Red Bluff | Government Offices-County |
| Tehama County Health Svc Agcy | Red Bluff | County Government-Mental Health Services |
| Tehama County Mental Health | Red Bluff | Government Offices-County |
| Tehama County Sherriff/Records | Red Bluff | Government Offices-County |
| Tehama County Social Svc Dept | Red Bluff | Government Offices-County |
| Walmart Distribution Ctr | Red Bluff | Distribution Centers (whls) |

Source: https://labormarketinfo.edd.ca.gov/majorer/majorer.asp, March 2024

### 2.4.3. Employment Characteristics

Table 2.6 displays employment characteristics of Tehama County from the 2022 ACS 5-Year Estimates, which showed a 7.4% unemployment rate in the county, slightly higher than the State average (6.4%). Of the population 16 years and older in Tehama County (51,596), only 53.6% are actively participating in the labor force, which is significantly lower than the labor force participation rate of the State (63.8%).

*Table 2.6: Employment Characteristics*

| Employment Characteristics | | | |
|---|---|---|---|
| **Geographic Area** | **Population 16 years and over** | **Labor Force Participation Rate** | **Unemployment Rate** |
| City of Red Bluff | 10,855 | 53.6% | 8.7% |
| City of Coring | 6,244 | 59.9% | 3.6% |
| City of Tehama | 345 | 52.5% | 1.1% |
| Tehama County | 51,596 | 53.6% | 7.4% |
| California | 31,601,862 | 63.8% | 6.4% |
| United States | 266,411,973 | 63.5% | 5.3% |

Source: 2022 American Community Survey 5-Year Estimates

### 2.4.4. Educational Attainment

As shown in Table 2.7, Tehama County residents have a lower rate of higher educational attainment than the California and United States averages. Only 14.9% of Tehama County residents have a Bachelor's degree or higher, in comparison to 34.1% of California residents and 33.0% of U.S. residents.

*Table 2.7: Educational Attainment 18 Years and Over*

| Educational Attainment 18 Years and Over | | | | |
|---|---|---|---|---|
| Geographic Area | Less than High School | High School | Some College or Associate's Degree | Bachelor's Degree or Higher |
| Tehama County | 14.0% | 36.8% | 34.3% | 14.9% |
| California | 14.6% | 22.3% | 29.0% | 34.1% |
| United States | 10.5% | 27.2% | 29.3% | 33.0% |

Source: 2022 American Community Survey 1-Year Estimates

## 2.5. DISADVANTAGED COMMUNITIES

Identifying disadvantaged communities in the County is important when applying for competitive funding from federal and State programs. One notoriously competitive State grant program is the California Transportation Commission's Active Transportation Program. According to the Active Transportation Program Cycle 7 guidelines, a disadvantaged community can be defined through the resources described in the following sections.

### *2.5.1. Climate and Justice Economic Screening Tool*

This is a new tool developed by the federal Justice40 Initiative, which includes several factors that could determine a community's status as a disadvantaged community. A census tract may qualify as disadvantaged if it meets the scoring threshold in at least one of the tool's ten disadvantaged community categories (climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, workforce development, Tribal overlap, and neighboring disadvantaged tracts). All Eleven of the census tracts in Tehama County qualify as disadvantaged using the CJEST.

### *2.5.2. United States Department of Transportation Equitable Transportation Community Explorer*

This is a new tool developed by the federal Justice40 Initiative. The tool calculates an overall disadvantage component score based upon five metrics: climate disaster and risk burden, environmental burden, health vulnerability, social vulnerability, and transportation insecurity. Within Tehama County, 64% of census tracts were identified as

disadvantaged using this tool. Three metrics make up the transportation insecurity component: transportation access, transportation cost burden, and traffic safety. The County scores as a disadvantaged community in all three of the transportation metrics, with an overall transportation disadvantage score of 89.7%.

### *2.5.3. Median Household Income*

A community will qualify as disadvantaged if the median household income is less than 80% of the statewide Median Household Income (MHI). Ten out of Tehama County's eleven census tracts qualify as disadvantaged communities by this measure, as shown in Table 2.8 and Figure 2-3.

*Table 2.8: Disadvantaged Communities – Median Household Income*

| Employment Characteristics | | | |
|---|---|---|---|
| **Geographic Area** | **Population 16 years and over** | **Labor Force Participation Rate** | **Unemployment Rate** |
| City of Red Bluff | 10,855 | 53.6% | 8.7% |
| City of Coring | 6,244 | 59.9% | 3.6% |
| City of Tehama | 345 | 52.5% | 1.1% |
| Tehama County | 51,596 | 53.6% | 7.4% |
| California | 31,601,862 | 63.8% | 6.4% |
| United States | 266,411,973 | 63.5% | 5.3% |

Source: 2022 American Community Survey 5-Year Estimates

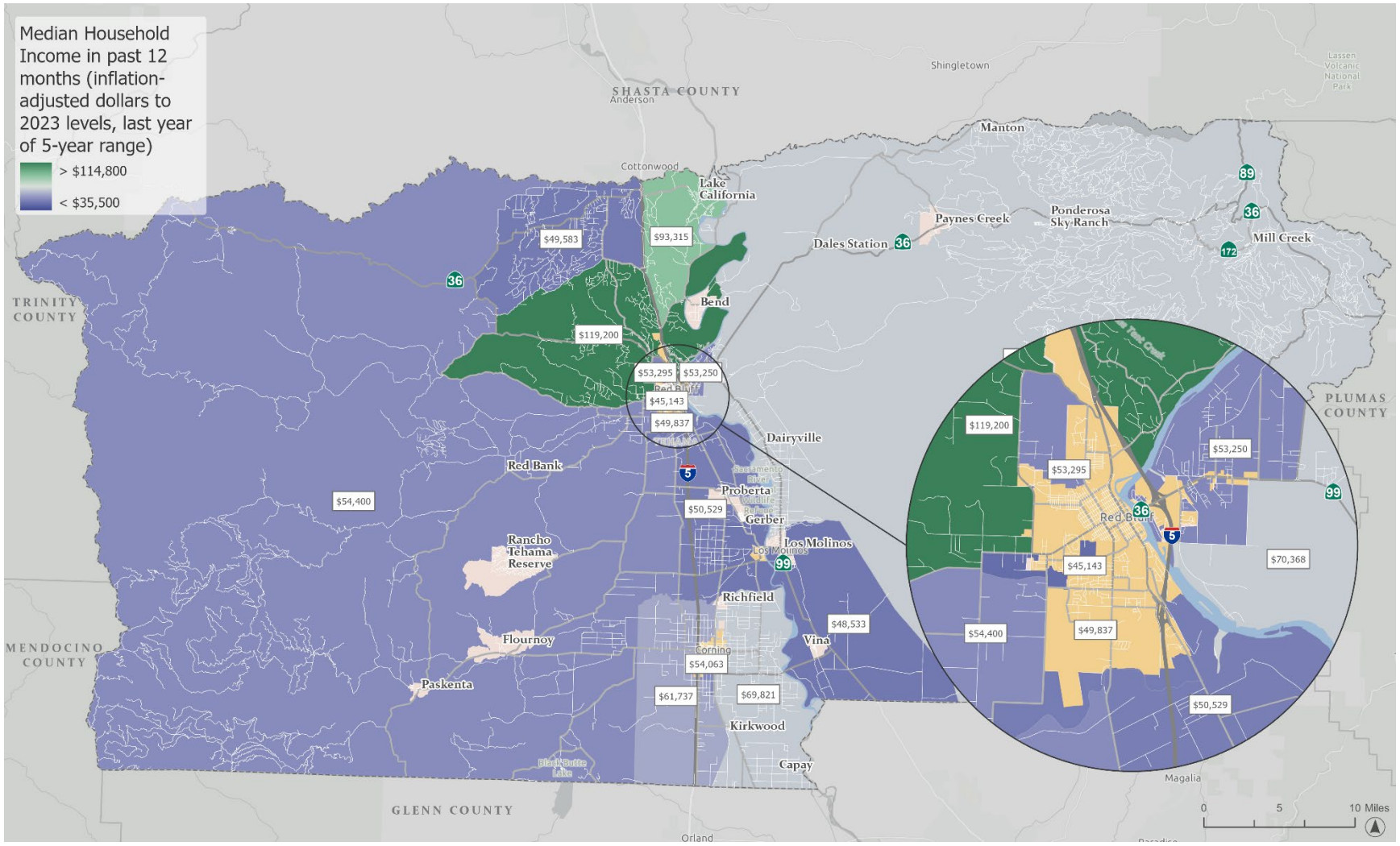


*Figure 2-3: Median Household Income Map*

### 2.5.4. California Communities Environmental Health Screening Tool 4.0

A community will qualify as disadvantaged if it is identified as among the most disadvantaged 25% in the state according to CalEPA and based on the CalEnviroScreen 4.0. One of the eleven census tracts in Tehama County qualifies as a disadvantaged community using the CalEnviroScreen 4.0 metrics.

### 2.5.5. Healthy Places Index

The Healthy Places Index combines 25 community health characteristics, like access to healthcare, tree canopy coverage, and access to a vehicle, and generates a composite community health score for each county and census tract in the State. The higher the score, the healthier the community conditions. A county or census tract must be in the 25$^{th}$ percentile or below to qualify as a disadvantaged community. Overall, Tehama County qualifies as disadvantaged, with an HPI score of 21.4, meaning nearly 80% of all counties in California have better community health conditions. Table 2.9 shows that six of the eleven census tracts in Tehama County qualify as disadvantaged under this definition.

*Table 2.9: Disadvantaged Communities – Health Places Index*

| Disadvantaged Communities - Healthy Places Index (HPI) | |
|---|---|
| **Geographic Area** | **HPI Score** |
| ***Tehama County*** | ***21.4 percentile*** |
| ***Census Tract 1*** | ***21.8 percentile*** |
| Census Tract 2 | 34.6 percentile |
| Census Tract 3 | 27.7 percentile |
| Census Tract 4 | 52.7 percentile |
| Census Tract 5 | 30.5 percentile |
| ***Census Tract 6*** | ***21.2 percentile*** |
| ***Census Tract 7*** | ***14.7 percentile*** |
| ***Census Tract 8*** | ***23.4 percentile*** |
| ***Census Tract 9*** | ***24.5 percentile*** |
| Census Tract 10 | 30.3 percentile |
| ***Census Tract 11*** | ***18.4 percentile*** |
| *DAC If Census Tract is in 25th percentile or less. | |
| Source: California Healthy Places Index | |

### 2.5.6. National School Lunch Program

A community will qualify as disadvantaged if at least 75% of public school students in an 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 and the project must be located within two miles of the school(s) represented by this criterion. Of Tehama County's 39 schools, 23 of them have at least 75% FRPM eligibility (Table 2.10).

*Table 2.10: Disadvantaged Communities – Free or Reduced-Price Meal Eligibility*

| Disadvantaged Communities - Free or Reduced-Price Meal Eligibility | | | | |
|---|---|---|---|---|
| **District Name** | **School Name** | **Enrollment (K-12)** | **Free/Reduced Eligible (Count)** | **Free/Reduced Eligible (%)** |
| **Tehama County Department of Education** | **Tehama Oaks High** | **20** | **20** | **100%** |
| **Evergreen Union** | **Evergreen Community Day School (K-5)** | **2** | **2** | **100%** |
| **Evergreen Union** | **Evergreen Community Day School (5-8)** | **1** | **1** | **100%** |
| **Corning Union Elementary** | **Rancho Tehama Elementary** | **98** | **84** | **86%** |
| **Corning Union Elementary** | **Columbia Academy** | **7** | **6** | **86%** |
| **Red Bluff Union Elementary** | **Red Bluff Community Day** | **7** | **6** | **86%** |
| **Corning Union High** | **Centennial Continuation High** | **74** | **61** | **82%** |
| **Corning Union Elementary** | **West Street Elementary** | **314** | **256** | **82%** |
| **Red Bluff Union Elementary** | **William M. Metteer Elementary** | **477** | **388** | **81%** |
| **Corning Union Elementary** | **Olive View Elementary** | **519** | **422** | **81%** |
| **Red Bluff Joint Union High** | **Salisbury High (Continuation)** | **125** | **101** | **81%** |
| **Corning Union Elementary** | **Maywood Middle** | **527** | **418** | **79%** |
| **Corning Union Elementary** | **Woodson Elementary** | **489** | **387** | **79%** |
| **Gerber Union Elementary** | **Gerber Elementary** | **410** | **313** | **76%** |
| **Los Molinos Unified** | **Los Molinos Elementary** | **246** | **186** | **76%** |
| **Red Bluff Union Elementary** | **Jackson Heights Elementary** | **427** | **322** | **75%** |
| Tehama County Department of Education | Tehama eLearning Academy | 117 | 85 | 73% |
| Antelope Elementary | Plum Valley Elementary | 21 | 15 | 71% |
| Red Bluff Union Elementary | Vista Preparatory Academy | 585 | 417 | 71% |
| Corning Union High | Corning High | 956 | 657 | 69% |
| Red Bluff Union Elementary | Bidwell Elementary | 397 | 269 | 68% |
| Tehama County Department of Education | Lincoln Street | 67 | 45 | 67% |
| Red Bluff Joint Union High | Red Bluff High | 1584 | 1063 | 67% |
| Antelope Elementary | Lassen-Antelope Volcanic Academy (LAVA) | 94 | 57 | 61% |
| Corning Union High | Corning Independent Study | 27 | 16 | 59% |
| Los Molinos Unified | Vina Elementary | 79 | 46 | 58% |
| Evergreen Union | Evergreen Elementary | 542 | 296 | 55% |
| Los Molinos Unified | Los Molinos High | 194 | 103 | 53% |
| Evergreen Union | Evergreen Institute of Excellence | 152 | 80 | 53% |
| Evergreen Union | Evergreen Middle | 403 | 202 | 50% |
| Richfield Elementary | Richfield Elementary | 263 | 129 | 49% |
| Antelope Elementary | Antelope Elementary | 447 | 208 | 47% |
| Flournoy Union Elementary | Flournoy Elementary | 39 | 18 | 46% |
| Reeds Creek Elementary | Reeds Creek Elementary | 190 | 82 | 43% |
| Lassen View Union Elementary | Lassen View Elementary | 367 | 158 | 43% |
| Antelope Elementary | Berrendos Middle | 236 | 101 | 43% |
| Tehama County Department of Education | Tehama County Special Education | 46 | 19 | 41% |
| Kirkwood Elementary | Kirkwood Elementary | 103 | 42 | 41% |
| Evergreen Union | Bend Elementary | 97 | 34 | 35% |
| **Total** | | **10,749** | **7,115** | **66%** |

*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

### 2.5.7. Tribal Communities and Communities Without Data

Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria) are considered disadvantaged communities, as are areas that lack accurate Census or CalEnviroScreen data such as those in small neighborhoods or unincorporated areas.

## 2.6. HOUSING

### 2.6.1. Housing Characteristics

As seen in Table 2.11, there were an estimated 27,440 housing units in Tehama County in 2022, of which 24,623 were occupied (89.7%). Among occupied units, 16,520 units (60.2%) were owner-occupied, and 8,103 units (29.5%) were renter-occupied.

*Table 2.11: Housing Characteristics*

| Housing Characteristics | | | | | | | |
|---|---|---|---|---|---|---|---|
| Place | Total Housing Units | Owner Occupied | | Renter Occupied | | Vacant Units | |
| | | Count | % | Count | % | Count | % |
| City of Red Bluff | 6,169 | 2,495 | 40.4% | 3,343 | 54.2% | 331 | 5.4% |
| City of Corning | 2,854 | 1,379 | 48.3% | 1,261 | 44.2% | 214 | 7.5% |
| City of Tehama | 215 | 137 | 63.7% | 65 | 30.2% | 13 | 6.0% |
| Unicorporated County | 18,202 | 12,509 | 68.7% | 3,434 | 18.9% | 2,259 | 12.4% |
| **Tehama County** | **27,440** | **16,520** | **60.2%** | **8,103** | **29.5%** | **2,817** | **10.3%** |

Source: 2022 American Community Survey 5-Year Estimates

### 2.6.2. Home Value

According to the 2022 ACS 5-Year Estimates, the median value of housing units in Tehama County was $290,400 in 2022, which is less than half of the California median home value of $659,300 (Table 2.12). Compared to the County, the Cities of Red Bluff, Corning, and Tehama each have lower median home values and median household incomes.

*Table 2.12: Median Home Value*

| Median Home Value | | | |
|---|---|---|---|
| **Geographic Area** | **Median Home Value** | **Median Household Income** | **Median Household Income as % of Home Value** |
| City of Red Bluff | $257,900 | $47,367 | 18.4% |
| City of Corning | $248,300 | $54,766 | 22.1% |
| City of Tehama | $242,600 | $53,750 | 22.2% |
| Tehama County | $290,400 | $59,029 | 20.3% |
| California | $659,300 | $91,905 | 13.9% |
| United States | $281,900 | $75,149 | 26.7% |
| Source: 2022 American Community Survey 5-Year Estimates | | | |

## 2.7. TRANSPORTATION

### *2.7.1. Vehicle Ownership*

Tehama County has vehicle ownership rates that are similar to the California and national vehicle ownership rates (Table 2.13). Tehama County has a smaller proportion of households with no vehicles and a higher proportion of households with two or three (or more) vehicles. Compared to the State and the County, the City of Red Bluff and the City of Corning have a much higher proportion of households with one or fewer vehicles. It is likely that many residents of these incorporated cities do not have adequate access to a vehicle and must depend on active transportation or public transit to meet their daily needs.

*Table 2.13: Vehicle Ownership for Occupied Housing Units*

| Vehicle Ownership for Occupied Housing Units | | | | | | |
|---|---|---|---|---|---|---|
| **Vehicles Available** | **City of Red Bluff** | **City of Corning** | **City of Tehama** | **Tehama County** | **California** | **United States** |
| 0 | 7.8% | 9.5% | 3.5% | 6.2% | 6.9% | 8.3% |
| 1 | 50.0% | 37.6% | 23.3% | 30.0% | 30.1% | 32.6% |
| 2 | 30.7% | 22.3% | 51.0% | 34.7% | 36.7% | 37.0% |
| 3+ | 11.5% | 30.6% | 22.3% | 29.1% | 26.2% | 22.1% |

Source: 2022 American Community Survey 5-Year Estimates

### 2.7.2. Mode Share

In Tehama County, like many rural areas, the automobile is the primary mode of transportation used. Table 2.14 shows 80.3% of Tehama County residents travel to work alone, which is slightly higher than the U.S. (72.7%) and significantly higher than the State (68.4%). The makeup of commuters who carpool in the County match the national rate (8.3%), but it is slightly lower than the State (9.5%). Alternate modes of travel, including public transit, bicycling, and walking range from 0% to 1.4%, which are considerably lower than both the state and national percentages.

*Table 2.14: Commuter Mode Share*

| Commuter Mode Share | | | | | | |
|---|---|---|---|---|---|---|
| **Mode of Travel** | **City of Red Bluff** | **City of Corning** | **City of Tehama** | **Tehama County** | **California** | **United States** |
| Drove Alone | 82.0% | 79.9% | 79.2% | 80.3% | 68.4% | 72.7% |
| Carpool | 6.2% | 7.9% | 17.0% | 8.3% | 9.5% | 8.3% |
| Public transportation (excluding taxicab) | 0.0% | 0.0% | 0.0% | 0.1% | 3.6% | 3.6% |
| Walked | 0.0% | 1.0% | 1.1% | 1.4% | 2.4% | 2.4% |
| Bicycle | 0.0% | 0.0% | 0.0% | 0.0% | 0.7% | 0.6% |
| Taxicab, motorcycle, or other means | 0.0% | 0.7% | 0.0% | 0.8% | 1.7% | 1.5% |
| Worked from home | 11.8% | 10.5% | 2.7% | 9.0% | 13.6% | 10.8% |

Source: 2022 American Community Survey 5-year Estimates

### 2.7.3. Commuting Patterns

For employment commuting trips originating in Tehama County, the top six County destinations are illustrated by the number of commuters in Table 2.15 below. Of the 25,050 people employed in Tehama County, 39.2% work in Tehama County and 60.8% work in other counties, with the top two out-of-county destinations being Shasta County with 4,142 workers (16.5%), and Butte County with 2,379 workers (9.5%). The "All Other Locations" category aggregates commutes to all other counties outside of the top six county destinations, which accounts for 9.5% of commutes.

*Table 2.15: Commuting Patterns*

| Commuting Patterns | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | Destination | | | | | | |
| | | Tehama County, CA | Shasta County, CA | Butte County, CA | Glenn County, CA | Sacramento County, CA | Siskiyou County, CA | All Other Locations |
| Origin | Tehama County, CA | 9824.00 | 2544.00 | 1323.00 | 612.00 | 319.00 | 263.00 | 2373.00 |
| | Shasta County, CA | 4142.00 | 46707.00 | 1263.00 | 434.00 | 1050.00 | 1223.00 | 7209.00 |
| | Butte County, CA | 2379.00 | 1680.00 | 49318.00 | 2234.00 | 1993.00 | - | 13892.00 |
| | Glenn County, CA | 871.00 | 172.00 | 1423.00 | 4748.00 | 147.00 | - | 1385.00 |
| | Sacramento County, CA | - | - | - | - | 399976.00 | - | 274243.00 |
| | Siskiyou County, CA | 133.00 | 693.00 | 84.00 | - | 78.00 | 9440.00 | 2240.00 |

Source: 2021 Longitudinal Employer-Household Dynamics

### 2.7.4. Air Quality

Air quality is a key factor in the planning and assessment of transportation systems. Both State and federal laws impose strict regulations regarding the effects of transportation projects on air quality. Air quality standards are set at the state and federal level through the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). California Air Resources Board (CARB) is the lead agency in California for climate programs and oversees all air pollution control efforts to maintain air quality standards. CARB sets State area designations for 10 criteria pollutants (ozone, suspended particulate matter (PM10), fine suspended particulate matter (PM2.5), carbon monoxide, nitrogen dioxide, sulfur dioxide, sulfates, lead, hydrogen sulfide, and visibility reducing particles) while the U.S. EPA sets federal area designations for 6 criteria pollutants (ozone, PM10, PM2.5, carbon monoxide, nitrogen dioxide, and sulfur dioxide).

For effective regional management and monitoring of air quality, CARB divides California into 15 air basins. Tehama County is part of the Sacramento Valley Air Basin, and Tehama County Air Pollution Control District (TCPQD) oversees regional air quality. Air quality in the Sacramento Valley Air Basin is generally good, due to low population density, a limited number of industrial and agricultural installations and low levels of traffic congestion. The U.S. Environmental Protection Agency (EPA) designated (in part) and classified Tehama County as marginal nonattainment for both the 2008 and 2015 ozone NAAQS. In 2012, the EPA designated and classified the Tuscan Buttes area as a nonattainment area for the 2008 ozone NAAQS. In February 2023, the district adopted Rule 2:3C to be in compliance with the statutory and regulatory requirements of the Nonattainment New Source Review (NNSR). The predominant source of air pollution in this area is residential wood combustion from space heating, rather than transportation. The district established the Tehama County Wood Stove Change-Out Program to provide residents with incentives to replace their inefficient stoves.

## 2.8. STREETS AND ROADS

Streets and roads are the primary means of local and through travel in the region, and are essential for the movement of goods and commuters, public transit, pedestrians, cyclists, and ground access for airports. The term “roadways” refers to highways, streets, and unpaved roads.

### *2.8.1. Current System*

The Tehama County Road network is composed of 1,818.37 miles of lane miles, the majority of which are managed by Tehama County, the U.S. Forest Service, and the State of California (Table 2.16). Locally, Tehama County maintains 1,125.68 lane miles, the City of Red Bluff maintains 67.6 lane miles, the City of Corning maintains 38.03 lane miles, and the City of Tehama maintains 5.94 lane miles. At the State level, Caltrans maintains 206.09 miles and the State Park Service maintains 8.84 lane miles. At the federal level, the U.S. Forest Service maintains 354.27 miles, U.S. Bureau of Land Management manages 5.69 lane miles, National Park Service maintains 2.86 lane miles, and US Fish and Wildlife manages 2.82 lane miles.

*Table 2.16: Roadway Mileage and Jurisdiction*

| Roadway Mileage and Jurisdiction | | |
|---|---|---|
| **Jurisdiction** | **Lane Miles** | **% Total Miles** |
| City of Corning | 38.03 | 2.1% |
| City of Red Bluff | 67.6 | 3.7% |
| City of Tehama | 5.94 | 0.3% |
| Corps of Engineers | 0.55 | 0.0% |
| National Park Service | 2.86 | 0.2% |
| State Highways | 206.09 | 11.3% |
| State Park Service | 8.84 | 0.5% |
| Tehama County | 1125.68 | 61.9% |
| U.S. Bureau Of Land Management | 5.69 | 0.3% |
| U.S. Fish And Wildlife | 2.82 | 0.2% |
| U.S. Forest Service | 354.27 | 19.5% |
| **Total** | **1818.37** | **100%** |

Source: 2022 California Public Road Data

### *2.8.2. County Maintained Roadways*

Roadways are classified based on functionality using criteria such as roadway design, speed, capacity, and relationship to future development and land use. Roadways can be categorized as local roads, minor collectors, major collectors, and minor arterials. Tehama County roadway classifications are illustrated in Figure 2.7. Over half of the maintained roadway miles in Tehama County are classified as local roads (Table 2.17). Roadway classifications are defined as follows:

**Arterials**

Arterials provide the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control. Speed limits typically range from 35 miles per hour (mph) to 55 mph and traffic volumes may exceed 13,000 average daily trips (ADT). Arterials connect with local and collector roadways.

**Collectors**

Collectors provide a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials. Speeds typically range from 25 mph to 45 mph and traffic volumes typically range from 2,000 to 12,000 ADT. The Federal Highway Administration (FHWA) further delineates collectors into major and minor collectors. Major collectors connect to arterials or regional destinations, and minor collectors generally connect local roadways to major collectors. These roads are designed to provide access for regional traffic between highways, minor collectors and local roads.

**Local Roads**

Local roads provide access to adjoining properties and primary residences. There is virtually no through traffic as they serve to primarily provide access to adjacent arterials and collectors. Traffic volumes are typically less than 2,000 ADT and speed limits are typically 25 mph. Local roads constitute the remaining roadway mileage not classified as arterial or collector in Tehama County.

*Table 2.17: Road Mileage by Functional Classification*

| Road Miles by Functional Classification | | | | | |
|---|---|---|---|---|---|
| | Maintained Mileage | Minor Arterial | Major Collector | Minor Collector | Local Road |
| Tehama County | 1818.34 | 166.33 | 226.17 | 86.37 | 1268.06 |

Source: California Public Road Data 2022
*Includes all jurisdictions/roads within Tehama County

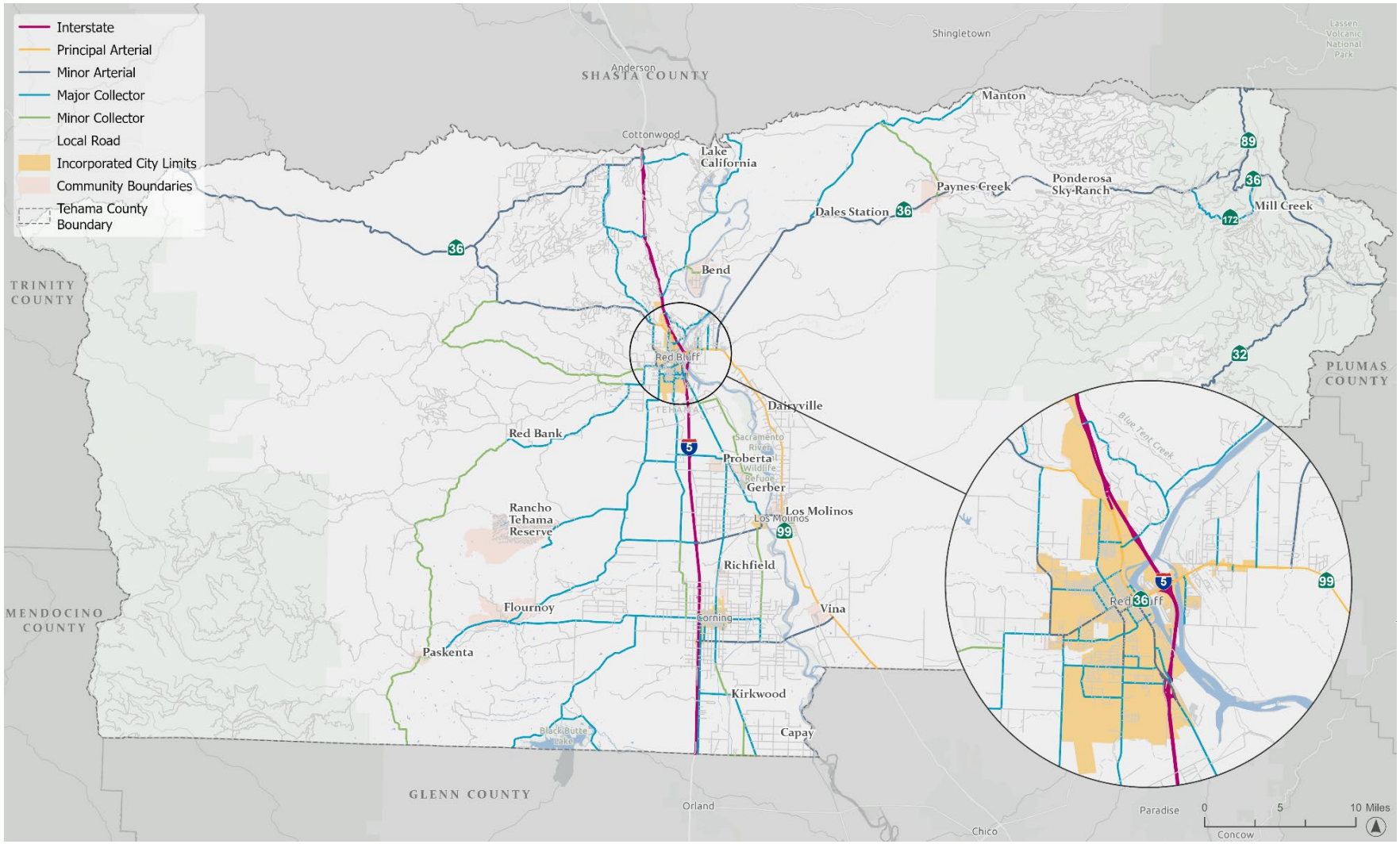


*Figure 2-4: Map of Roadway Classifications*

Tehama County contains an interregionally and regionally significant corridor, Interstate 5 (I-5), which is the backbone of the region's transportation network, carrying upwards of 47,500 trips per day (Figure 2.7). Stretching 1,382 miles from the Canadian border to the Mexican border, I-5 acts as a major international trade gateway and freight corridor for California and the United States. It is designated by the FHWA as a Major Freight Corridor and a Corridor of the Future. I-5 bisects Tehama County, connecting the cities of Corning and Red Bluff. Residents rely on the goods movement system to bring consumer goods to the region.

Tehama County contains five State Highways: State Routes (SRs) 36, 99, 89, 172, and 32. Travel throughout Tehama County primarily occurs on the State Highway system, which is described in more detail the following sections.

## State Highways

### State Route 36

SR-36 is an east/west route that connects US-395 in Susanville, Lassen County near the border with Nevada to Highway 101 near Eureka in Humboldt County. West of Red Bluff, SR-36 provides access to federal recreational lands and serves as an alternate route to California's northern coastal areas. East of Red Bluff, SR-36 provides access to Lake Almanor, Lassen Volcanic National Park, and the City of Susanville. Within Tehama County, the Annual Average Daily Traffic (AADT) on SR-36 is highest in the City of Red Bluff at nearly 20,000 vehicles per day.

### State Route 99

SR-99 is a critical north/south route in California for the movement of people and goods. SR-99 parallels I-5 through California's Central 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 locations of SR-99 daily. In Tehama County, AADT on SR-99 ranges from about 8,100 to 14,500 vehicles daily.

### State Route 89

SR-89 is a north/south route that begins at US-395 in Mono County, runs 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. SR-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 connects to Oregon. SR-89 accommodates up to nearly 17,000 vehicles per day in some locations, however, it has low travel rates within Tehama County.

**State Route 172**

SR-172 is an east/west loop route that begins at in Mineral at the SR-36 junction and travels southeast through the community of Mill Creek and provides access to Lassen National Forest. The route is approximately 9 miles long and ends in Morgan Springs at the junction of SR-36/89. Although there has been some increase in AADT, rates of travel along SR-172 are still relatively lower than other State Routes in the County.

**State Route 32**

SR-32 is an east/west route that begins at I-5 in Orland in Glenn County and runs through the Sacramento Valley into Chico in Butte County before heading east into the Sierra Foothills. Where it then runs through eastern Tehama County and portions of Lassen National Forest before terminating at the SR-36/89 junction. In Tehama County, the AADT ranges from 1,100 to 1,550 vehicles per day.

### *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. As PCI decreases, costs to maintain the roadway increase at an exponential rate. Roads are rated on a scale of 100 to 0, with 100 being “best” and 0 being “worst.” Table 2.18 denotes roadway PCI in Tehama County.

The California Statewide Local Streets and Roads Needs Assessment has reported Tehama County’s average PCI to be 50 in 2020, putting the region’s roadways in the “poor” category which is a slight decrease from the PCI in 2018 (Table 2.18).

*Table 2.18: Pavement Condition Index (PCI)*

| Pavement Condition Index (PCI) | | | | | | |
|---|---|---|---|---|---|---|
| **Agency** | **2012 PCI** | **2014 PCI** | **2016 PCI** | **2018 PCI** | **2020 PCI** | **Change** |
| Tehama County | ***65*** | ***62*** | ***53*** | ***54*** | ***50*** | -1.61% |
| ***Legend*** | ***Good to Excellent (71-100)*** | ***At Risk (51-70)*** | ***Poor (25-50)*** | ***Failed (0-25)*** | | |

Source: California Statewide Local Streets and Roads Needs Assessment

### 2.8.4. Bridges

There are 304 bridges within the County and incorporated cities. As shown in Table 2.19, a sufficiency rating value is assigned to each bridge; bridges with sufficiency ratings less than 80 and above 50 are considered eligible for rehabilitation and bridges with a sufficiency rating under 50 are considered structurally deficient or functionally obsolete and require replacement. The average sufficiency rating reported by Tehama County decreased from 74 to 72 between 2012 and 2020. Of the 304 bridges in Tehama County, 96 are eligible for rehabilitation and 59 are eligible for replacement. As of 2020, the estimated cost for bridge needs in the County was $172 million. Maintaining bridges for effective and efficient movement of people and goods is crucial to mobility and the regional economy.

*Table 2.19: Bridge Sufficiency Rating (SR)*

| Bridge Sufficiency Rating (SR) | | | | | |
|---|---|---|---|---|---|
| | **2012** | **2014** | **2016** | **2018** | **2020** |
| Number of Bridges | 309 | 309 | 305 | 305 | 304 |
| Average SR | 74 | 74 | 76 | 76 | 72 |
| Structures with SR <= 80 | 91 | 91 | 96 | 96 | 96 |
| Structures with SR <= 50 | 56 | 56 | 47 | 47 | 59 |
| Total Bridge Need (Millions) | $136 | $136 | $159 | $178 | $172 |

Source: California Local Streets & Roads Needs Assessment 2012-2020

### 2.8.5. Traffic Volumes

Traffic volumes indicate the utilization of roadway facilities. Hourly or daily levels of utilization can then be evaluated relative to the ability of a particular roadway to accommodate traffic, yielding an assessment of the quality of service experienced by motorists who use the facility.

Annual average daily traffic (AADT) for Interstate 5 (I-5) and the five State Highways located in Tehama County are shown in Table 2.20. AADT is calculated by dividing the total traffic volume for the year by 365 days. Analyzing AADT is necessary to present an overall picture of traffic flow, evaluate traffic trends, compute collision rates, plan and design highways, and other purposes. The highest AADT volumes in the County for 2022 occurred on I-5 in the Red Bluff and Cottonwood areas.

As shown in Table 2.20, traffic volumes decreased minimally on most highways in the County between 2018 and 2022. Traffic on I-5 experienced the greatest changes between 2019 through 2021, which was likely due to the COVID-19 Pandemic when stay-at-home guidance was in place. From 2018 to 2022, traffic on I-5 increased slightly from 0.2% to 1.7%. Of the I-5 study locations, the largest increase in AADT (9.5%) was reported at the Butte/Tehama County line on SR-32. Traffic increased at most of the study locations on SR-36, with the largest increases (6.7%) at the SR-32 Southwest junction and at the Morgan Springs junction SR-172. Traffic on SR-36 generally decreased, with the largest reported decrease on this route (2.5%) occurring on Adobe Road in Red Bluff. Traffic increases were minor on SR-89 and SR-172, ranging between 1.5% and 2.7%.

A projection rate of no more than 1% per year was used to forecast traffic conditions in Tehama County. Although the population in Tehama County is not expected to increase, the population in surrounding counties as well as freight increases are expected to cause a rise in through-traffic. Forecasted AADT for the State Highways in Tehama County are shown in Table 2.21.

*Table 2.20: Historic and Existing Annual Average Daily Traffic (AADT)*

| Historic and Existing Average Annual Daily Traffic | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Segment | 2018 | | 2019 | | 2020 | | 2021 | | 2022 | | Avg. Annual Change | |
| | Back | Ahead | Back | Ahead | Back | Ahead | Back | Ahead | Back | Ahead | Back | Ahead |
| **Interstate 5** | | | | | | | | | | | | |
| Glenn/Tehama County Line | - | 27500 | - | 29000 | - | 26500 | - | 29500 | - | 29500 | - | 1.5% |
| Liberal Avenue | 27500 | 28500 | 29000 | 31500 | 26500 | 29000 | 29500 | 32000 | 29500 | 30500 | 1.5% | 1.4% |
| South Avenue | 28500 | 30500 | 31500 | 32500 | 29000 | 30000 | 32000 | 33000 | 30500 | 31500 | 1.4% | 0.7% |
| Corning Road | 30500 | 31500 | 32500 | 33000 | 30000 | 30500 | 33000 | 33000 | 31500 | 33000 | 0.7% | 1.0% |
| Finnell Avenue | 31500 | 32000 | 33000 | 33000 | 30500 | 30500 | 33000 | 33500 | 33000 | 33000 | 1.0% | 0.6% |
| Gyle Road | 32000 | 30500 | 33000 | 31500 | 30500 | 29000 | 33500 | 31500 | 33000 | 31500 | 0.6% | 0.7% |
| Flores Avenue | 30500 | 30000 | 31500 | 32000 | 29000 | 29500 | 31500 | 32000 | 31500 | 32000 | 0.7% | 1.3% |
| Red Bluff, South Main Street | 30000 | 34500 | 32000 | 36000 | 29500 | 33000 | 32000 | 36000 | 32000 | 35000 | 1.3% | 0.3% |
| Red Bluff, Diamond Avenue | 34500 | 38500 | 36000 | 39500 | 33000 | 36500 | 36000 | 39000 | 35000 | 38500 | 0.3% | 0.0% |
| Red Bluff, Jct. Rte. 36 | 38500 | 43500 | 39500 | 45000 | 36500 | 41500 | 39000 | 45000 | 38500 | 44000 | 0.0% | 0.2% |
| North Red Bluff | 38000 | 40500 | 39000 | 45000 | 35500 | 41500 | 39000 | 45000 | 35000 | 44000 | -1.6% | 1.7% |
| Wilcox Road | 43500 | 43000 | 45000 | 45500 | 41500 | 41500 | 45000 | 45500 | 44000 | 44500 | 0.2% | 0.7% |
| Jellys Ferry Road | 43000 | 41000 | 45500 | 43500 | 41500 | 39000 | 45500 | 43000 | 44500 | 42500 | 0.7% | 0.7% |
| Hooker Creek Road | 41000 | 41000 | 43500 | 42500 | 39000 | 38000 | 43000 | 42000 | 42500 | 42000 | 0.7% | 0.5% |
| Sunset Hills Drive | 41000 | 41000 | 42500 | 43000 | 38000 | 38500 | 42000 | 42000 | 42000 | 40000 | 0.5% | -0.5% |
| Bowman Road | 41000 | 46500 | 43000 | 48500 | 38500 | 45500 | 42000 | 48500 | 40000 | 47500 | -0.5% | 0.4% |
| Tehama/Shasta County Line | 46500 | - | 48500 | - | 45500 | - | 48500 | - | 47500 | - | 0.4% | - |
| **S.R. 32** | | | | | | | | | | | | |
| Butte/Tehama County Line | - | 1050 | - | 1450 | 1400 | 1350 | 1350 | 1300 | 1650 | 1550 | 3.6% | 9.5% |
| Jct. Rte. 36 | 1150 | - | 1550 | 560 | 1450 | - | 1350 | - | 1100 | - | -0.9% | - |
| **S.R. 36** | | | | | | | | | | | | |
| Shasta/Tehama County Line | - | 520 | - | 570 | - | 500 | - | 540 | - | 530 | - | 0.4% |
| Bowman Road | 600 | 550 | 610 | 1550 | 580 | 530 | 630 | 560 | 630 | 560 | 1.0% | 0.4% |
| Cannon Road | 550 | 560 | 560 | 3900 | 530 | 540 | 560 | 540 | 560 | 540 | 0.4% | -0.7% |
| Oak Knoll Drive | 1500 | 1500 | 1550 | 4100 | 1450 | 1450 | 1550 | 1550 | 1550 | 1550 | 0.7% | 0.7% |
| Mc Coy Road | 3200 | 3800 | 3300 | 8000 | 3150 | 3700 | 3350 | 3950 | 3350 | 3950 | 0.9% | 0.8% |
| Baker Road | 3800 | 4000 | 3900 | 9700 | 3700 | 3900 | 3750 | 4150 | 3750 | 4150 | -0.3% | 0.8% |
| North Main Street | 4000 | 7900 | 4100 | 8200 | 3900 | 7700 | 4150 | 8000 | 4150 | 7800 | 0.8% | -0.3% |
| Red Bluff, Adobe Road | 12700 | 9600 | 12800 | 11500 | 12300 | 9300 | 11100 | 9900 | 11100 | 9900 | -2.5% | 0.6% |
| Red Bluff, Crittenden Street | 9400 | 8100 | 9500 | 18800 | 9100 | 7900 | 9500 | 8200 | 9200 | 9200 | -0.4% | 2.7% |
| Red Bluff, Walnut Street | 8100 | 11400 | 8200 | 18800 | 7900 | 11000 | 8400 | 11000 | 8400 | 11000 | 0.7% | -0.7% |
| Red Bluff, Oak Street | 10900 | 18600 | 11000 | 19100 | 10500 | 18000 | 10900 | 18700 | 10600 | 18200 | -0.6% | -0.4% |
| Red Bluff, Sacramento River Bridge | 18600 | 18600 | 18800 | 19600 | 18000 | 18000 | 18400 | 18700 | 18400 | 18200 | -0.2% | -0.4% |
| Red Bluff, Gilmore Road | 18600 | 18900 | 18800 | 17800 | 18000 | 18300 | 18700 | 19000 | 18200 | 18500 | -0.4% | -0.4% |
| Red Bluff, Jct. Rte. 5 | 18900 | 19400 | 19100 | 12400 | 18300 | 18800 | 19000 | 19500 | 18500 | 19000 | -0.4% | -0.4% |
| Red Bluff, Chestnut Avenue | 19400 | 17700 | 19600 | 1900 | 18800 | 17100 | 20700 | 17400 | 20700 | 17400 | 1.3% | -0.3% |
| Hoy Road | 17700 | 12300 | 17800 | 1600 | 17100 | 11900 | 17700 | 12300 | 17300 | 12000 | -0.5% | -0.5% |
| Jct. Rte. 99 South | 12300 | 1850 | 12400 | 1400 | 11900 | 1800 | 12500 | 2200 | 12500 | 2200 | 0.3% | 3.8% |
| Manton Road | 1700 | 1300 | 1850 | 1050 | 1800 | 1500 | 1850 | 1550 | 1800 | 1600 | 1.2% | 4.6% |
| Paynes Creek | 1300 | 1550 | 1600 | 1050 | 1500 | 1300 | 1550 | 1350 | 1550 | 1350 | 3.8% | -2.6% |
| Mineral, Jct. Rte. 172 Southeast | 1150 | 1100 | 1150 | 1100 | 1100 | 980 | 1150 | 930 | 1150 | 1150 | 0.0% | 0.9% |
| Jct. Rte. 89 North | 1100 | 950 | 1050 | 2150 | 980 | 980 | 930 | 930 | 1150 | 1150 | 0.9% | 4.2% |
| Morgan Springs, Jct. Rte. 172 Southwest | 950 | 900 | 1050 | - | 980 | 1050 | 930 | 960 | 1150 | 1200 | 4.2% | 6.7% |
| Jct. Rte. 32 Southwest | 900 | 2000 | 1100 | 430 | 1050 | 2000 | 960 | 1900 | 1200 | 2350 | 6.7% | 3.5% |
| Tehama/Plumas County Line | 2000 | - | 2150 | - | 2000 | - | 1900 | - | 2350 | - | 3.5% | - |
| **S.R. 89** | | | | | | | | | | | | |
| Jct. Rte. 36, Plumas/Tehama County Line | - | 410 | - | 16400 | - | 410 | - | 410 | - | 440 | - | 1.5% |
| Jct. Rte. 44, Lassen National Park, Teh/Sha Co Line | 410 | - | 430 | 9700 | 410 | - | 410 | - | 440 | - | 1.5% | - |
| **S.R. 99** | | | | | | | | | | | | |
| Butte/Tehama County Line | - | 13800 | - | 9300 | - | 13900 | - | 14800 | - | 14500 | - | 1.0% |
| South Avenue | 14200 | 8200 | 16800 | 10100 | 14300 | 8200 | 14300 | 8700 | 14300 | 8700 | 0.1% | 1.2% |
| Vina Road | 7600 | 7800 | 9000 | 10700 | 7700 | 7900 | 8100 | 8100 | 8000 | 8100 | 1.1% | 0.8% |
| Sherman Street | 8500 | 8500 | 10100 | 12000 | 8600 | 8600 | 8700 | 9100 | 8700 | 8900 | 0.5% | 0.9% |
| Aramayo Way | 11400 | 9100 | 13500 | - | 11500 | 9100 | 11800 | 9100 | 11800 | 9100 | 0.7% | 0.0% |
| Kaufman Avenue | 7900 | 10200 | 9300 | 190 | 7900 | 10200 | 8100 | 10800 | 8100 | 10700 | 0.5% | 1.0% |
| Jct. Rte. 36 | 10200 | - | 12000 | 160 | 10200 | - | 10400 | - | 10400 | - | 0.4% | - |
| **S.R. 172** | | | | | | | | | | | | |
| Mineral, Jct. Rte. 36 | - | 180 | - | - | - | 180 | - | 170 | - | 170 | - | -1.1% |
| Mill Creek | 180 | 150 | 190 | - | 180 | 150 | 170 | 140 | 200 | 170 | 2.2% | 2.7% |
| Morgan Springs, Jct. Rte. 36 | 150 | - | 160 | - | 150 | - | 140 | - | 170 | - | 2.7% | - |

Source: Caltrans Traffic Census 2018-2022

*Table 2.21: Forecasted Annual Average Daily Traffic (AADT)*

| Forecasted Average Annual Daily Traffic | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Segment | Projected Growth | | 2027 | | 2032 | | 2037 | | 2042 | | 2047 | |
| | Back | Ahead | Back | Ahead | Back | Ahead | Back | Ahead | Back | Ahead | Back | Ahead |
| **Interstate 5** | | | | | | | | | | | | |
| Glenn/Tehama County Line | - | 2% | - | 32570 | - | 32570 | - | 39703 | - | 43835 | - | 48398 |
| Liberal Avenue | 2% | 2% | 32570 | 33674 | 32570 | 33674 | 39703 | 41049 | 43835 | 45321 | 48398 | 50038 |
| South Avenue | 2% | 1% | 33674 | 33107 | 33674 | 33107 | 41049 | 36571 | 45321 | 38436 | 50038 | 40397 |
| Corning Road | 1% | 1% | 33107 | 34683 | 33107 | 34683 | 36571 | 38312 | 38436 | 40266 | 40397 | 42320 |
| Finnell Avenue | 1% | 1% | 34683 | 34683 | 34683 | 34683 | 38312 | 38312 | 40266 | 40266 | 42320 | 42320 |
| Gyle Road | 1% | 1% | 34683 | 33107 | 34683 | 33107 | 38312 | 36571 | 40266 | 38436 | 42320 | 40397 |
| Flores Avenue | 1% | 2% | 33107 | 35331 | 33107 | 35331 | 36571 | 43068 | 38436 | 47550 | 40397 | 52499 |
| Red Bluff, South Main Street | 2% | 1% | 35331 | 36785 | 35331 | 36785 | 43068 | 40634 | 47550 | 42707 | 52499 | 44885 |
| Red Bluff, Diamond Avenue | 1% | 0% | 36785 | 38500 | 36785 | 38500 | 40634 | 38500 | 42707 | 38500 | 44885 | 38500 |
| Red Bluff, Jct. Rte. 36 | 0% | 1% | 38500 | 46244 | 38500 | 46244 | 38500 | 51083 | 38500 | 53688 | 38500 | 56427 |
| North Red Bluff | -2% | 2% | 31637 | 48580 | 31637 | 48580 | 25850 | 59218 | 23366 | 65382 | 21121 | 72187 |
| Wilcox Road | 1% | 1% | 46244 | 46770 | 46244 | 46770 | 51083 | 51663 | 53688 | 54298 | 56427 | 57068 |
| Jellys Ferry Road | 1% | 1% | 46770 | 44668 | 46770 | 44668 | 51663 | 49341 | 54298 | 51858 | 57068 | 54503 |
| Hooker Creek Road | 1% | 1% | 44668 | 44142 | 44668 | 44142 | 49341 | 48761 | 51858 | 51248 | 54503 | 53862 |
| Sunset Hills Drive | 1% | -1% | 44142 | 38040 | 44142 | 38040 | 48761 | 34402 | 51248 | 32716 | 53862 | 31113 |
| Bowman Road | -1% | 1% | 38040 | 49923 | 38040 | 49923 | 34402 | 55146 | 32716 | 57959 | 31113 | 60916 |
| Tehama/Shasta County Line | 1% | 0% | 49923 | - | 49923 | - | 55146 | - | 57959 | - | 60916 | - |
| **S.R. 32** | | | | | | | | | | | | |
| Butte/Tehama County Line | 3% | 5% | 1913 | 1978 | 1913 | 1978 | 2571 | 3222 | 2980 | 4113 | 3455 | 5249 |
| Jct. Rte. 36 | -1% | - | 1046 | - | 1046 | - | 946 | - | 900 | - | 856 | - |
| **S.R. 36** | | | | | | | | | | | | |
| Shasta/Tehama County Line | - | 1% | - | 557 | - | 557 | - | 615 | - | 647 | - | 680 |
| Bowman Road | 1% | 1% | 662 | 589 | 662 | 589 | 731 | 650 | 769 | 683 | 808 | 718 |
| Cannon Road | 1% | -1% | 589 | 514 | 589 | 514 | 650 | 464 | 683 | 442 | 718 | 420 |
| Oak Knoll Drive | 1% | 1% | 1629 | 1629 | 1629 | 1629 | 1800 | 1800 | 1891 | 1891 | 1988 | 1988 |
| Mc Coy Road | 1% | 1% | 3521 | 4151 | 3521 | 4151 | 3889 | 4586 | 4088 | 4820 | 4296 | 5066 |
| Baker Road | -1% | 1% | 3566 | 4362 | 3566 | 4362 | 3225 | 4818 | 3067 | 5064 | 2917 | 5322 |
| North Main Street | 1% | -1% | 4362 | 7418 | 4362 | 7418 | 4818 | 6708 | 5064 | 6380 | 5322 | 6067 |
| Red Bluff, Adobe Road | -2% | 1% | 10034 | 10405 | 10034 | 10405 | 8198 | 11494 | 7410 | 12080 | 6698 | 12696 |
| Red Bluff, Crittenden Street | -1% | 3% | 8749 | 10665 | 8749 | 10665 | 7913 | 14333 | 7525 | 16616 | 7156 | 19263 |
| Red Bluff, Walnut Street | 1% | -1% | 8828 | 10461 | 8828 | 10461 | 9752 | 9461 | 10250 | 8997 | 10772 | 8556 |
| Red Bluff, Oak Street | -1% | -1% | 10080 | 17308 | 10080 | 17308 | 9117 | 15653 | 8670 | 14886 | 8245 | 14156 |
| Red Bluff, Sacramento River Bridge | -1% | -1% | 17498 | 17308 | 17498 | 17308 | 15825 | 15653 | 15049 | 14886 | 14312 | 14156 |
| Red Bluff, Gilmore Road | -1% | -1% | 17308 | 17593 | 17308 | 17593 | 15653 | 15911 | 14886 | 15131 | 14156 | 14390 |
| Red Bluff, Jct. Rte. 5 | -1% | -1% | 17593 | 18069 | 17593 | 18069 | 15911 | 16341 | 15131 | 15540 | 14390 | 14779 |
| Red Bluff, Chestnut Avenue | 2% | -1% | 22854 | 16547 | 22854 | 16547 | 27859 | 14965 | 30759 | 14232 | 33961 | 13534 |
| Hoy Road | -1% | -1% | 16452 | 11412 | 16452 | 11412 | 14879 | 10321 | 14150 | 9815 | 13456 | 9334 |
| Jct. Rte. 99 South | 1% | 3% | 13138 | 2550 | 13138 | 2550 | 14512 | 3428 | 15252 | 3973 | 16030 | 4606 |
| Manton Road | 2% | 3% | 1987 | 1855 | 1987 | 1855 | 2423 | 2493 | 2675 | 2890 | 2953 | 3350 |
| Paynes Creek | 3% | -3% | 1797 | 1159 | 1797 | 1159 | 2415 | 855 | 2799 | 734 | 3245 | 630 |
| Mineral, Jct. Rte. 172 Southeast | 0% | 1% | 1150 | 1209 | 1150 | 1209 | 1150 | 1335 | 1150 | 1403 | 1150 | 1475 |
| Jct. Rte. 89 North | 1% | 3% | 1209 | 1333 | 1209 | 1333 | 1335 | 1792 | 1403 | 2077 | 1475 | 2408 |
| Morgan Springs, Jct. Rte. 172 Southwest | 3% | 4% | 1333 | 1460 | 1333 | 1460 | 1792 | 2161 | 2077 | 2629 | 2408 | 3199 |
| Jct. Rte. 32 Southwest | 4% | 3% | 1460 | 2724 | 1460 | 2724 | 2161 | 3661 | 2629 | 4244 | 3199 | 4920 |
| Tehama/Plumas County Line | 3% | - | 2724 | - | 2724 | - | 3661 | - | 4244 | - | 4920 | - |
| **S.R. 89** | | | | | | | | | | | | |
| Jct. Rte. 36, Plumas/Tehama County Line | - | 2% | - | 486 | - | 486 | - | 592 | - | 654 | - | 722 |
| Jct. Rte. 44, Lassen National Park, Teh/Sha Co Line | 2% | - | 486 | - | 486 | - | 592 | - | 654 | - | 722 | - |
| **S.R. 99** | | | | | | | | | | | | |
| Butte/Tehama County Line | - | 1% | - | 15240 | - | 15240 | - | 16834 | - | 17693 | - | 18595 |
| South Avenue | 1% | 2% | 15029 | 9606 | 15029 | 9606 | 16602 | 11709 | 17449 | 12928 | 18339 | 14273 |
| Vina Road | 2% | 1% | 8833 | 8513 | 8833 | 8513 | 10767 | 9404 | 11888 | 9884 | 13125 | 10388 |
| Sherman Street | 1% | 1% | 9144 | 9354 | 9144 | 9354 | 10100 | 10333 | 10616 | 10860 | 11157 | 11414 |
| Aramayo Way | 1% | 0% | 12402 | 9100 | 12402 | 9100 | 13699 | 9100 | 14398 | 9100 | 15133 | 9100 |
| Kaufman Avenue | 1% | 1% | 8513 | 11246 | 8513 | 11246 | 9404 | 12422 | 9884 | 13056 | 10388 | 13722 |
| Jct. Rte. 36 | 1% | - | 10931 | - | 10931 | - | 12074 | - | 12690 | - | 13337 | - |
| **S.R. 172** | | | | | | | | | | | | |
| Mineral, Jct. Rte. 36 | - | -2% | - | 154 | - | 154 | - | 126 | - | 113 | - | 103 |
| Mill Creek | 2% | 3% | 221 | 197 | 221 | 197 | 269 | 265 | 297 | 307 | 328 | 356 |
| Morgan Springs, Jct. Rte. 36 | 3% | - | 197 | - | 197 | - | 265 | - | 307 | - | 356 | - |

Source: Caltrans Traffic Census 2018-2022

### 2.8.6. Vehicle Miles Traveled

Vehicle miles traveled (VMT) is a general but robust measure of vehicle activity. It measures the extent of utilization of a transportation network experienced by motorists. Although it is not a good indicator of congestion, it is a great indicator of overall vehicle activity and identifies bottlenecks or high-delay "hotspot" locations. VMT is commonly applied on a per-household or per-capita basis and is a primary input for regional air quality and safety analyses. Per Senate Bill 743 (Steinberg, 2013), VMT is now the basis for transportation impact identification and mitigation under the California Environmental Quality Act (CEQA). However, jurisdictions must also ensure consistency with current land use plans, some of which still utilize level of service (LOS) as a primary metric. Future RTP updates will be consistent with the County General Plan and will promote new developments adjacent to existing developments to reduce VMT and travel time.

VMT data is annually reported as part of the federal Highway Performance Monitoring System (HPMS) program. The HPMS program uses a sample-based method that combines traffic counts stratified by functional classification of roadways by volume groups to produce sample-based geographic estimates of VMT. HPMS VMT estimates are reported for each county by local jurisdiction. Population data is gathered from the California Department of Finance.

Estimates of daily VMT for Tehama County and State Highways are shown in Table 2.22. VMT decreased slightly by 0.3% in Tehama County between 2019 and 2022, although a significant increase of VMT occurred on U.S. Fish & Wildlife roadways (13.3%) and a larger increase occurred on State Park Service roadways (17.2%). A large decrease (3.6%) of VMT occurred on City of Corning roadways between 2019 and 2022.

VMT has been projected over the 20-year lifetime of the RTP in Table 2.23. A variable formula was used to forecast VMT based on the annual average change from 2019-2022. Roadway segments with minor increases or decreases in this period were projected at a matching constant rate of increase or decrease. Roadways with significant average VMT increases were projected at a higher rate of increase in proportion to VMT increases experienced between 2019 and 2022. Road segments that experienced no change between 2019 and 2022 have been projected to remain constant. Overall, VMT on Tehama County roadways are not expected to change drastically over the next 20 years.

*Table 2.22: Historic and Existing Vehicle Miles Traveled (VMT)*

| Historic and Existing Vehicle Miles Traveled (VMT) | | | | | | |
|---|---|---|---|---|---|---|
| **Place** | **Lane Miles** | **2019 Daily VMT** | **2020 Daily VMT** | **2021 Daily VMT** | **2022 Daily VMT** | **Avg. Annual Change** |
| City of Corning | 38.03 | 55.91 | 53.48 | 53.97 | 45.85 | -3.6% |
| City of Red Bluff | 67.6 | 101.60 | 89.79 | 89.43 | 91.50 | -2.0% |
| City of Tehama | 5.94 | 4.06 | 3.95 | 4.06 | 3.73 | -1.6% |
| Corps of Engineers | 0.55 | - | - | - | 0.14 | - |
| National Park Service | 2.86 | - | - | - | 0.85 | - |
| State Highways | 206.09 | 1950.24 | 1794.61 | 1931.81 | 1914.34 | -0.4% |
| State Park Service | 8.84 | 0.43 | 0.40 | 0.97 | 0.80 | 17.2% |
| Tehama County | 1125.68 | 468.71 | 462.32 | 515.60 | 462.24 | -0.3% |
| U.S. Bureau Of Land Management | 5.69 | - | - | - | 1.21 | - |
| U.S. Fish And Wildlife | 2.82 | 0.15 | 0.13 | 0.28 | 0.25 | 13.3% |
| U.S. Forest Service | 354.27 | 9.88 | 16.89 | 43.96 | 101.95 | 186.4% |
| Source: California Public Road Data 2019-2022 | | | | | | |

*Table 2.23: Forecasted Vehicle Miles Traveled (VMT) Per Capita*

| Forecasted Vehicle Miles Traveled (VMT) | | | | | | |
|---|---|---|---|---|---|---|
| **Place** | **2022 Daily VMT** | **Projected Growth Rate** | **2027 Daily VMT** | **2032 Daily VMT** | **2037 Daily VMT** | **2042 Daily VMT** |
| City of Corning | 45.85 | -3% | 39.37 | 33.81 | 29.03 | 24.93 |
| City of Red Bluff | 91.50 | -2% | 82.71 | 74.76 | 67.58 | 61.09 |
| City of Tehama | 3.73 | -2% | 3.37 | 3.05 | 2.75 | 2.49 |
| Corps of Engineers | 0.14 | 0% | - | - | - | - |
| National Park Service | 0.85 | 0% | - | - | - | - |
| State Highways | 1914.34 | -1% | 1820.52 | 1731.29 | 1646.44 | 1565.75 |
| State Park Service | 0.80 | 5% | 1.02 | 1.30 | 1.66 | 2.12 |
| Tehama County | 462.24 | -1% | 439.59 | 418.04 | 397.55 | 378.07 |
| U.S. Bureau Of Land Management | 1.21 | 0% | - | - | - | - |
| U.S. Fish And Wildlife | 0.25 | 5% | 0.32 | 0.41 | 0.52 | 0.66 |
| U.S. Forest Service | 101.95 | 5% | 130.12 | 166.07 | 211.95 | 270.50 |
| Source: California Public Road Data 2019-2022 | | | | | | |

### *2.8.7. Truck Traffic*

The truck traffic as a percentage of total traffic across the years 2018-2022 can be seen in Table 2.24. The majority of truck traffic in Tehama County occurs on I-5 and SR-99. In 2022, truck traffic relative to all traffic in the county ranged from 0.5% on SR-172 to 24.3% on I-5. The proportion of truck traffic has stayed relatively steady on I-5 and most of the County's State Highways from 2018-2022 but has fluctuated the greatest on SR-36 and SR-172.

*Table 2.24: Truck Traffic as Percentage of Total Traffic*

| Truck Traffic as a Percentage of Total Traffic | | | | | |
|---|---|---|---|---|---|
| **Segment** | **2018** | **2019** | **2020** | **2021** | **2022** |
| **Interstate 5** | | | | | |
| GLENN/TEHAMA COUNTY LINE | 23.7% | 24.8% | 25.5% | 24.3% | 24.3% |
| LIBERAL AVE | 22.5% | 24.8% | 22.2% | 22.0% | 22.0% |
| SOUTH AVE | 21.4% | 22.6% | 22.2% | 22.0% | 22.0% |
| CORNING RD | 22.0% | 22.6% | 22.2% | 22.0% | 22.0% |
| FINNELL AVE | 19.7% | 22.6% | 22.2% | 22.0% | 22.0% |
| GYLE RD | 20.7% | 22.6% | 22.2% | 22.0% | 22.0% |
| FLORES AVE | 21.4% | 22.6% | 22.2% | 22.0% | 22.0% |
| RED BLUFF, SOUTH MAIN ST | 19.9% | 19.5% | 19.8% | 19.8% | 19.8% |
| RED BLUFF, DIAMOND AVE INTERCHANGE | 17.1% | 19.5% | 19.8% | 19.8% | 19.8% |
| RED BLUFF, JCT. RTE. 36 | 15.5% | 16.4% | 17.3% | 17.6% | 17.6% |
| NORTH RED BLUFF | 17.4% | 16.4% | 17.3% | 17.6% | 17.6% |
| WILCOX RD | 15.8% | 16.4% | 17.3% | 17.4% | 17.4% |
| JELLYS FERRY RD | 16.0% | 16.4% | 17.3% | 18.5% | 18.5% |
| HOOKER CREEK RD | 16.0% | 16.4% | 18.5% | 18.6% | 18.6% |
| SUNSET HILLS DR | 17.1% | 16.4% | 17.6% | 18.6% | 18.6% |
| BOWMAN RD | 19.1% | 16.4% | 20.0% | 18.5% | 18.5% |
| TEHAMA/SHASTA COUNTY LINE | 15.8% | 16.4% | 16.7% | 17.1% | 14.9% |
| **S.R. 32** | | | | | |
| BUTTE/TEHAMA COUNTY LINE | 10.2% | 9.3% | 9.3% | 9.3% | 9.3% |
| JCT. RTE. 36 | 7.6% | 9.3% | 9.3% | 9.3% | 9.3% |
| **S.R. 36** | | | | | |
| BOWMAN RD | 3.1% | 3.0% | 3.0% | 3.3% | 3.3% |
| BOWMAN RD | 3.1% | 3.3% | 3.3% | 10.3% | 10.3% |
| BAKER RD | 5.9% | 5.8% | 5.8% | 5.5% | 5.5% |
| BAKER RD | 3.1% | 3.1% | 3.1% | 3.1% | 3.1% |
| NORTH MAIN ST | 2.5% | 2.5% | 2.5% | 2.5% | 2.5% |
| RED BLUFF, CRITTENDEN ST | 2.9% | 2.9% | 2.9% | 2.9% | 2.9% |
| RED BLUFF, OAK ST | 1.6% | 2.2% | 2.2% | 2.2% | 2.2% |
| RED BLUFF, OAK ST | 2.2% | 1.6% | 1.6% | 1.6% | 1.6% |
| RED BLUFF, JCT. RTE. 5 | 1.7% | 1.7% | 1.7% | 1.7% | 1.7% |
| RED BLUFF, JCT. RTE. 5 | 6.8% | 6.8% | 6.8% | 6.8% | 6.8% |
| RED BLUFF, CHESTNUT AVE | 8.1% | 8.1% | 8.1% | 8.1% | 8.1% |
| HOY RD | 9.5% | 9.5% | 9.5% | 9.5% | 9.5% |
| HOY RD | 7.6% | 7.6% | 7.6% | 7.6% | 7.6% |
| JCT. RTE. 99 SOUTH | 6.1% | 6.1% | 6.1% | 12.3% | 12.3% |
| MANTON RD | 8.5% | 9.3% | 9.3% | 8.0% | 8.0% |
| PAYNES CREEK | 6.5% | 9.3% | 9.3% | 10.0% | 10.0% |
| MINERAL, JCT. RTE. 172 SOUTHEAST | 6.4% | 13.7% | 13.7% | 11.2% | 11.2% |
| JCT. RTE. 89 NORTH | 10.1% | 13.6% | 13.6% | 11.2% | 11.2% |
| MORGAN SPRINGS, JCT. RTE. 172 SOUTHWEST | 15.9% | 13.7% | 13.7% | 11.2% | 11.2% |
| JCT. RTE. 32 SOUTHWEST | 20.8% | 10.3% | 10.3% | 11.0% | 8.9% |
| TEHAMA/PLUMAS COUNTY LINE | 9.4% | 10.2% | 10.2% | 11.0% | 8.9% |
| **S.R. 89** | | | | | |
| JCT. RTE. 36 | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| JCT. RTE. 44, LASSEN NATIONAL PARK | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| **S.R. 99** | | | | | |
| BUTTE/TEHAMA COUNTY LINE | 7.9% | 12.1% | 11.0% | 10.3% | 10.3% |
| SOUTH AVE | 15.3% | 15.3% | 20.6% | 19.5% | 19.5% |
| VINA RD | 11.9% | 11.9% | 16.9% | 16.5% | 16.5% |
| SHERMAN ST | 15.6% | 15.6% | 20.5% | 15.4% | 15.4% |
| KAUFMAN AVE | 11.7% | 11.4% | 21.9% | 18.0% | 18.0% |
| KAUFMAN AVE | 11.4% | 11.7% | 16.7% | 15.8% | 15.8% |
| JCT. RTE. 36 | 14.3% | 14.3% | 16.8% | 15.5% | 15.5% |
| **S.R. 172** | | | | | |
| MINERAL, JCT. RTE. 36 | 0.7% | 0.7% | 0.7% | 0.6% | 0.5% |
| MILL CREEK | 1.4% | 3.8% | 3.8% | 50.8% | 50.8% |
| MORGAN SPRINGS, JCT. RTE. 36 | 1.4% | 3.8% | 3.8% | 50.8% | 50.8% |

Source: Caltrans Traffic Census 2018-2022

### *2.8.8. Safety*

Illustrated in Figure 2.8 is a heatmap of traffic collisions that occurred in the County from 2013 to 2023. Traffic collision data is aggregated and processed by the Transportation Injury Mapping System (TIMS), developed by UC Berkeley and uses collision data from the Statewide Integrated Traffic Records System (SWITRS). The most recent SWITRS data is from 2023 and provides collision information for the entire State, State Highways, and individual counties and cities. Crash data is provided for collisions resulting in injuries, fatalities, and property damage, in addition to other accident information such as whether pedestrians or bicyclists were involved, the location of the collision, weather conditions, and whether the driver was intoxicated.

Collision data for Tehama County for 2019 through 2023 is included in Table 2.25. During the 5-year study period, collisions were highest in 2021 with 325 total collisions, 13 of which (4%) were fatal. Although there were fewer collisions in 2019 (279) and 2020 (283), a much higher percentage of collisions were fatal, with 20 fatal collisions in both years (7.2% and 7.1%, respectively). In 2023, the total number of collisions decreased slightly to 258, and fatal collisions decreased slightly to 14 (5.4%).

Total collisions between 2019 and 2023 generally decreased in the incorporated cities, but City of Red Bluff experienced a slight spike in collisions (71) in 2021 and a decrease in the following years (53 collisions in 2022 and 40 collisions in 2023). The cities of Corning and Tehama did not have any collisions that resulted in a fatality or any collisions involving a bicyclist or pedestrian during 2019-2023. City of Red Bluff accounts for the majority of bicycle and pedestrian collisions within Tehama County, exceeding the number of bicycle and pedestrian collisions in the unincorporated County. In 2019, bicycle and pedestrian collisions accounted for 30% of all collisions in Red Bluff, while in that same year only 3.3% of collisions in the unincorporated County involved a bicyclist or pedestrian.

*Table 2.25: Collision History*

| Collision History | | | | | |
|---|---|---|---|---|---|
| **Place** | **Total Collisions** | **Highway Collisions** | **Fatal Collisions** | **Pedestrian Collisions** | **Bicycle Collisions** |
| **2019** | | | | | |
| Unincorporated County | 209 | 108 | 18 | 5 | 2 |
| City of Corning | 1 | 0 | 0 | 0 | 0 |
| City of Red Bluff | 69 | 20 | 2 | 10 | 11 |
| City of Tehama | 0 | 0 | 0 | 0 | 0 |
| **Total Tehama County** | **279** | **128** | **20** | **15** | **13** |
| **2020** | | | | | |
| Unincorporated County | 220 | 116 | 17 | 0 | 1 |
| City of Corning | 3 | 3 | 0 | 0 | 0 |
| City of Red Bluff | 60 | 36 | 3 | 7 | 9 |
| City of Tehama | 0 | 0 | 0 | 0 | 0 |
| **Total Tehama County** | **283** | **155** | **20** | **7** | **10** |
| **2021** | | | | | |
| Unincorporated County | 249 | 113 | 10 | 5 | 3 |
| City of Corning | 2 | 1 | 0 | 0 | 0 |
| City of Red Bluff | 71 | 27 | 3 | 7 | 6 |
| City of Tehama | 3 | 2 | 0 | 0 | 0 |
| **Total Tehama County** | **325** | **143** | **13** | **12** | **9** |
| **2022** | | | | | |
| Unincorporated County | 209 | 93 | 17 | 1 | 0 |
| City of Corning | 1 | 1 | 0 | 0 | 0 |
| City of Red Bluff | 53 | 51 | 2 | 12 | 5 |
| City of Tehama | 4 | 2 | 0 | 0 | 0 |
| **Total Tehama County** | **267** | **147** | **19** | **13** | **5** |
| **2023** | | | | | |
| Unincorporated County | 216 | 89 | 13 | 4 | 1 |
| City of Corning | 1 | 1 | 0 | 0 | 0 |
| City of Red Bluff | 40 | 19 | 1 | 5 | 4 |
| City of Tehama | 1 | 1 | 0 | 0 | 0 |
| **Total Tehama County** | **258** | **110** | **14** | **9** | **5** |

Source: Berkeley TIMS

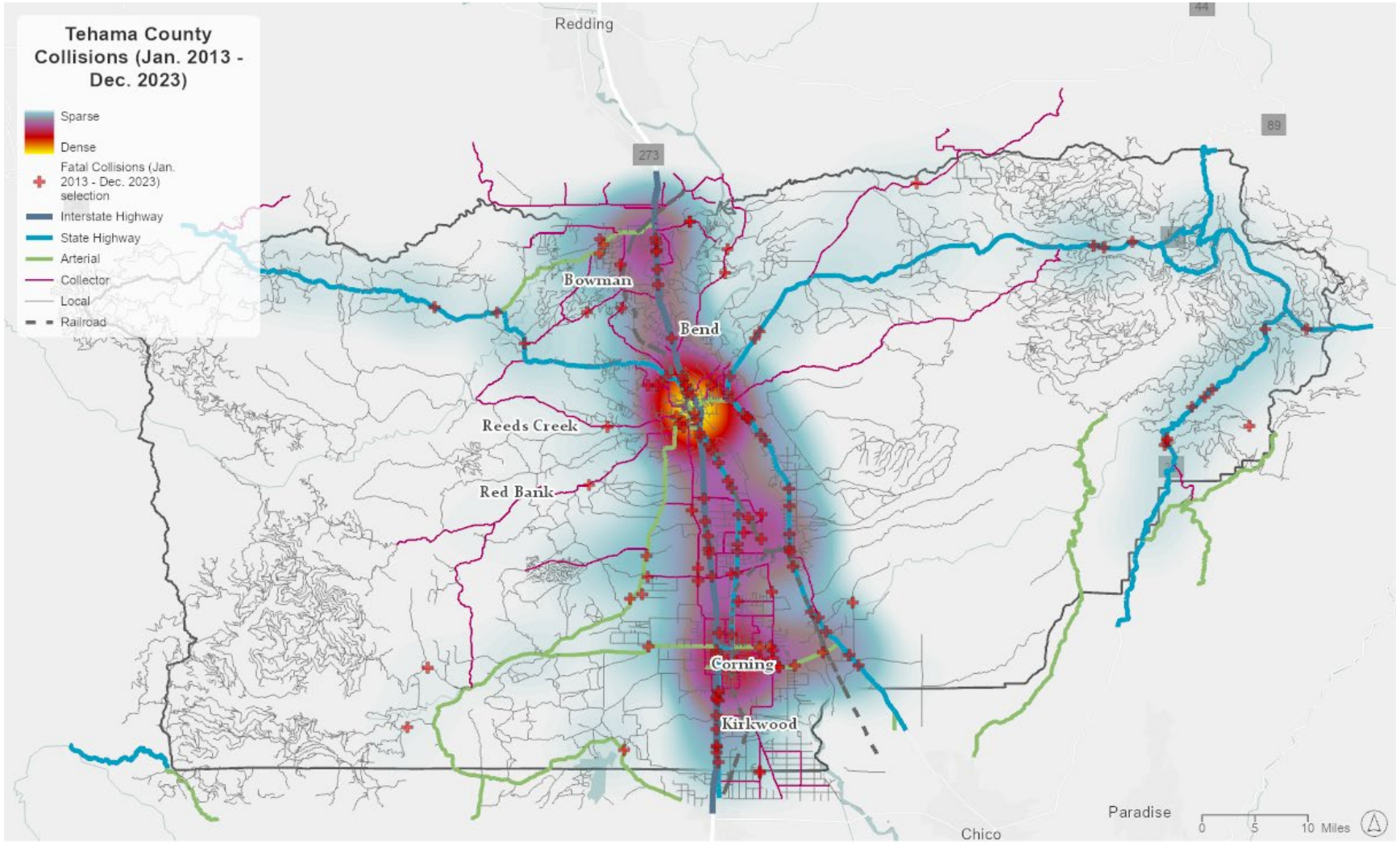


*Figure 2-5: Heatmap of Collisions*

## 2.9. PUBLIC TRANSIT

The Tehama Rural Area eXpress, (TRAX) is a fixed route bus service that has both local and regional routes available along the Highway 99E & 99W corridors. Buses run on fixed schedules and are accessible at any designated bus stop or by “flagging" down a bus anywhere along the route where it is safe to stop. An overview of the existing routes is included below, and a detailed transit map is included in Figure 2.10.

**Red Bluff**

- Route 1 – Monday-Friday: 5 morning departures, 6 afternoon departures. Saturday: 3 morning departures, 4 afternoon departures
- Route 2 – Monday-Friday: 5 morning departures, 6 afternoon departures. Saturday: 3 morning departures, 4 afternoon departures

**Corning**

- Route 5 – Monday-Friday: 4 morning departures, 3 afternoon departures

**Regional**

- Route 3A & 3B – Regional for Red Bluff, Los Molinos, and Gerber. Monday-Friday: 5 morning departures, 4 afternoon departures. Saturday: 4 morning departures, 3 afternoon departures
- Shasta-Tehama Connect – Regional Express for Red Bluff to Anderson. Monday-Friday: 3 morning departures, 2 afternoon departures. Saturday: 3 morning departures
- Ranch Tehama Express – Regional for Red Bluff and Rancho Tehama. Wednesday and Friday: 1 morning departure, 1 afternoon departure
- Glenn County Connect – Regional for Red Bluff, Corning, and Orland. Monday-Friday: 3 morning departures, 2 afternoon departures

**ParaTRAX**

ParaTRAX is a curb-to-curb, demand-response service available to seniors aged 65 and older and those with disabilities in the greater Red Bluff area. Services run Monday through Friday 7:00 AM to 6:00 PM and Saturday 9:00 AM to 3:00 PM. Trips must be booked in advance, but same-day booking is also available for a minimal charge. ParaTRAX also provides ADA service to persons with disabilities along all of its fixed routes and within a 10-mile radius of a fixed route.

## Fares

As of March 2021, TRAX implemented a free-fare program through funding provided by the CARES program. Tehama County Transit Agency Board (TCTAB) intends to continue using this funding to provide free transit fares to riders.

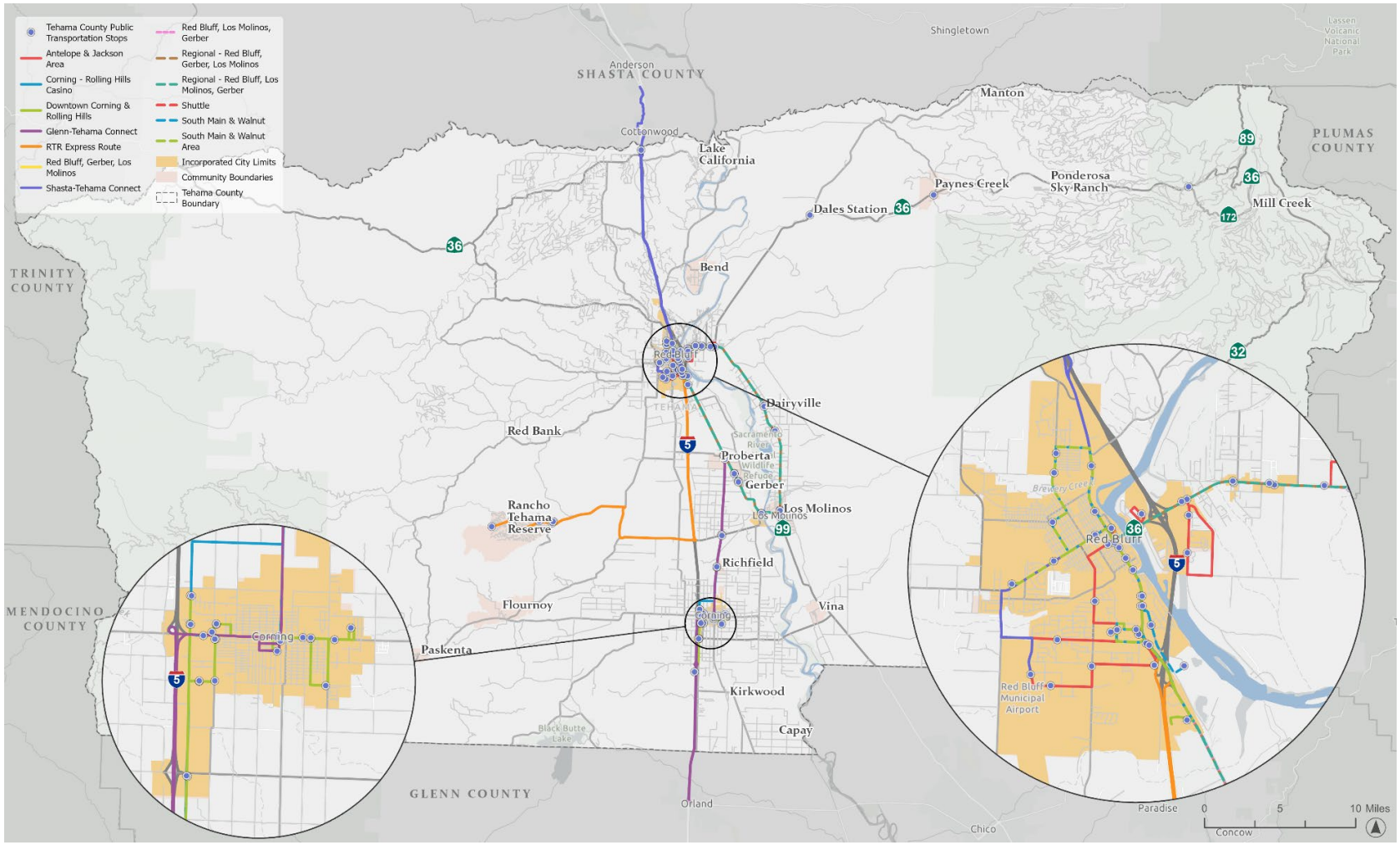

*Figure 2-6: Map of Tehama County Transit Service*

### 2.9.1. Ridership

Transit ridership had a slight increase from 2018 to 2019, then declined slightly from 2020 to 2022 from 4.2 to 3.8 passengers per revenue hour (Table 2.2). Throughout the country, the Covid-19 pandemic caused a trend of lower transit ridership levels that have continued beyond the pandemic, despite returns to pre-pandemic traffic patterns in other modes of travel.

*Table 2.26: Passengers per Revenue Hour*

| Passengers per Revenue Hour | | | | | | |
|---|---|---|---|---|---|---|
| **Transit Mode** | **2018** | **2019** | **2020** | **2021** | **2022** | **Changes from 2018 to 2022** |
| Demand Response | 3.2 | 3.2 | 2.4 | 1.9 | 1.9 | -40.6% |
| Bus | 5 | 5.2 | 4.8 | 4.0 | 4.5 | -10.0% |
| **Total** | **4.6** | **4.7** | **4.2** | **3.5** | **3.8** | **-17.4%** |

Source: National Transit Database Agency Profiles 2018-2022

### 2.9.2. Social Service Transportation Providers

**Senior Nutrition Program**

The Tehama County Senior Nutrition Program is organized by the Tehama County Community Action Agency. The program allows seniors to either eat a nutritious meal in a community environment or have a meal delivered to their home. The home delivery option is only available for seniors aged 60 and older, or those who are unable to drive. This program is available Monday through Friday.

**Volunteer Medical Transportation Service**

The volunteer Medical Transportation Service (METS) is a transportation service that utilizes volunteer drivers to transport Tehama County residents who are eligible for METS service, to and from medical appointments. The drivers are reimbursed for mileage based on the IRS rate to provide transportation to medical appointments. Reservations are required for this service. To qualify, individuals must live in Tehama County and have no other means of transportation. METS provides non-emergency medical transportation services to Shasta and Butte Counties and only provides service

within Tehama County if the requested stop is outside of a 10-mile radius from a TRAX fixed route. Service is available Monday through Friday and reservations must be scheduled a week in advance.

**North Valley Services**

North Valley Services offers work development, training and assessment, transportation, day activity centers, and residential care for developmentally disabled adults in Tehama, Glenn, and Lassen Counties. Clients are provided transportation seven days a week to job sites, day programs, and other locations. Transportation is provided with the use of regularly maintained buses operated by drivers that are Class B, CPR, and First Aid certified. In 2015 and 2017, North Valley Services FTA Section 5310 received grant monies for the purchase of replacement buses.

**Far Northern Regional Center**

The Far Northern Regional Center is a contact center with the California Department of Developmental Services. The Center serves as a fixed point of reference for individuals and families of individuals with developmental disabilities. The Center provides transportation to clients in various forms including vouchers and mileage reimbursement.

**Tehama County Department of Social Services**

The CalWORKs program provides temporary financial assistance and employment-focused services to low-income families with underage children. Tehama County CalWORKs owns two vans that are driven by Social Service Aides to take clients to Welfare-to-Work activities such as Work Experience, Behavioral Health, job readiness classes, and interviews. Additionally, on a case-by-case basis, transport can be provided for the Family Stabilization program or housing programs.

**Paskenta Band of Nomlaki Indians - Rolling Hills Clinic**

Rolling Hills Clinic in Corning offers non-emergency transportation to Indian Health Service facilities or Indian Health Service referral site appointments for eligible patients. All registered patients of the Rolling Hills Clinic are eligible to apply to use the transportation service. To qualify, patients must demonstrate they have no other means of transportation and have a medical condition that makes driving difficult. Trips are scheduled on a first-come-first-serve basis in the following order of priority: Paskenta Tribal members, Native American/Alaska Natives, and patients with chronic medical conditions.

**The Greenville Rancheria Tribal Health Program**

The Greenville Rancheria Tribal Health Organization provides a variety of transportation services for tribal members and the public, including medical trips to Greenville, Red Bluff, Chico, Reno, Redding, and Davis. Fees vary for non-Native Americans.

The health program has nine vehicles including four-wheel drive SUVs and passenger vans. Program funding comes from Indian Health Services, CalWORKS and general Tribal funds. Service is highly personal with most trips made on a one-on-one basis with drivers staying with patients, including overnight stays on long distance trips.

**The California Tribal Temporary Assistance for Needy Families (TANF)**

The California Tribal TANF Partnership (CTTP) was established in 2003 for the purpose of providing educational training, career, and employment opportunities to Native American tribes. The CTTP provides transportation services to eligible families to services that include GED training, technical skills training, and job search and readiness training. In Tehama, CTTP serves the Greenville Rancheria of Maidu Indians and off-reservation members, families, and descendants of Federally Recognized Tribes.

**Home to School Transportation**

Fixed route school bus service for K-12 students is provided for the 14 school districts in Tehama County. School buses operated by, or under contract with various school districts, provide the primary source of transportation for students during the academic school year with numerous stops along the major transportation corridor.

### *2.9.3. Connections to Other Transit Systems*

**Glenn-Tehama Connection**

The Glenn-Tehama Connection is a regional route for Red Bluff, Corning, and Orland running Monday through Friday, completing six round trips daily. The route begins at the TRAX Transit Center in Red Bluff and ends at the Newville & 9$^{th}$ Street stop in Orland. Connections can be made to Chico, Willows, and other destinations within Tehama, Glenn and Butte Counties.

**Shasta-Tehama Connection Express**

The Shasta-Tehama Connection is a Regional Express Route for Red Bluff and Anderson running Monday through Friday, completing five round trips, and Saturday, completing three round trips. The route begins at Red Bluff Airport

with stops in Anderson and Cottonwood. Connections can be made to Redding and other destinations within Tehama and Shasta Counties.

**Greyhound**

There is a curbside Greyhound bus stop located at the Arco Gas Station on Main Street in Red Bluff.

**Amtrak**

There are no train stations in Tehama County, Amtrak operates a curbside bus stop located at the TRAX Transit Center on Rio Street and Walnut Street in Red Bluff.

### *2.9.4. Zero-Emission Buses*

**Innovative Clean Transportation Regulation Overview**

CARB's Innovative Clean Transit (ICT) regulation sets a goal for public transit agencies in California to transition from conventional buses to zero-emission buses (ZEBs) by 2040. The regulations require a gradual increase of an agency's percentage of bus procurements to be ZEBs. For Small Transit agencies, 25% of all new bus purchases must be zero-emission by 2026 and 100% by 2029. Agencies can request waivers that allow purchase deferrals in the event of economic hardship or if zero-emission technology cannot meet the service requirements of a given route.

**Challenges in Tehama County**

TCTAB faces several challenges in converting to an all-ZEB fleet, especially in accordance with CARB ICT regulations purchasing requirements and schedule. Considerable funding will be required to accomplish the ZEB transition, which presents one significant challenge. ZEBs are more expensive to purchase than conventional vehicles and new infrastructure will be required to operate and maintain the vehicles. Continued financial support at the local, state, and federal levels to offset the capital cost of this new infrastructure is imperative.

Beyond cost barriers, TCTAB must also ensure that available zero-emission technologies can meet basic service requirements of the existing service routes and potential travel delays like extreme weather and construction. Currently, TCTAB is planning for a transition based on existing service and ZEB technology. Due to range limitations, current battery–electric technology may present a challenge for the current transit service. Fuel cell electric buses have a higher range, but their capital and operation costs are substantially more.

TCTAB will also need to consider resiliency as ZEBs are deployed. Battery–electric buses rely on electric charging, where a power outage at the depot could mean that providing scheduled service for those who depend on it might become impossible. In addition, in recent years, Tehama County has experienced an increase in power outages year-round due to storms, high winds, heat waves, and wildfires. If these trends continue, as expected, this will only heighten the need for TCTAB to have a strategy to charge buses during power outages.

## 2.10. ACTIVE TRANSPORTATION

The Tehama County Active Transportation Plan guides the County's investments in bicycle and pedestrian infrastructure, policies, and programs to encourage walking and bicycling. The goal of the Active Transportation Plan is to achieve a safe, effective, efficient, balanced and coordinated transportation system that serves the needs of bicyclists and pedestrians within the County and incorporated cities, at a feasible cost. The Active Transportation Plan includes approximately 50 recommended projects, representing a total bicycle and pedestrian need of $37.1 million in Tehama County and consist of bikeway improvements, pedestrian improvements and future studies that include crossings, sidewalks, bikeways, safe routes to schools, and signage projects. Existing pedestrian and bicycle facilities are illustrated in Figure 2.7 through Figure 2.12.

### *2.10.1. Bikeways*

In unincorporated Tehama County, bicycle facilities are limited. Paved and gravel shoulders on State Highways serve some bicycle travel and create regional connections for bicyclists. Caltrans District 3 maintains State Highways in the unincorporated County, however TCTC coordinates with Caltrans to ensure State Highway projects meet the needs of County travelers. A limited number of dedicated bicycle facilities are located within the County's incorporated cities and unincorporated communities, including Class II bicycle lanes in the City of Corning along Solano Street, in Los Molinos there are buffered bike lanes on SR-99 and Class II bike lanes on Grant Street and a short segment of Sherwood Blvd, and a limited number of Class II bike lanes and Class I bikeways in City of Red Bluff. City of Tehama does not have any dedicated bicycle facilities.

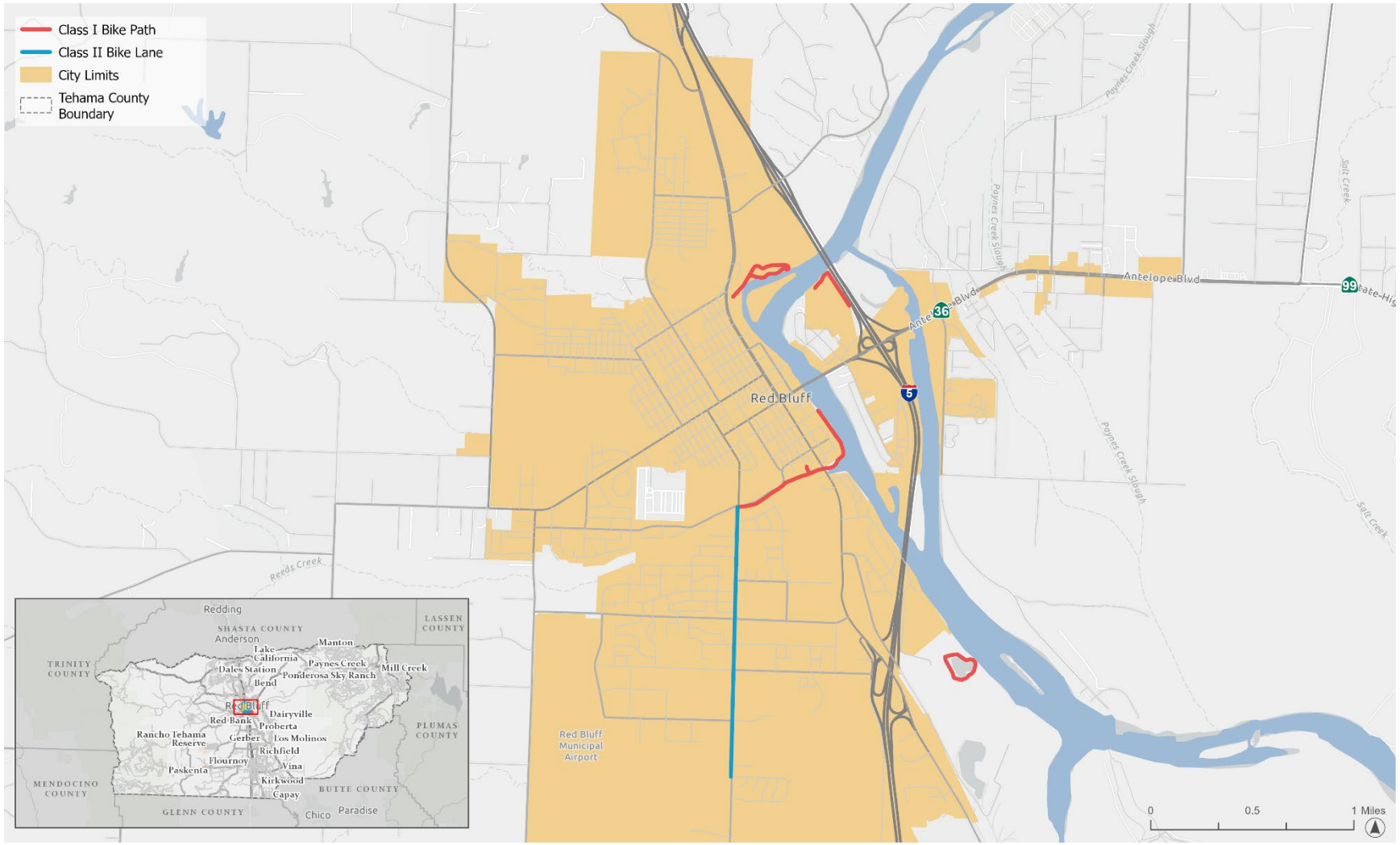


*Figure 2-7: Red Bluff Bicycle Facilities*

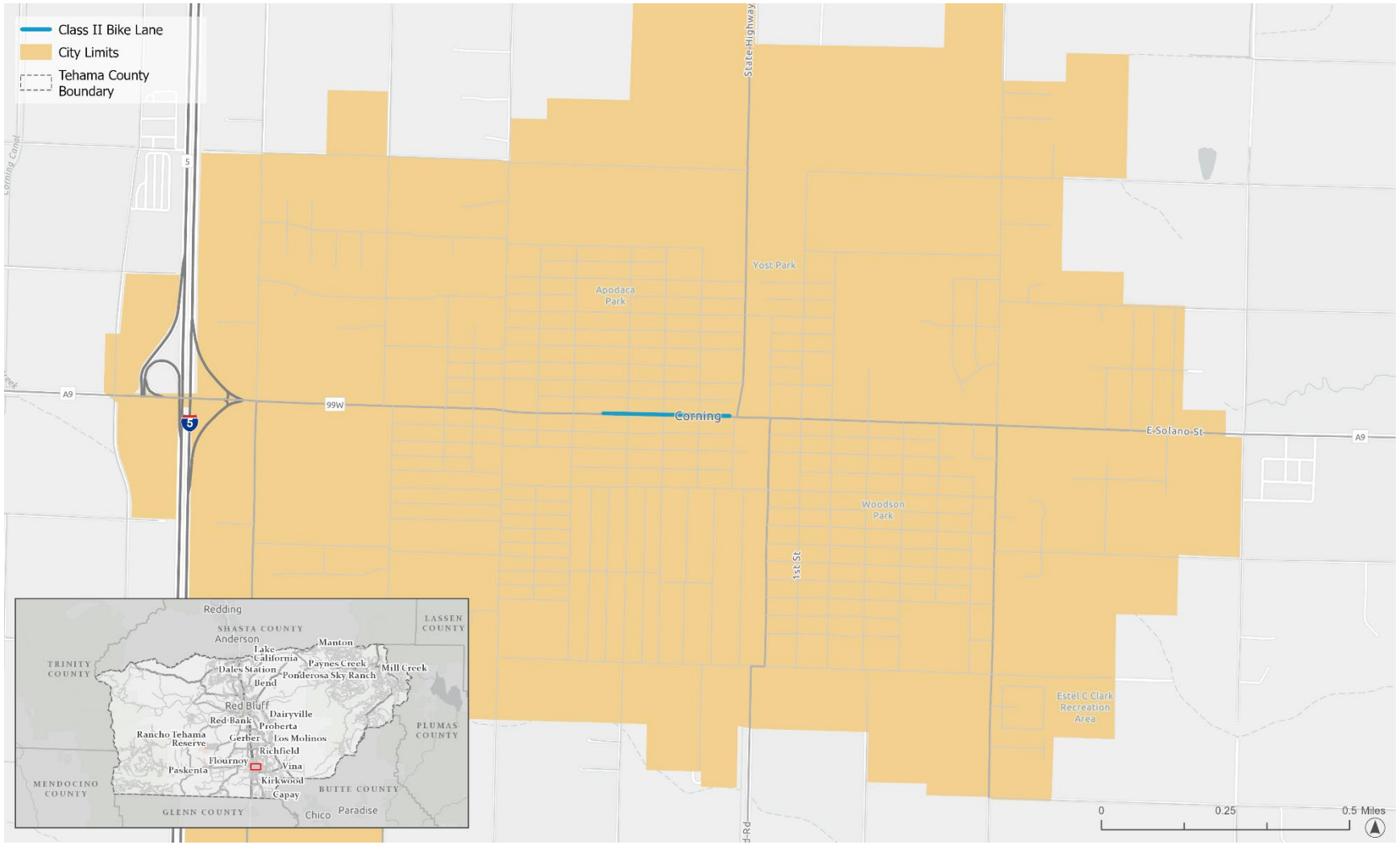


*Figure 2-8: City of Corning Bicycle Facilities*

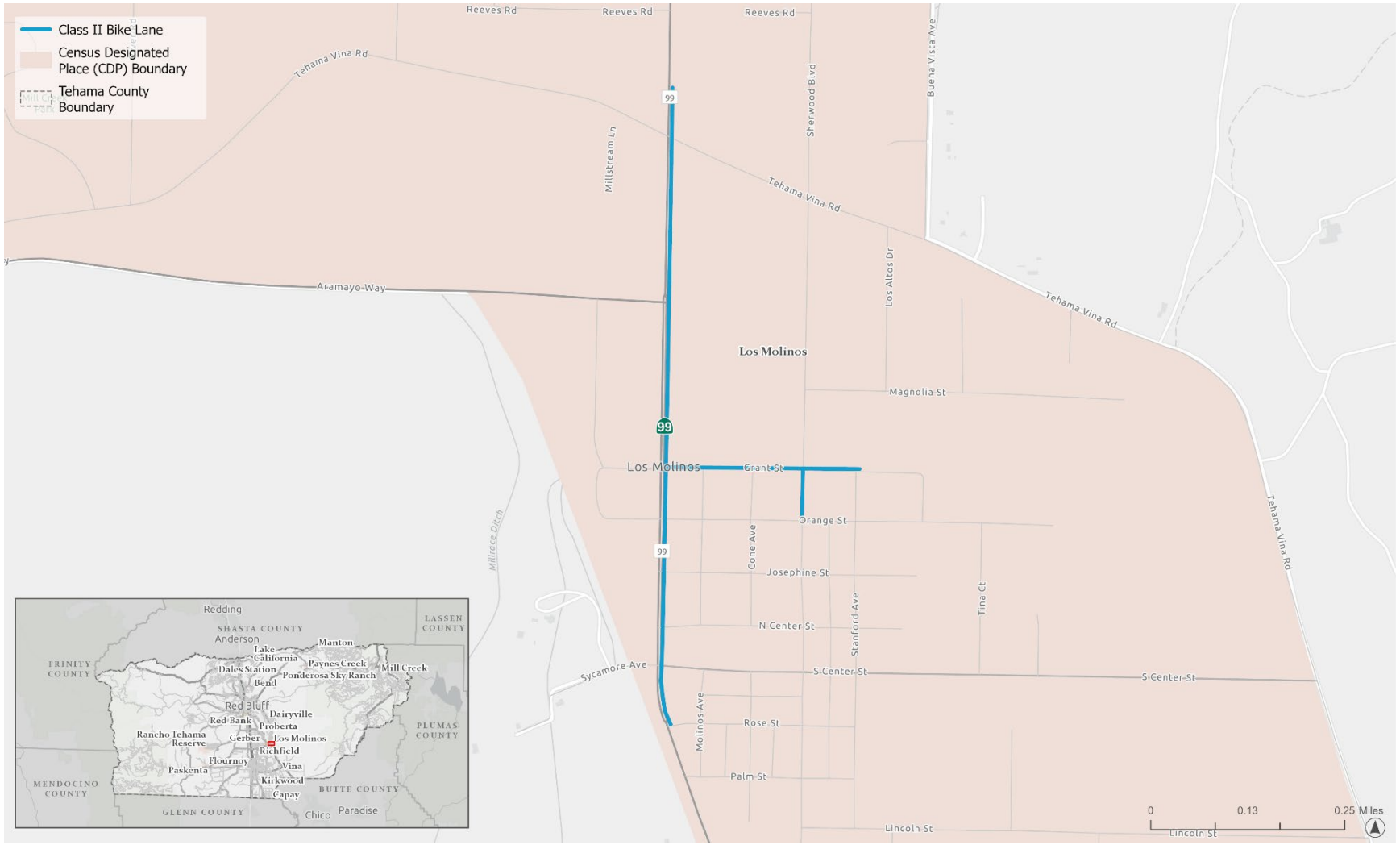


*Figure 2-9: Los Molinos Bicycle Facilities*

### *2.10.2. Pedestrian Access and Trails:*

Pedestrian facilities include sidewalks, crosswalks, ADA-compliant curb ramps, traffic calming measures, and signage. A pedestrian facilities inventory was conducted in 2019 during the development of the County's Active Transportation Plan. The County's pedestrian facilities are sporadic with large gaps in the network in many areas. The City of Red Bluff has a comprehensive network of sidewalks, crosswalks, and curb ramps. In the City of Corning the sidewalk network has many gaps in continuity and requires maintenance and restriping. The City of Tehama has no marked paths or sidewalks for pedestrian traffic.

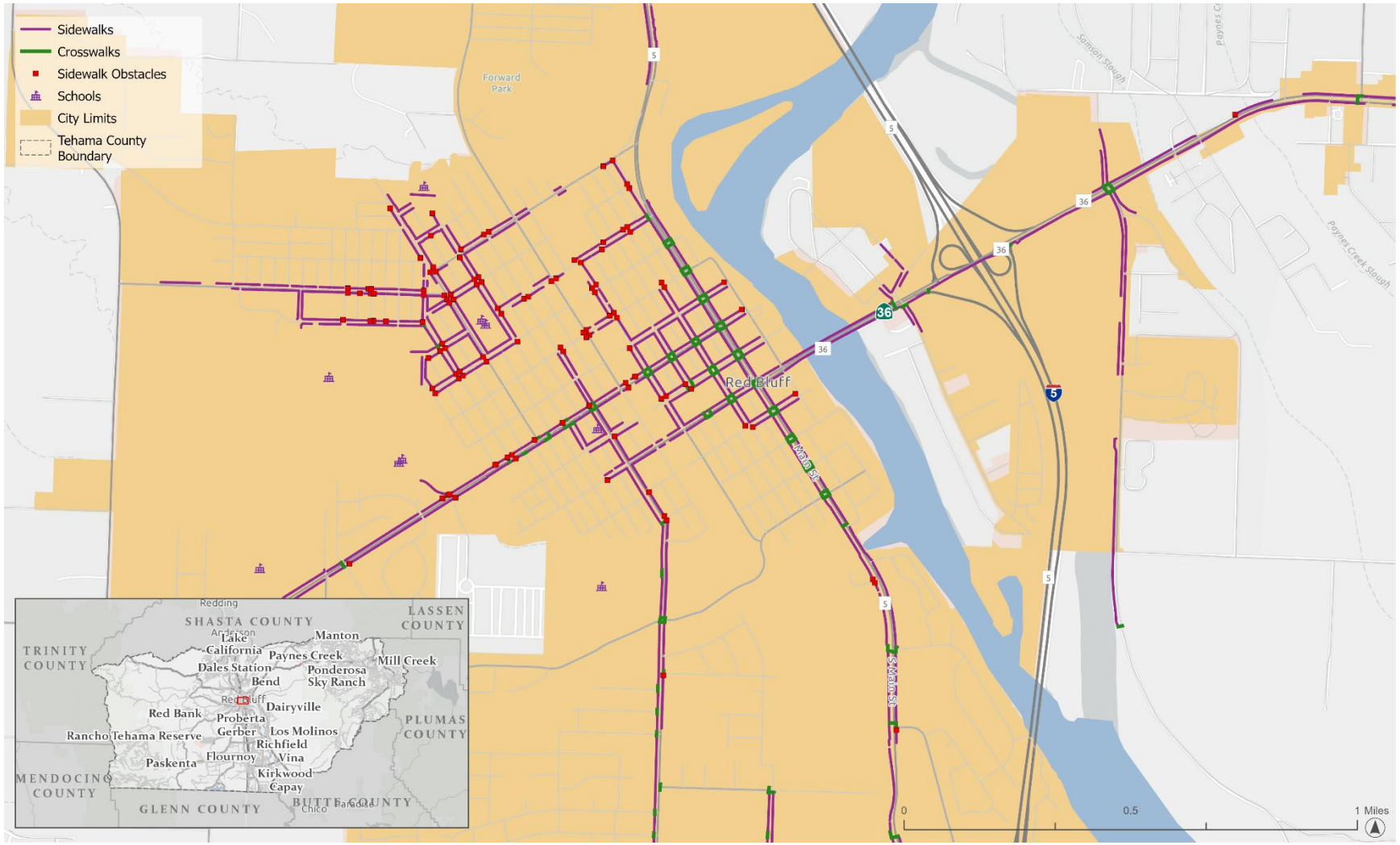


*Figure 2-10: Red Bluff Pedestrian Facilities*

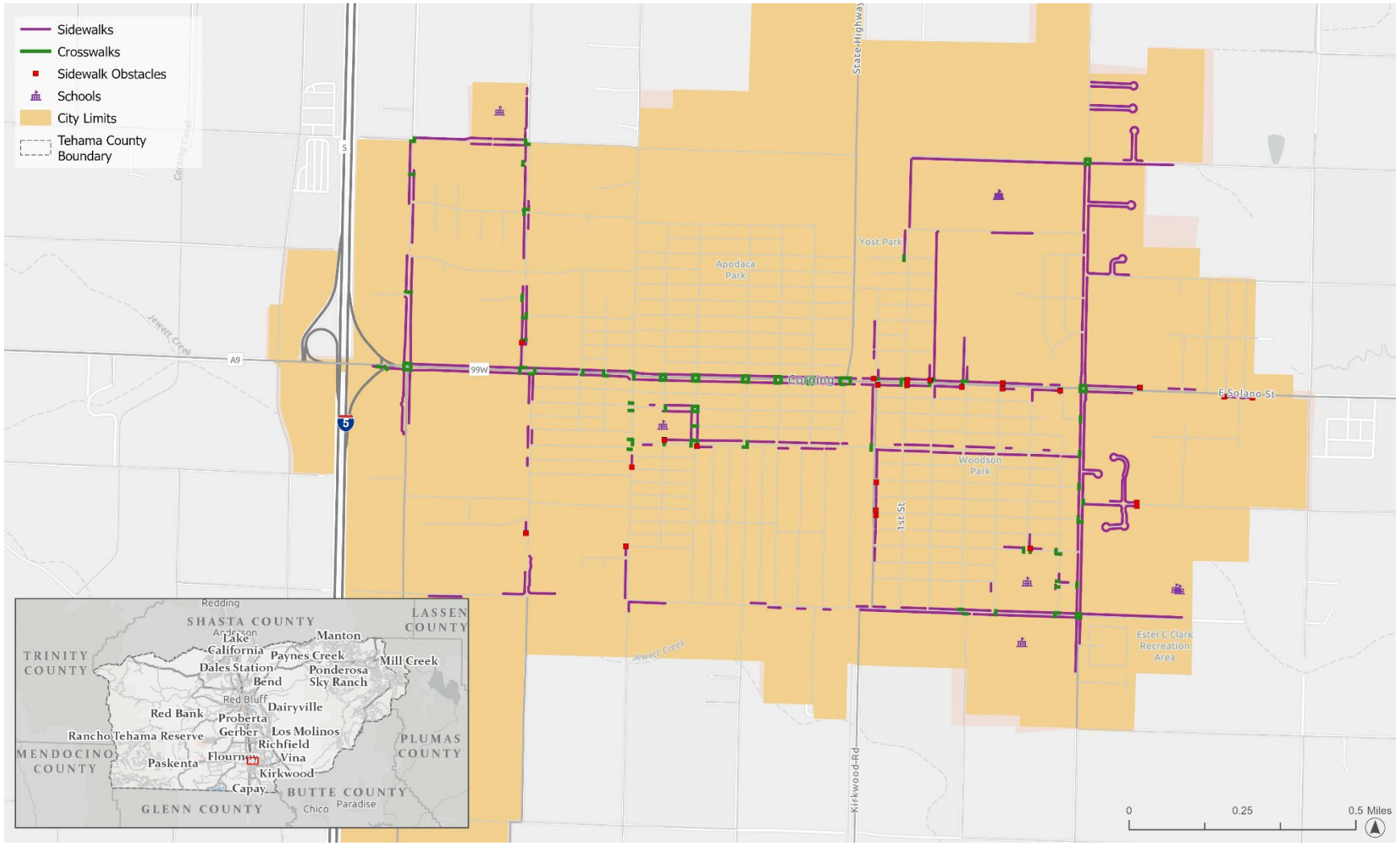


*Figure 2-11: Corning Pedestrian Facilities*

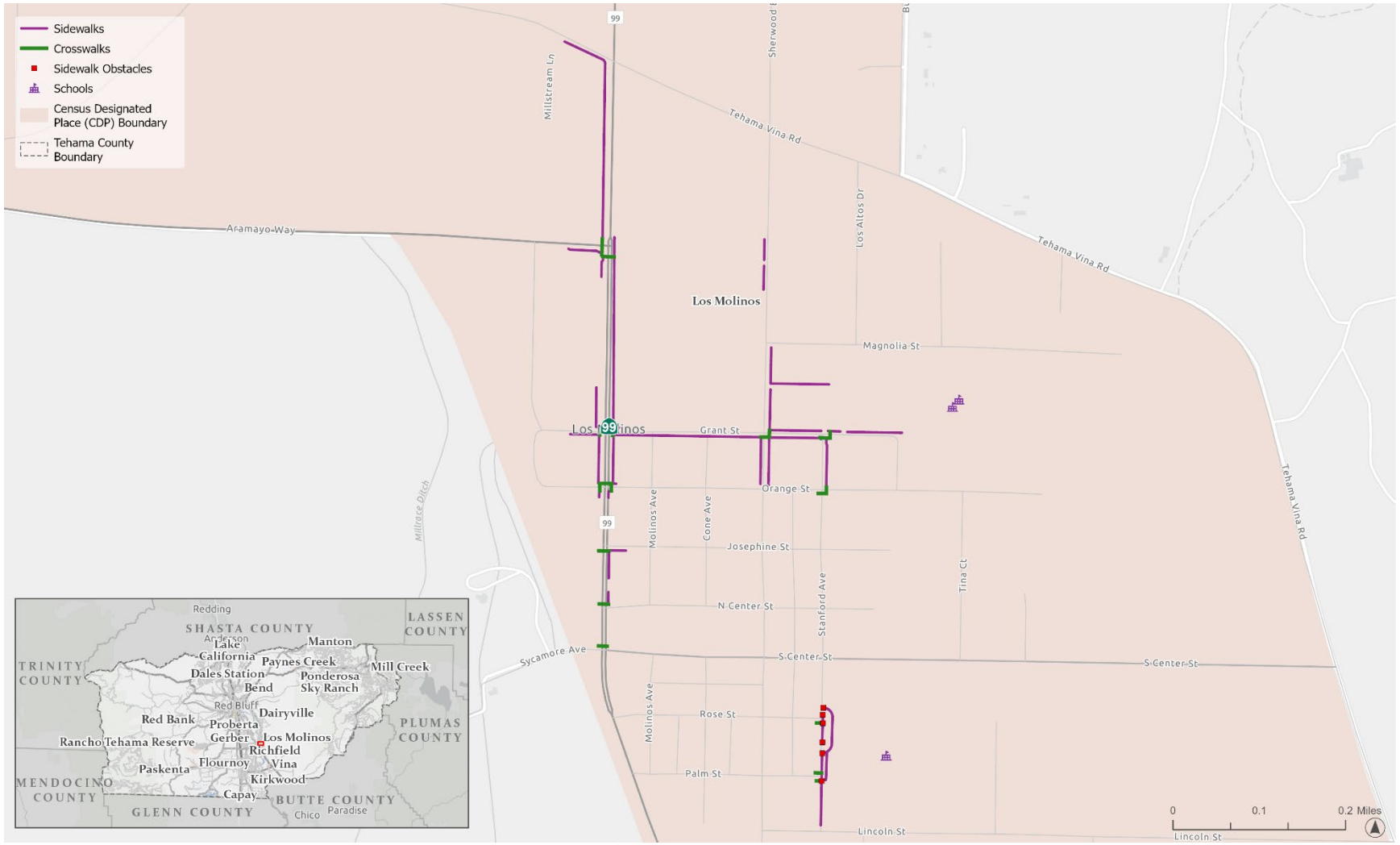


*Figure 2-12: Los Molinos Pedestrian Facilities*

## 2.11. AVIATION

There are two non-commercial, municipal airports located in the county. The Red Bluff Municipal Airport is located in Red Bluff and owned by the city and operated by Cardan Aircraft Services. The Corning Municipal Airport is located in Corning and owned and operated by the City. (Figure 2.11). The closest commercial airport is the Redding Regional Airport, located approximately 25 miles from Red Bluff and 43 miles from Corning. 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 serves service industries including utilities, construction, water diversion, law enforcement, agriculture, forestry, and helicopter repair.

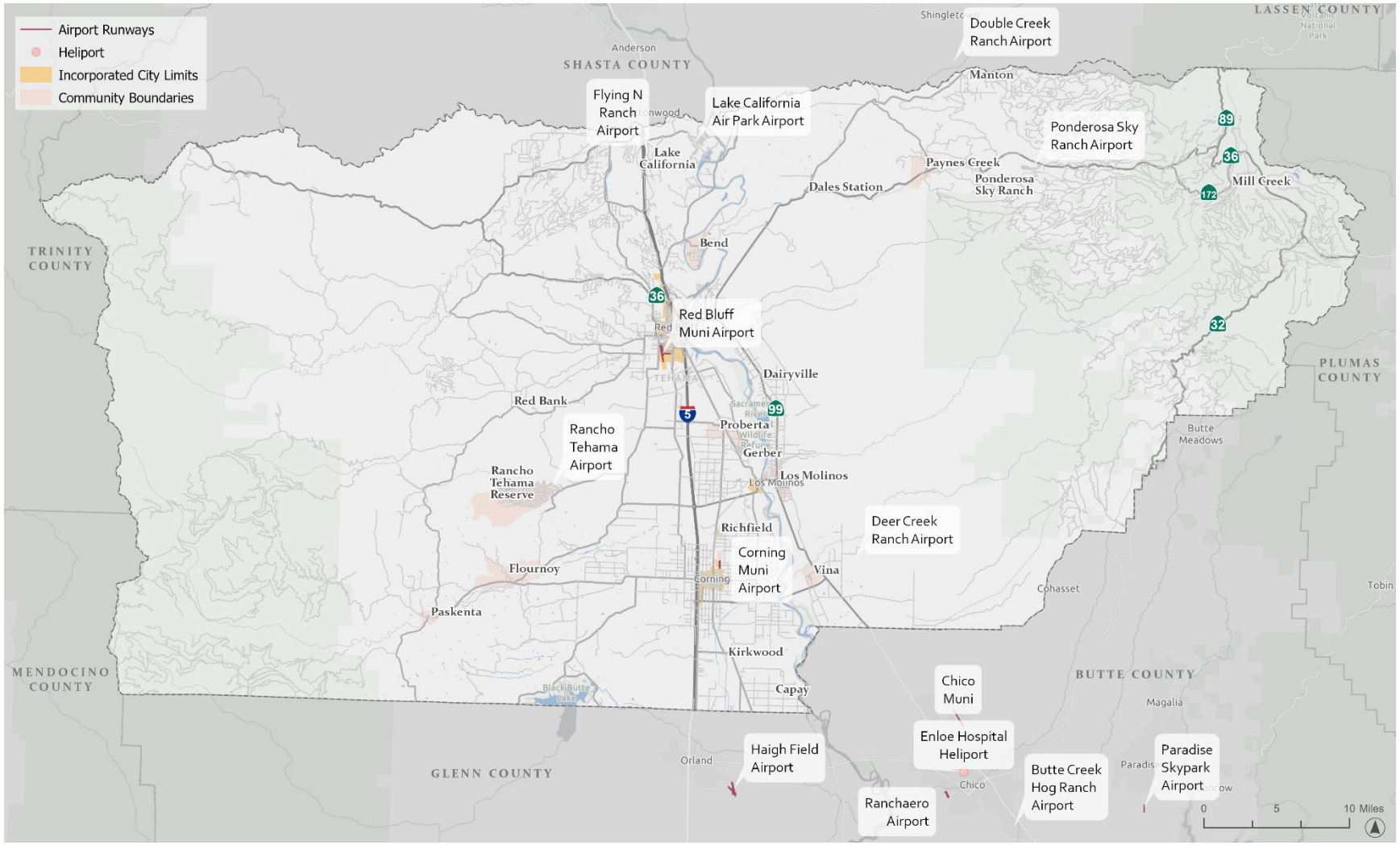


*Figure 2-13: Tehama County Airports*

### 2.11.1. Red Bluff Municipal Airport

The Red Bluff Municipal Airport is located two miles south of Red Bluff and is owned by the City of Red Bluff and is also classified as a community airport. The airport has an estimated annual operations count of 26,280 with 119 aircraft and 6 helicopters based at the airport year-round. The operations are comprised of transient aviation, local aviation, air taxi, and military activities.

### 2.11.2. Corning Municipal Airport

Owned by the City, The Corning Municipal Airport is located one mile northeast of Corning and is and is classified as a community airport. 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.

### 2.11.3. Other Airports

Privately maintained airfields serve the recreational and business needs for private pilots. Small airfields exist in or near the communities of Cottonwood, Lake California, Ponderosa Sky Ranch, Rancho Tehama, and Vina.

## 2.12. RAILROADS

The Union Pacific Railroad (UP) and the California Northern Railroad (CFNR) are the two major rail lines operating in Tehama County. The CFNR spurs off from the UP in the City of Davis and runs north along the I-5 corridor, entering Tehama County in the City of Corning and intersecting with the UP in City of Tehama. The UP runs north along SR-99 from the Butte/Tehama County line through the communities of Vina and Los Molinos, before heading west through the City of Tehama, where it intersects with the CFNR. It then continues north along State Highway 99W through the City of Red Bluff and north along the I-5 corridor, where it crosses Cottonwood Creek into Shasta County.

## 2.13. 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 but primarily through trucking and rail.

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

Critical corridors in Tehama County include I-5, SR-99, and SR-36. I-5 connects Tehama County to Sacramento and Los Angeles to the south and to Redding, Portland and Seattle to the north; SR-99 connects Tehama County to Chico, Yuba City Sacramento, and Los Angeles to the south; SR-36 connects Tehama County to Susanville and Reno to the east and to U.S. 101 and the California coast to the west.

I-5 and SR-99/36 have been identified as 'High Emphasis Routes' critical to interregional travel by the U.S. Department of Transportation. The Union Pacific Railroad and California Northern Railroad also serve as important means of goods movement through Tehama County.

### *2.13.1. Truck Parking*

There are four Caltrans designated Safety Roadside Rest Areas that are currently operational and provide semi-truck parking: the Herbert S. Miles Rest Area has two rest stops (northbound and southbound) along I-5 situated 4.4 miles north of Red Buff, and the John C. Helmick Rest Area has two rest stops (northbound and southbound) along I-5 situated 1 mile north of Corning.

## 2.14. WATER RESOURCES

Tehama county contains six main watersheds, Battle Creek, Deer Creek, Mill Creek, Tehama East, Tehama West and Cottonwood Creek. The majority of the population lives within the Tehama West watershed. The four main creeks are Reeds, Red Bank, Thomes and Elder Creeks, which are seasonal, so groundwater is the primary water supply for municipal and agricultural uses in the watershed. There are 7 groundwater subbasins that underlie the County: Bowman, Red Bluff, Corning, Los Molinos, Antelope, Bend and South Battle Creek, all of which are monitored for water quality.

## 2.15. INTERCONNECTIVITY ISSUES

Tehama Count's rural and varied topography contribute to connectivity challenges for roadways, transit, aviation, rail, goods movement, and active transportation. The geographic characteristics of this region, such as the Sacramento River Valley, Lassen National Forest, the Sierra Nevada and Cascade Mountain ranges, and many lakes and rivers add complexity to the creation of a robust transportation network throughout the County as well as to the rest of California and the United States.

### 2.15.1. Roadways

Roadways for interregional travel connect Tehama County to surrounding areas including Redding and Shasta County, Chico and Butte County, and Susanville and Reno as well as major throughfare systems that take residents to the coast and to Oregon or Sacramento. Elevations vary as one travels through Tehama County: SR-36E sits at an elevation of 341 feet in Red Bluff and rises to an elevation of 5,764 feet near Morgan Summit. The weather in Tehama County can change quickly and at any time of the year, causing unpredicted road closures and travel restrictions with short notice. Lane closures due to weather related events, wildfires, or construction and utility work can cause extended travel delays due to the limited travel alternatives. Limited access to major highways and roads from rural areas of the County pose a major threat to evacuating communities from wildfires, floods, or other major weather events.

### 2.15.2. Transit

TRAX provides public transit services in Tehama County. Transit interconnectivity issues exist in Tehama County, both between interregional transit systems and between TRAX and other modes. Due to the inadequate bicycle and pedestrian facilities in most of the County's communities, reaching transit facilities on foot or by bike can be challenging. Transit connections to destinations outside of the County like major medical centers and schools are also limited, presenting challenges to County residents who are unable to drive. TRAX connects to Glenn Ride in Orland, where Tehama County residents can be transported to other destinations in Glenn County, City of Chico, and other Butte County destinations. A recently added transit connection between TRAX and the Redding Area Bus Authority (RABA) in Anderson connects Tehama County residents to Redding and other Shasta County destinations.

### 2.15.3. Aviation

Red Bluff Municipal Airport - The airport's greatest need is increased commercial hangar space which would generate additional revenue and accommodate the demand for increased operation.

Corning Municipal Airport - Corning operations are comprised of transient and local general aviation and air taxi.

### 2.15.4. Goods Movements

Goods movement in and through Tehama County is subject to disruption from weather related events such as wildfires, landslides, flooding, and winter conditions. Other unforeseen circumstances such as traffic collisions and roadway construction can also create access issues. There are limited alternative truck routes that run through Tehama County.

If SR-99 is closed, trucks would have to travel from Red Bluff to Orland (35 miles) via I-5, to take SR-32 into Chico. If any portion of I-5 in Tehama County were closed, trucks would have to utilize SR-36 and SR-99 to obtain access to other major highways. Similarly, if SR-36 were closed, trucks would have to utilize SR-99 or I-5 to obtain access to other highways.

### *2.15.5. Non-Motorized Transportation*

A primary deficiency of active transportation network in the County is the lack of safe crossing locations on high-volume roadways, particularly State Routes. For example, the wide travel lanes coupled with the five-lane configuration of SR-36 through portions of Red Bluff create challenging and potentially unsafe conditions for pedestrians. Barriers like these, whether they are physical or psychological, often dissuade people from walking instead of driving a vehicle. Inadequate crossings present challenges for people walking, especially the elderly, children, or people with disabilities.

# 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 2024 RTP Guidelines, the Policy Element is intended to:

- Describe the transportation issues in Tehama as a region.
- Identify regional needs for both short-term (0-10 years) and long-term (11-20 years) planning horizons.
- Maintain internal consistency with the Financial Element and fund estimates.

## 3.1. TRANSPORTATION ISSUES

### *3.1.1. Federal Issues*

Federal transportation policy and programming provides the direction through which transportation planning decisions are made at the State, regional and local levels.

**Infrastructure Investment and Jobs Act (IIJA)**

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA), also known as the bipartisan infrastructure law. The IIJA allocated $550 billion for new initiatives repairing and upgrading U.S. infrastructure, including to repair roads and bridges, improve public transit, and deliver clean drinking water and high-speed internet, among other provisions. It also reauthorized federal spending on long-standing infrastructure programs for funding highway maintenance, electrical grid upgrades, and water reclamation projects, among others, through 2026.

### *3.1.2. Statewide Issues*

California is dedicated to reducing GHG emissions through sustainable land use and transportation planning. In 2016, the California legislature passed SB 32, codifying a 2030 GHG emissions reduction target of 40% below 1990 levels. The transportation sector accounts for 37% of California's goals of GHG emissions reductions, such as SB 743 (SB 743), described in the following section, which has an impact on the RTP Guidelines and RTP development process. In 2017, transportation funding increased with the passage of California SB 1, a $52 billion transportation program funded by increased State gas taxes and vehicle license fees.

### Senate Bill 391 and the California Transportation Plan

Senate Bill 391 (SB 391, 2009) required the California Department of Transportation to prepare the California Transportation Plan (CTP), the State's long-range transportation plan, by December 2015, to reduce GHG emissions and VMT. The Plan states this system must reduce GHG emissions to 1990 levels from current levels by 2020, and 80% below the 1990 levels by 2050 as described by AB 32 and Executive Order (EO) S-03-05. CTP 2050 is a roadmap for making equitable, transparent, and transformable transportation decisions in California. The CTP 2050 is a long-range policy plan that provides a collective vision for major metropolitan areas, rural areas, and State agencies to achieve critical statewide goals, policies, and recommendations to guide transportation decisions and investments in the twenty-first century that meet future multimodal mobility needs and reduce GHG emissions.

### Senate Bill 1 and the Impact on the Transportation Funding

In 2016, several bills that would drastically change the financial outlook for transportation funding for the next decade were debated within the State Legislature. The results of those legislative efforts culminated in the Governor's signing of SB 1 on April 28, 2017. In November of 2018, California Proposition 8, which proposed a repeal of SB 1, was defeated.

SB 1 is a $52 billion transportation plan funded by increased taxes on gasoline and diesel fuel, and vehicle license fees, including a new fee for vehicles that do not utilize fossil fuels, but do use public roads. The fund is used elusively for transportation purposes, including maintenance, repair, and rehabilitation of roads and bridges, new bicycle and pedestrian facilities, public transportation, and planning grants.

SB 1 created the following new and augmented programs that fall under CTC guidelines:

- Active Transportation Program (ATP) – $100 million added annually for bicycle and pedestrian projects.
- Local Streets and Roads – $1.5 billion added annually for road maintenance and rehabilitation.
- State Highway Operation and Protection Program (SHOPP) – $1.9 billion added annually for projects on State Highways.
- State Transportation Improvement Program (STIP) – A consistently funded program, the funds historically received by the TCTC will be restored for eligible projects.

### Senate Bill 743

In 2013, Governor Brown signed SB 743, which created a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 requires the Office of Planning and Research to amend the CEQA Guidelines

to provide an alternative to level of service (LOS) for evaluating transportation impacts. In 2018 the CEQA Guidelines were amended to include those alternative criteria, and auto delay is no longer be considered a significant impact under CEQA. Transportation impacts related to air quality, noise and safety must still be analyzed under CEQA where appropriate. SB 743 also amended congestion management law to allow cities and counties to opt out of LOS standards within certain infill areas. The updated 2024 RTP Guidelines established vehicle miles traveled (VMT) as the primary metric to document vehicular travel. TCTC has reported existing VMT and projected future VMT on critical regional roadways in the region in this document and will continue to be committed to supporting State and national GHG reduction goals.

**California Electric Vehicle Mandate**

On September 23, 2020, Governor Newsom signed EO N-79-20, establishing a State goal for 100% of in-state sales of new passenger vehicles and trucks in the State to be zero-emission by 2035. The EO establishes that 100% of medium- to heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible, and by 2035 for drayage trucks. Transit fleets are also subject to CARB's Innovative Clean Transit Rule, which requires that 25% of new vehicles in small fleets to be zero-emission by 2026, and all new vehicles must meet that standard by 2029.

### *3.1.3. Regional and Local Issues*

Even with new funding guaranteed by SB 1, the Road Repair and Accountability Act of 2017, the primary local and regional issues revolve around a shortage of maintenance funding to maintain the integrity of existing facilities. Additional issues at the local and regional level include the need for transportation modes other than the automobile, which can enhance accessibility and connectivity between communities, health services, retail, recreational destinations and employment centers. The following general categories of transportation issues have been identified as:

1. Maintenance and improvement of the existing road systems.
2. Improvement of non-auto transportation modes and programs that lower vehicle emissions due to vehicles, including establishment of an adequate electric grid for use by electric transit vehicles, personal electric vehicles, and electric bicycles.
3. Adherence to climate GHG reduction targets.
4. Promotion of economic development within the region.

Economic development efforts should include RTPAs in their planning decisions to ensure that transportation infrastructure and programs adequately account for any increased demand on the systems. TCTC will maintain roadways to enable recreational tourism and industrial and commercial activity and work with partners to promote recreational activities such as hiking, camping, bicycling, and general tourism. Elements of the transportation system related to industrial and commercial activity include the following:

- Road systems with adequate structural strength to support goods movement on a regular basis.
- Adequate road width to support the travel and tourism industry.

### *3.1.4. Climate Change and Gas Emissions*

In 2006, the California State Legislature adopted AB 32, known as the California Global Warming Solutions Act (Section 38560.5 of the Health and Safety Code). The bill established a cap on statewide GHG emissions and set forth the regulatory framework to achieve corresponding reductions in statewide emissions levels. The updated 2017 RTP Guidelines document provides several recommendations for consideration by rural RTPAs to address GHG. The following strategies from the guidelines have been applied towards small counties:

- Emphasize transportation investments in areas where desired land uses as indicated in a city or County general plan may result in VMT reduction or other lower impact use.
- Recognize rural contributions toward GHG reduction for counties that have policies that support development within their cities and protect agricultural and resource lands.
- Consider transportation projects that increase connectivity or provide means to reduce VMT without imposing negative effects on tourism or access to public lands.

**SB 246 – Climate Change Adaptation**

SB 246 (Chapter 606, Statutes of 2015) established the Integrated Climate Adaptation and Resiliency Program under the Office of Planning and Research. This program aims to coordinate local and regional efforts to adapt to climate change with statewide strategies.

**SB 350 - Clean Energy and Pollution Reduction Act of 2015**

SB 350 (Chapter 547, Statutes of 2015), known as the Clean Energy and Pollution Reduction Act of 2015, emphasizes the critical role of widespread transportation electrification in achieving climate goals and federal air quality standards. It

underscores the importance of ensuring equitable access to zero-emission and near-zero-emission vehicles, particularly for disadvantaged and low-to-moderate-income communities. This legislation directs agencies to incorporate these goals into regulations, guidelines, plans, and funding programs aimed at reducing GHG emissions.

Pursuant to PUC 740.12(a)(2), it is the policy of the State and the intent of the legislature to encourage transportation electrification to help achieve ambient air quality standards and the State's climate goals. Agencies designing and implementing regulations, guidelines, plans, and funding programs to reduce GHG emissions are directed to take the findings described in paragraph (1) of PUC Section 740.12 into account. RTPAs may incorporate the directives from SB 350 in their planning processes.

**Executive EOs on Climate Change Issues**

Fighting climate change by cutting GHG emissions is one of California's most important goals. In July 2021, the California State Transportation Agency introduced CAPTI. The 2024 RTP Guidelines require that RTPs be consistent with the CAPTI goals. This plan outlines suggestions for using discretionary transportation funds to address climate change. CAPTI is rooted in EOs N-19-19 and N-79-20, issued in 2019 and 2020 respectively, which set the framework for these efforts.

EOs regarding climate change establish a crucial framework for RTPAs. Although EOs primarily target State agencies, integrating climate change policies within RTP planning processes supports California's goals of lowering per capita GHG emissions and mitigating the impacts of climate change.

Since the last update in 2017, two EOs have been issued to address climate change. EO N-19-19, issued on September 20, 2019, advocates for using the State's investment portfolio to advance climate leadership and establish a framework for climate investments. CAPTI was formulated in response to this EO.

As noted under Statewide Issues, EO N-79-20, dated September 23, 2020, mandates that all in-state sales of passenger cars and trucks should be zero-emission by 2035. Additionally, it sets a goal for medium and heavy-duty vehicles in California to be zero-emission by 2045.

## 3.2. REGIONAL GOALS, OBJECTIVES, AND STRATEGIES

The goals, objectives, and policies for the 2024 RTP update remain largely unchanged from the 2019 RTP and emphasize the importance of climate mitigation and alternative transportation implementation.

The RTP goals, objectives, and policies were developed to ensure that the Tehama region can uphold a regional transportation system within the financial constraints of State, Federal, and local funding sources.

### *3.2.1. State Highways and Regional Roadways*

With low traffic volumes and minimal population growth, expanding the traffic capacity of roadways is not a priority. Enhanced safety, operational improvements, and maintenance of the existing system to ensure connectivity are of central importance. According to the Transportation Injury Mapping System (TIMS), 896 total crashes were reported on State Highways between 2012 and 2023. Reducing collision and fatality rates is an important step to address the overall safety of the region. In addition to safety, maintaining regional roadways and connectivity to Shasta, Butte, Glenn, Trinity and Plumas Counties is a critical concern for the region.

**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 Tehama County.**

**Objective 1.1** Preserve the existing transportation system with a Pavement Condition Index (PCI) of 68 or better.

Policy 1.1.1 Pursue funding that moves the region toward Goal #1.

**Objective 1.2** Increase the efficient movement of goods and people.

Policy 1.2.1 Traffic impacts of proposed land uses shall be evaluated and mitigated, at a project level, in relation to the RTP.

Policy 1.2.2 Optimize the use of existing interregional and regionally significant roadways to improve safety, prolong functionality, and maximize return-on-investment

**Objective 1.3** Maintain roadways in a manner that balances cost and facility life cycle.

Policy 1.3.1 Identify and eliminate unsafe conditions on roadway.

Policy 1.3.2 Strategically improve the interregional and regionally significant roadways to keep people and freight moving safely, effectively, and efficiently

**Objective 1.4** Maximize funding available for transportation and mobility improvements.

Policy 1.4.1 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 1.5** Maintain adequate traffic capacity on the core interregional network.

Policy 1.5.1 Access to new development and newly created parcels should meet applicable local standards under applicable plans and ordinances.

### *3.2.2. Local Roadways*

Pavement maintenance and safety improvements continue to be the highest priorities for the local road system.

**Goal 2. Align financial resources to meet the highest priority transportation needs**

**Objective 2.1** Identify and prioritize improvements to the roadway system.

Policy 2.1.1 Plan and implement projects to meet objectives.

### *3.2.3. Climate Change and Environmental Justice*

In California, transportation accounts for 37 percent of Greenhouse Gas (GHG) emissions. Transportation strategies to reduce GHG emissions include reducing, managing, and eliminating non-essential trips, through smart land use, ITS, demand management, and market-based manipulation strategies. It is important that the regional transportation and land use decision-makers pursue projects that adhere to adopted state strategies and regional efforts to meet greenhouse gas emissions reduction targets

**Goal 3. Practice agricultural, environmental, and resource stewardship**

**Objective 3.1** 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.

**Objective 3.2** Discourage sprawl and land use practices that negatively impact agriculture and the transportation system.

### *3.2.4. Active Transportation*

There is a need to enhance bicycle and pedestrian facilities for recreationalists, tourists and residents in the Tehama region. This includes wider shoulders, bicycle lanes, sidewalks, and crosswalks to improve safety and connectivity between community destinations. A lack of active transportation facilities discourages people from walking and bicycling and limits access to local destinations and surrounding communities. People without access to or without the ability to drive a vehicle also need robust transit options. Increasing multimodal mobility options will reduce GHG emissions while benefiting the health and livability of residents.

**Goal 4. Create vibrant, people-centered communities**

**Objective 4.1** Support local governments in implementing pedestrian and bicycle facilities.

Policy 4.1.1 Pursue funding resources to move region toward Goal #6.

**Objective 4.2** Enhance community health, safety, and well-being

Policy 4.2.1 Pursue funding resources to move region toward Goal #6.

**Goal 5. Provide an integrated, multimodal range of practical transportation choices**

**Objective 5.1** Develop an integrated, multimodal range of local transportation choices.

**Goal 6. Promote public access and awareness in the planning and decision-making process**

Policy 6.1.1 Utilize a broad range of public participation strategies.

# 4 ACTION ELEMENT

The Action Element presents a plan to address the needs of and issues surrounding each transportation mode, in accordance with the goals, objectives, and policies set forth in the Policy Element. The Action Element also highlights the programs, policies, technical assistance, investments, and other actions to support RTP strategies and goals.

In the Action Element, projects and programs are categorized as short- or long-range improvements, consistent with identified needs and policies. These plans are based on the existing conditions, forecasts for future conditions, and transportation needs discussed in the first three chapters of this RTP.

## 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 (2035) and twenty-year (2045) 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 by:

- 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

### *4.2.1. Maintenance and Improvement Emphasis*

In Tehama, the limited available funding is focused on maintaining existing facilities across all modes. 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, and help accommodate future travel demand in the region. Should a capacity-increasing project become a regional priority, it would be initiated only when fully or largely funded by revenue sources that otherwise could not be used for maintenance activities. Other capital projects can only be implemented after new funding sources become available to allow full funding of ongoing maintenance responsibilities. The region has limited capacity to fund and implement large projects due to funding and staffing constraints.

### *4.2.2. Maintain Connectivity to Shasta, Gleen, Trinity, Plumas, and Butte Counties*

Maintaining the connections to Shasta and Glenn Counties via I-5, Trinity and Plumas County via SR-36, Butte County via SR-32 and SR-99, and Shasta County via SR-89 is necessary to provide access to key destinations outside of Tehama County. These connections are critical for the economy, health, and safety of the residents and visitors to Tehama County.

### *4.2.3. Regionally Significant Projects*

The Lake California Drive Reconstruction Project will provide a multi-use path for bicyclists, pedestrians and emergency responders. The multi-use path will provide a safe facility for pedestrians and bicyclists to utilize daily, promoting active transportation benefits, providing critical connections to transit and rideshare options, and reducing vehicles on the roadway. During emergency events, the multi-use lane can be utilized by emergency responders, reducing traffic delays, and decreasing emergency response time to hazards.

The Fire Lane Emergency Access Plan for Lake California, Rancho Tehama, and Surrey Village is a comprehensive analysis conducted to identify locations and communities within Tehama County that are at a high risk of experiencing

wildfires, flooding, or hazardous materials exposure. Throughout the County, evacuation improvements have been developed by identifying communities with insufficient ingress and egress evacuation routes, addressing local community fire evacuation concerns, and enhancing evacuation operations with improved communication tactics.

## 4.3. TRANSPORTATION SAFETY

Addressing transportation safety in a regional planning document can enhance the health, economic, and quality-of-life outcomes for residents of and visitors to Tehama County. In response to safety issues, Caltrans crafted a Strategic Highway Safety Plan with one primary safety goal: to reduce roadway fatalities to less than one fatality per one hundred million VMT. The Plan concentrates on 15 "Challenge Areas" concerning transportation safety in California. For each Challenge Area, it provides background data, establishes specific goals, considers strategies to achieve those goals, and discusses institutional issues that could affect goal implementation. The policy aspect of this RTP incorporates safety goals and objectives that are in line with the California Strategic Highway Safety Plan and addresses regional safety needs.

## 4.4. TEHAMA COUNTY STRATEGIES TO PREPARE FOR CLIMATE CHANGE

The Tehama region faces more hazardous weather and weather-related events in the coming decades as a result of climate change. Potential hazards to the transportation infrastructure include increased severity and frequency of storms, droughts, and wildfires, which may have direct and indirect impacts on the transportation system in Tehama County. TCTC is taking proactive approaches to mitigate any such impacts, one example being the Tehama County Safety, Secondary Access Community Planning & Evacuation Routing Study which provides a comprehensive approach to emergency preparedness and evacuation for Tehama County. An additional resource is the 2023 Tehama County Hazard Mitigation Plan, which details capital projects and pragmatic activities that can mitigate the impacts of hazards.

## 4.5. TRANSPORTATION SECURITY/EMERGENCY PREPAREDNESS

Transportation security and emergency preparedness address issues associated with large-scale evacuation due to a natural disaster or terrorist attack. Achieving the highest levels of emergency preparedness would include maintaining

and improving roadways, airport facilities, bicycle and pedestrian facilities, and public transit services. Most short- and long-range projects identified for the region have an emphasis on maintenance and operational improvements. In addition to maintaining facilities vital for the region's safe evacuation, emergency preparedness involves training and education as well as planning appropriate responses to possible emergencies.

## 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. Tehama County looks for the most effective and least capital-intensive solutions. On a project basis, TSM measures are in use to increase traffic flow efficiency and movement through intersections and along highways. Long-range TSM considerations can include:

- Signing and striping modifications
- Parking restrictions
- Paving and re-striping 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)

Intelligent Transportation Systems (ITS), as defined in the Code of Federal Regulations section 940.3, encompasses "electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system." Its use is a priority for the U.S. Department of Transportation as a key component of the nationwide implementation of the National ITS Architecture, which is a framework devised to encourage functional harmony, interoperability, and integration among local, regional, State, and federal ITS applications. ITS includes technological improvements that enhance the safety and reliability of roadways. Common examples include highway advisory radio and changeable message signs that provide information on detours; delays;

road closures, whether temporary or seasonal; weather conditions; and chain requirements. ITS projects complement other transportation strategies. Benefits and cost assessments need to be considered at an early stage in system or project planning to justify the deployment of technologies. As technology has changed, ITS emphasis has shifted from internal operational improvements to coordination with external agencies. Interagency cooperation that enables all agencies to achieve their missions more effectively is the major objective of the Regional ITS Architecture. The proposed ITS technologies have the potential to strengthen efforts that ensure safe, efficient, and functional transportation systems for all modes of travel in the County. Key ITS applications that exist in various locations in Tehama County are included below. In addition, TCTC continues to look for any other new or emerging ITS technologies that could be implemented.

- Transit and traveler Information (e.g., telephony and web-based travel information and mobility centers) disseminates public transportation service information to a wider variety of users across a larger network of public transportation service providers.
- Highway advisory information signage allows for coordination between the County, law enforcement agencies, and Caltrans to disseminate current highway conditions to the public.

## 4.8. PROJECT LISTS

Projects included in the RTP are categorized as either short- or long-range projects. The short-range projects (2025-2035) are shown in Tables 4.1 through Table 4.6. Complete project tables including short- and long-range projects can also be found in Appendix E.

### *4.8.1. Roadway Projects*

Table 4.1 shows current short-range roadway projects for agencies in Tehama County, with funding needs totaling approximately $94 million. The long-range projects can be found in Appendix E.

*Table 4.1: Roadway Projects*

### 4.8.2. Bridge Projects

The following table shows the short-range bridge projects planned in Tehama County. A total of $45 million in short-range projects have been identified in Tehama County. The long-range bridge projects can be found in Appendix E.

*Table 4.2: Bridge Replacement or Rehabilitation Projects*

### 4.8.3. Bicycle and Pedestrian Projects

The following table shows all the bicycle and pedestrian projects planned for Tehama County. A total of $43 million in long-range bicycle and pedestrian needs have been identified in Tehama County. The long-range bicycle and pedestrian projects can be found in Appendix E.

*Table 4.3: Bicycle and Pedestrian Projects*

### 4.8.4. Transit Projects

The following table shows the short-range operating and capital transit projects planned in Tehama County. A total of $16 million in short-range transit needs have been identified in Tehama County. The long-range transit projects can be found in Appendix E.

*Table 4.4: Transit Projects*

### 4.8.5. Aviation Projects

The following table shows short-range aviation projects in Tehama County. A total of $3.7 million in short-range needs have been identified in Tehama County. The long-range aviation projects were not identified in this RTP update Appendix E.

*Table 4.5: Aviation Projects*

### *4.8.6. Caltrans State Highway Operations and Protections Program (SHOPP)*

SHOPP is a State program administered through Caltrans. A total of nearly $200 million in project needs has been identified for State Highways located in Tehama County.

*Table 4.6: Caltrans SHOPP Projects*

## 4.9. PROGRAM-LEVEL PERFORMANCE MEASURES

In 2015 the Rural County Task Force completed a study on the use of statewide performance measure indicators for the 26 RTPAs in California to evaluate their applicability to rural and small urban areas like Tehama County; the study identified and recommended measures that would best suit the unique conditions and resources available in these locales. These performance measures continue to help in the selection of RTP project priorities and in monitoring how well the transportation system functions.

The following standards guided the selection of performance measures for this RTP:

1. Performance measures align with California transportation goals and objectives.
2. Performance measures are consistent with the current goals and objectives of Tehama County.
3. Performance measures are applicable to Tehama County as a rural area.
4. Performance measures can be 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.

Program-level performance measures are used to help select RTP project priorities and to monitor how well the transportation system functions. The aim of each performance measure and its location within the RTP are described herewith.

### *4.9.1. Performance Measure 1 – Congestion/Delay/Vehicle Miles Traveled*

This performance measure monitors how well State Highways function, based on peak volume, capacity and VMT. The data is reported annually and as a trend beginning in the year 2000. Monitoring this performance measure requires minimal resources as data for the State Highway System is readily available. Not all locations are reported annually in Caltrans vehicle reports; thus, some 'current' data may be more outdated for some roadway sections. This performance measure is reasonably accurate for the State Highway System and may be used in a cost/benefit analysis that includes additional calculations such as travel time delay as a function 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 is included in the Caltrans vehicle report in a table labeled "Highway Performance Monitoring System (HPMS) mileage summary by Functional Classification, Population and Net Land Area." Because rural areas contain population centers of less than 5,000 persons or have areas below a population density of 1,000 persons per square mile, VMT is not reported on local roadways.

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

### 4.9.2. Performance Measure 2 – Preservation/Service Fuel Use/Travel Use/Travel Distance/Time/Cost

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

Desired outcome and RTP/ State goals:

- Safety
- System preservation
- Accessibility
- Reliability
- Productivity
- Return on investment
- RTP goals: 1, 2, 3

### 4.9.3. Performance Measure 3 – Safety

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

Desired outcome and RTP/State goals:

- Multimodal
- Efficiency
- GHG reduction
- RTP Goals 2, 3, 4, 5, 6

### 4.9.4. Performance Measure 4 – Mode Share/Split

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 reviewed annually. To obtain a full picture of this data, staff may be required to access secondary data sources. Reasonably accurate data can be used directly for benefit/cost analysis. The County tracks the number of collisions on local roads and compiles the data to identify locations that need safety improvements. California Statewide Integrated Traffic Records System data from CHP is used to monitor the number of fatal and injury collisions by location to identify needed improvements.

Desired outcome and RTP/State goals:

- Establish baseline values for the number of fatal collisions and injuries per average daily traffic 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 State Highways in Tehama County
- Completion of projects identified in TCRs and RTP
- RTP Goals: 1, 2, 3

### 4.9.5. Performance Measure 5 – Transit

This performance measure monitors the cost-effectiveness of transit in Tehama County, and is 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: 3, 6

### *4.9.6. Performance Measure 6 – Congestion/Delay/Vehicle Miles Traveled*

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, 5

### *4.9.7. Performance Measure 7 – Land Use*

This performance measure monitors the efficiency of land use and is reported over time since 2000. There is a need in Tehama County to balance land preservation with land use patterns that discourage sprawl and leap-frog development. Accessing this data requires minimal resource requirements and should be reviewed every 2 years for 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 them at acceptable 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: 6

*Table 4.7: Tehama RTP Program Level Performance Measures*

# 5 FINANCIAL ELEMENT

The financial element identifies current and expected revenue resources available to implement the short-range (2025-2035) and long-range (2036-2045) projects defined in the Action Element of the RTP. 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. Long-range 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, categorized by short or long-range timelines. All estimates account for expected inflation based on the consumer price index inflation rate and adjusted to reflect the cost in year of expenditure . 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*

## 5.2. COST SUMMARY

Table 5.2 contains a summary of the RTP improvement costs identified for each modal category in the RTP, indicating its financial constraints. Estimates in parentheses represent areas where projected costs are greater than projected revenues. As can be seen, this funding constraints are an issue for many long-range projects.

*Table 5.2: Revenue vs. Cost by Mode*

## 5.3. REVENUE VS. COST BY MODE

### 5.3.1. Roadway

Table 5.3 compares Tehama County roadway improvement costs to the expected available revenues. Roadway revenues identified here include the STIP, Regional Surface Transportation Program, Highway Users Tax Account, receipts from federal lands, and local transportation funds. Each of these programs have different eligibility requirements, but revenues are generally used for roadway preservation, rehabilitation, reconstruction, and other improvements.

*Table 5.3: Comparison of Roadway Costs to Expected Revenue*

### 5.3.2. Bridges

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.

*Table 5.4 Comparison of Bridge Costs to Expected Revenue*

### 5.3.3. Transit

Transit projects are funded under the Transit Development Act, which provides moneys from the Local Transportation Fund and State Transit Assistance to supporting public transportation. Additional funding for transit capital purchase and pilot projects is available through the Federal Transit Administration Programs. Local funds and transit fares also cover some costs.

*Table 5.5: Comparison of Transit Costs to Expected Revenue*

### 5.3.4. Bicycle and Pedestrian

Funding for bicycle and pedestrian projects in Tehama County will come primarily from the Active Transportation Program, a highly competitive State grant program.

*Table 5.6: Comparison of Bikeway and Pedestrian Costs to Expected Revenue*

### *5.3.5. Aviation*

The Federal Aviation Administration allocates an annual aviation grant of $10,000 to eligible airports.

*Table 5.7: Comparison of Aviation Costs to Expected Revenue*

# 6 APPENDIX A – STAKEHOLDER LIST

# 7 APPENDIX B – OUTREACH

# 8 APPENDIX C – COORDINATION WITH STATE WILDLIFE ACTION PLAN

# 9 APPENDIX D –COORDINATION WITH STAKEHOLDERS AND TRIBAL GOVERNMENTS

# 10 APPENDIX E – PROJECT LISTS