

TEHAMA COUNTY TRANSPORTATION COMMISSION



Board Chambers
Tehama County Board of Supervisors Chambers
727 Oak Street, Red Bluff, CA 96080
<https://tehamacounty.legistar.com/Calendar.aspx>

AGENDA FOR MONDAY, MAY 19, 2025

Chairman: Jim Bacquet Vice-Chairman: Patrick Hurton
Commissioners: Pati Nolen, Matt Hansen, Tom Walker, Dave Demo

Will Pike, Interim Executive Director
Jessica Riske-Gomez, Deputy Director

This meeting conforms to the Brown Act Open Meeting Requirements, in that actions and deliberations of the TCTC created to conduct the people's business are taken openly; and that the people remain fully informed about the conduct of its business. Any written materials related to an open session item on this agenda that are submitted to the Deputy County Clerk less than 72 hours prior to this meeting, and that are not exempt from disclosure under the Public Records Act, will promptly be made available for public inspection at Tehama County Transportation Commission, 1509 Schwab St., Red Bluff, CA 96080.

Standing Items

1. **Call to Order / Pledge of Allegiance / Introductions**
2. **Public Comment**

This time is set aside for citizens to address this Board on any item of interest to the public that is within the subject matter jurisdiction of this Board provided the matter is not on the agenda or pending before this Board. The Chair reserves the right to limit each speaker to three (3) minutes. Disclosure of the speaker's identity is purely voluntary during the public comment period.

3. **Announcements**

- a. In accordance with AB23, it is hereby announced, the Transportation Commissioners and Transit Directors in attendance at today's meeting shall receive a stipend of \$100, per the adopted Bylaws.
- b. The next scheduled Tehama County Transportation Commission and Tehama County Transit Agency Board regular meetings are scheduled for May 20th 2025, at 8:30 AM and

8:45 AM respectively.

4. **Announcement of Agenda Corrections**

Regular Items

1. **Approval of Claims - Accountant Jensen** [25-0701](#)

Approve Tehama County Transportation Commission claims for March and April 2025, in the amount of \$930,341.99.

2. **Approval of Minutes - Senior Transportation Planner Fox** [25-0692](#)

Waive the reading and approve the minutes from the March 24, 2025 Tehama County Transportation Commission regular meeting.

3. **CMAQ Commitment of Funding to I-5 Intercity Bus Service** [25-0839](#)

Adopt a Resolution authorizing the Executive Director or the Transportation Manager to formally commit \$100,000 in Congestion Mitigation and Air Quality (CMAQ) funding annually to support intercity bus service between Redding and Sacramento, in partnership with the Shasta Regional Transportation Agency (SRTA) and the Redding Area Bus Authority (RABA), and to take necessary administrative steps to transfer said funds to the Federal Transit Administration (FTA) in accordance with applicable regulations.

4. **2025-26 Overall Work Program - Senior Planner Fox** [25-0837](#)

Adopt the 2025-2026 Overall Work Program (OWP) by resolution and authorize the Executive Director or designee to submit the adopted OWP and execute all required documents, including the Overall Work Program Agreement (OWPA), with the California Department of Transportation (Caltrans). TCTC staff are further authorized to incorporate any additional administrative language or technical changes requested by Caltrans staff during the review process to ensure approval and maintain eligibility for Rural Planning Assistance (RPA) funding.

5. **Loan of Funds to Tehama County Public Works - Senior Planner Fox** [25-0870](#)

- a) Approve a short-term loan in the amount of \$188,775.00 from the Local Transportation Fund (LTF) reserves administered by the Tehama County Transportation Commission (TCTC) to the Tehama County Public Works (TCPW) Road Fund.
- b) Authorize TCTC to staff to prepare, execute, and process all necessary interagency agreements, fund transfer documents, and supporting paperwork required to facilitate the disbursement and tracking of the loaned funds in accordance with the terms set forth in the Interagency Cooperative Agreement between TCTC and TCPW once approved by counsel.
- c) Approve the formal fund transfer from the Local Transportation Fund (LTF) reserves to the Tehama County Public Works Road Fund, and direct staff to coordinate with the Tehama County Auditor's Office and all relevant

departments to ensure timely execution and compliance with agreement's repayment schedule and accounting requirements.

6a. Cooperative Agreement - Deputy Director Riske-Gomez

[25-0276](#)

Staff recommend that the Tehama County Transportation Commission (TCTC) take one of the following actions:

- a.) Approve the Cooperative Agreement (No. 02-0237) between TCTC and the California Department of Transportation (Caltrans) for the Congestion Mitigation and Air Quality (CMAQ) Improvement Program funding contribution toward the Mineral Multi-Use Path Project in the amount of \$1.5 million, and authorize the Interim Executive Director to execute the agreement; or
- b.) Authorize staff to amend the Cooperative Agreement to increase the total amount to \$1.9 million in order to include an additional crosswalk and safety features that would enhance pedestrian accessibility for community members on the north side of the Mineral project area, and authorize the Interim Executive Director to execute the amended agreement.

7. EV Oasis North Project - Caltrans District 2

[25-0486](#)

Informational Presentation by Tamy Quigley, Division Manager, Office of Transportation Planning, Caltrans District 2, on the bp pulse EV Oasis North Project Installation in Petro Corning.

8. Items for Future Agenda

9. Closing Comments

10. Adjourn

The County of Tehama does not discriminate on the basis of disability in admission to, access to, or operation of its buildings, facilities, programs, services, or activities. Questions, complaints, or requests for additional information regarding the Americans with Disabilities Act (ADA) may be forwarded to the County's ADA Coordinator: Tom Provine, County of Tehama, 727 Oak St., Red Bluff, CA 96080, Phone: (530) 527-4655. Individuals with disabilities who need auxiliary aids and/or services or other accommodations for effective communication in the County's programs and services are invited to make their needs and preferences known to the affected department or the ADA Coordinator. For aids or services needed for effective communication during Tehama County Transportation Commission meetings, please contact the ADA Coordinator prior to the day of the meeting. This notice is available in accessible alternate formats from the affected department or the ADA Coordinator.



Tehama County

Agenda Request Form

File #: 25-0701

Agenda Date: 5/19/2025

Agenda #: 1.

Approval of Claims - Accountant Jensen

Requested Action(s)

Approve Tehama County Transportation Commission claims for March and April 2025, in the amount of \$930,341.99.

Financial Impact:

Click here to enter Financial Impact.

Background Information:

See attached claims summary for March and April 2025.

Tehama County Transportation Commission Claims

Meeting Date: 5/19/25

Claimant	Invoice Description	Amount
CLAIMS PAID IN MARCH 2025		
Optimize Worldwide Inc.	Web Development	275.00
ESRI Inc.	Agreement Fee/Software Maintenance	35,000.00
Green DOT	Professional Services 2/4-28/25	16,198.00
Green DOT	Professional Services Nov. & Jan.	25,168.75
Obsidian IT	IT Support Services Micosoft March	1,840.08
Obsidian IT	Setting up Conference Room TV/Comp	1,207.50
O'Connor & Company	TRAX Audit	3,727.50
O'Connor & Company	TCTC Audit	1,182.50
Precision Leak Detection	Leak in Bay	450.00
Resource Conservation District	304-4 Park Emg. Tree Removal	389.03
Stipends: Demo, Hansen, Nolen, Hurton, Walker	Meeting Stipends 03/24/25	500.00
Tehama County Clerk & Recorder	CEQA	3,018.75
Tehama Lock & Security	Keys	18.76
Tehama County Public Works	Admin Expenses Q1	1,379.80
Wave Technologies	Phone Services - March	326.87
Wave Technologies	Phone Services - April	326.87
Wave Technologies	Phone Services for extra phones	671.90
Walker Printing	Guide and Briefing Books	1,243.03
Wallner Plumbing	Repair Water Line	995.00
Verizon Wireless	Communications 01/25-02/03/25	186.28
Verizon Wireless	12 iPad Pro 11 inch - Park Fire	456.12
UBEO	TCTC Lease Agreement 03/01-31/25	313.41
GRAND TOTAL:		\$ 94,875.15

CLAIMS PAID IN APRIL 2025		
Optimize Worldwide Inc.	Web Development	125.00
ESRI Inc.	ArcGIS Tracker for ArcGIS	2,457.53
Green DOT	Professional Services 3/10-28/25	9,330.00
Green DOT	Professional Services Dec. & March	6,792.00
Obsidian IT	IT Support Services Micosoft April	1,832.77
Obsidian IT	Laptop for Temp	2,317.93
O'Connor & Company	TCTC Audit	3,135.00
City of Tehama	23/24 LTF Distribution	25,000.00
City of Red Bluff	23/24 LTF Distribution	174,346.87
City of Corning	23/24 LTF Distribution	96,279.94
Tehama County Public Works	23/24 LTF Distribution	510,042.47
Cal-Card	CA Special Districts Conference & Hotel	2,352.52
Time Warner Cable	Fiber Internet April	113.53

Tehama County Transportation Commission Claims

Meeting Date: 5/19/25

World Telecom & Surveillance	Intercom Repair	428.97
Verizon Wireless	Communications 01/25-02/03/25	186.28
Verizon Wireless	12 iPad Pro 11 inch - Park Fire	456.12
UBEO	TCTC Lease Agreement 04/01-30/25	269.91
GRAND TOTAL:		\$ 835,466.84



Tehama County

Agenda Request Form

File #: 25-0692

Agenda Date: 5/19/2025

Agenda #: 2.

Approval of Minutes - Senior Transportation Planner Fox

Requested Action(s)

Waive the reading and approve the minutes from the March 24, 2025 Tehama County Transportation Commission regular meeting.

Financial Impact:

None.

Background Information:

See attached minutes.

Tehama County

*Tehama County Board of Supervisors Chambers
727 Oak Street, Red Bluff, CA 96080
<https://tehamacounty.legistar.com/Calendar.aspx>*



Meeting Minutes

Monday, March 24, 2025

8:30 AM

Board Chambers

Transportation Commission

Chairman: Jim Bacquet Vice-Chairman: Patrick Hurton
Commissioners: Pati Nolen, Matt Hansen, Tom Walker, Dave Demo

Will Pike, Interim Executive Director
Jessica Riske-Gomez, Deputy Director

Present: Commissioner Matt Hansen, Vice Chair Patrick Hurton,
Commissioner Pati Nolen, Commissioner Dave Demo, and
Commissioner Tom Walker

ABSENT: Chairperson Jim Bacquet

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STANDING ITEMS

1. Call to Order / Pledge of Allegiance / Introductions

2. Public Comment

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3. Announcement of Agenda Corrections

Item #3 - Cooperative Agreement will be a presentation only and not an action item.

4. Announcements

a. In accordance with AB23, it is hereby announced, the Transportation Commissioners and Transit Directors in attendance at today's meeting shall receive a stipend of \$100, per the adopted Bylaws.

b. The next scheduled Tehama County Transportation Commission and Tehama County Transit Agency Board regular meetings are scheduled for April 28, 2024, at 8:30 AM and 8:45 AM respectively.

REGULAR ITEMS

1. Approval of Minutes -Associate Transportation Planner Houghtby

Attachments: [TCTC February 24 2025 Minutes](#)
RESULT: APPROVE
MOVER: Matt Hansen
SECONDER: Pati Nolen
AYES: Commissioner Hansen, Vice Chair Hurton, Commissioner Nolen, Commissioner Demo, and Commissioner Walker
ABSENT: Chairperson Bacquet

2. Approval of Claims - Accountant Jensen

Attachments: [TCTC Feb Claims](#)
RESULT: APPROVE
MOVER: Dave Demo
SECONDER: Pati Nolen
AYES: Commissioner Hansen, Vice Chair Hurton, Commissioner Nolen, Commissioner Demo, and Commissioner Walker
ABSENT: Chairperson Bacquet

3. Cooperative Agreement - Deputy Director Riske-Gomez

Attachments: [Letter of Support-signed](#)
[Minute Order from 10.29.19-Approved Partnership](#)
[Mineral Multi Use Path PP](#)
[Cooperative Agreement Signed](#)
[AATF](#)

4. Administrative Modification to Regional Transportation Plan - Deputy Director Riske-Gomez

Attachments: [2024-tcep-receipt-log-for-posting-final-v2](#)
[TCTC - RTP Consistency Letter](#)
[2024 TCEP Consistency Letter to Meeting](#)
RESULT: APPROVE
MOVER: Matt Hansen
SECONDER: Tom Walker
AYES: Commissioner Hansen, Vice Chair Hurton, Commissioner Nolen, Commissioner Demo, and Commissioner Walker
ABSENT: Chairperson Bacquet

5. Local Transportation Fund Distribution - Accountant Jensen

Attachments: [LTF 2024 Recap 25K Min](#)
RESULT: APPROVE
MOVER: Pati Nolen

SECONDER: Matt Hansen

AYES: Commissioner Hansen, Vice Chair Hurton, Commissioner Nolen, Commissioner Demo, and Commissioner Walker

ABSENT: Chairperson Bacquet

6. Transfer of Funds - Local Transportation Funds - Accountant Jensen

Attachments: [LTF 2024 Recap 25K Min](#)
[A-117 Budget Increase LTF to TCTC](#)

RESULT: APPROVE

MOVER: Pati Nolen

SECONDER: Tom Walker

AYES: Commissioner Hansen, Vice Chair Hurton, Commissioner Nolen, Commissioner Demo, and Commissioner Walker

ABSENT: Chairperson Bacquet

7. Resolution No. 02-2025 FY 2025-2026 Low Carbon Transit Operations Program (LCTOP) - Deputy Director Riske-Gomez

Attachments: [TRAX Shasta - Tehama Route](#)
[Low Carbon Letter FY 2024-25](#)
[TCTAB Resolution 02-2025 Certs and Assurances LCTOP](#)
[FY-24-25 AR Signature Pages](#)

RESULT: APPROVE

MOVER: Matt Hansen

SECONDER: Pati Nolen

AYES: Commissioner Hansen, Vice Chair Hurton, Commissioner Nolen, Commissioner Demo, and Commissioner Walker

ABSENT: Chairperson Bacquet

Items for Future Agenda

Closing Comments

Adjourn

With no further business, the meeting was adjourned at 8:52 AM.

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Tehama County

Agenda Request Form

File #: 25-0839

Agenda Date: 5/19/2025

Agenda #: 3.

CMAQ Commitment of Funding to I-5 Intercity Bus Service

Requested Action(s)

Adopt a Resolution authorizing the Executive Director or the Transportation Manager to formally commit \$100,000 in Congestion Mitigation and Air Quality (CMAQ) funding annually to support intercity bus service between Redding and Sacramento, in partnership with the Shasta Regional Transportation Agency (SRTA) and the Redding Area Bus Authority (RABA), and to take necessary administrative steps to transfer said funds to the Federal Transit Administration (FTA) in accordance with applicable regulations.

Financial Impact:

TCTC proposes utilizing newly awarded supplemental regional CMAQ funding to contribute \$100,000 annually to this service. Funding would be transferred from CMAQ to FTA through an allowable flexible fund transfer per 23 U.S.C. § 104(f), in support of operations under FTA Section 5311(f) Intercity Bus Program provisions.

This item also proposes to honor prior commitments made in 2018 and reaffirmed in 2021, which pledged a total of \$200,000 in startup support toward the development and launch of regional intercity bus service between Redding and Sacramento.

Background Information:

In FY 2019, the Tehama County Transportation Commission (TCTC) contributed \$100,000 in support of SRTA’s original “Salmon Runner” pilot project, which sought to improve interregional connectivity along the I-5 corridor between Redding and Sacramento. Since then, efforts to advance sustainable intercity transportation options have continued, culminating in a refined service concept spearheaded by SRTA and operated by RABA.

In 2021, the Commission received and supported a follow-up resolution affirming continued interest in a coordinated intercity bus program. At SRTA’s most recent board meeting, staff introduced a tentative funding plan requiring multi-agency contributions, including from TCTC, to fully implement the proposed service.

On April 24, 2025, TCTC issued a letter of conditional support to SRTA and RABA, indicating our intent to recommend a commitment of \$50,000-\$100,000 annually, subject to formal board action. This agenda item fulfills that commitment and enables a reliable funding stream from Tehama County to support meaningful access to Sacramento, including direct service to key regional destinations such as the State Capitol and Sacramento International Airport.

TEHAMA COUNTY TRANSPORTATION COMMISSION
Resolution No. 03-2025

**AUTHORIZATION FORR THE ANNUAL COMMITMENT OF CMAQ FUNDS
IN SUPPORT OF THE NORTH STATE EXPRESS INTERCITY BUS SERVICE
BETWEEN REDDING AND SACRAMENTO**

WHEREAS, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration (FTA) under Section 5311(f) of the Federal Transit Act (FTA Circulars 9040.1F and 9050.1), to support capital and operating assistance for intercity bus service in non-urbanized areas; and

WHEREAS, the California Department of Transportation (Caltrans) is designated by the Governor of the State of California to administer Section 5311 and CMAQ funds on behalf of rural and intercity transit providers; and

WHEREAS, the Tehama County Transportation Commission (TCTC) has a longstanding history of supporting efforts to expand rural mobility, including a FY 2019 contribution of \$100,000 to the Shasta Regional Transportation Agency (SRTA) in support of the “Salmon Runner” pilot project and a reaffirmation of that commitment in 2021, totaling \$200,000 in startup funding; and

WHEREAS, TCTC now desires to formalize its continued support for the North State Express Intercity Bus System, which will connect rural communities in Northern California to major transportation, health, government, and employment centers in Sacramento, with stops including Red Bluff, Sacramento Valley Station, and Sacramento International Airport; and

WHEREAS, TCTC proposes to commit \$100,000 annually in Congestion Mitigation and Air Quality (CMAQ) funds to support operations of this service in partnership with SRTA and the Redding Area Bus Authority (RABA), contingent on available annual apportionment; and

WHEREAS, pursuant to 23 U.S.C. § 104(f)(1), these CMAQ funds may be flexibly transferred to the FTA for use in eligible public transit projects and shall be administered in accordance with 49 U.S.C. Chapter 53; and

WHEREAS, TCTC acknowledges the original plan for a battery-electric bus fleet and further recognizes that fuel technology flexibility may be necessary during implementation to ensure operational viability, including potential use of renewable diesel, compressed natural gas (CNG), hybrid, or other clean propulsion systems; and

WHEREAS, the North State Express project is supported by a broad regional coalition including the North State Super Region, San Joaquin Joint Powers Authority, and

numerous local and state partners, and aligns with state climate goals including SB 32 (2016);

NOW, THEREFORE, BE IT RESOLVED that the Tehama County Transportation Commission hereby:

1. **Commits to an annual contribution of \$100,000** in CMAQ funds to support ongoing operations of the North State Express Intercity Bus System, subject to availability of funds and approval by the Commission each fiscal year;
2. **Authorizes the Executive Director or the Deputy Director** to execute all necessary documents and funding transfers, including submission of applications, certifications, assurances, and agreements to Caltrans and the FTA, for the purpose of supporting the Section 5311(f) intercity bus service;
3. **Authorizes the Executive Director or the Deputy Director** to coordinate with SRTA, RABA, and other partner agencies to facilitate project delivery and participate in implementation planning, including service and fuel technology adjustments as needed;
4. **Affirms TCTC’s continued support** for the expansion of safe, affordable, and sustainable interregional transit options for Tehama County residents.

The foregoing Resolution was offered by Board Member _____ and seconded by Board Member _____ on May 19, 2025, and adopted by the following vote:

AYES:

NOES:

ABSENT OR NOT VOTING:

STATE OF CALIFORNIA)

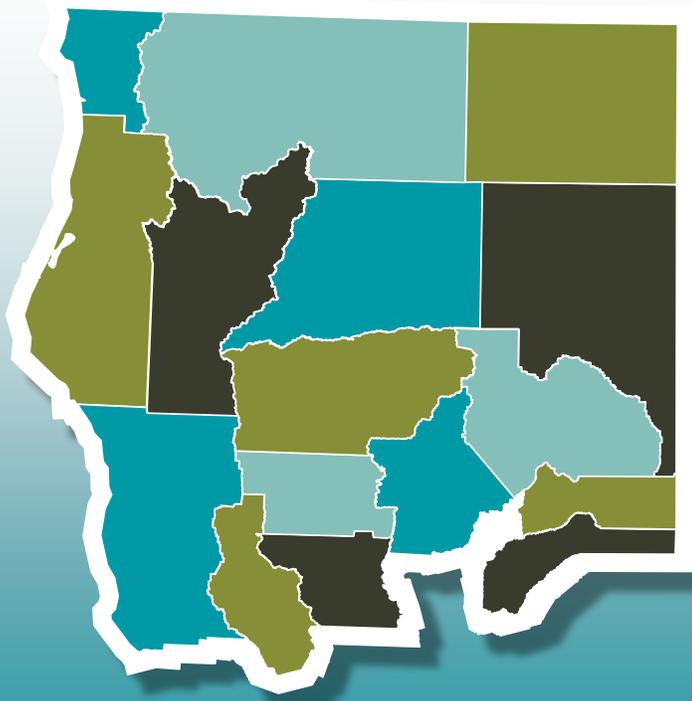
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COUNTY OF TEHAMA)

I, SEAN HOUGHTBY, County Clerk and ex-officio Clerk of the Board of Supervisors of the County of Tehama, State of California, hereby certify the above and foregoing to be full, true, and correct copy of an order adopted by said Tehama County Transit Agency Board on this 19th day of May 2025.

SEAN HOUGHTBY, County Clerk and Ex-Officio Clerk of the Board of Supervisors of the County of Tehama, State of California

By: _____
Deputy



North State Intercity Bus to Rail Plan

Final Report

April 2025



Executive Summary

Introduction

The North State Intercity Bus to Rail Plan (NSIBRP) was developed by the Shasta Regional Transportation Agency (SRTA) to address the need for improved intercity travel options to/from Shasta County and around the North State Region. Assistance in the development of the NSIBRP was provided by a consultant team consisting of AECOM and AIM Consulting.

Purpose: To coordinate and plan for better intercity bus options in the short and mid-term and improved passenger rail transportation in the long-term between the Shasta Region and the large metropolitan areas of Greater Sacramento, the Bay Area, and north into Oregon, as well as improve intercity transportation connections across the North State Region of California.

Partners: SRTA is working with key partners from the North State Region and beyond. Many of these key partners are part of the North State Super Region Transit Working Group. For a list of partners, see **Figure ES-1**.

Figure ES-1. NSIBRP Partners



Funding: This project is funded by a Caltrans Sustainable Transportation Planning Grant (Strategic Partnership Grant (FTA 5304)) and Local Transportation Funds (LTF).

Community and Stakeholder Engagement

The development of the NSIBRP was informed by a robust outreach effort targeted at the community at large and relevant stakeholders, with the intent of incorporating valuable input into project planning and development. The outreach process, including key engagement events and milestones, are shown in **Figure ES-2**.

Recommendations

The demand and feasibility analysis, the data collected, as well as stakeholder and community input, suggests that efforts should focus primarily on coordination and improvement of bus-related intercity services over the near-term (within 5 years) and the mid-term (within 10 years), while supporting state efforts to improve passenger rail services for potential implementation over the long-term (10+ years), should the appropriate set of circumstances warrant.

Strategies meant to guide future efforts are listed below and are divided into general and hub/route-specific strategies. The specific strategies are presented in order according to the overall rankings of the hubs/routes. Following the strategies is a Strategic Action Plan, which is shown in **Table ES-2**.

General Strategies

1. Support the Federal Railroad Administration (FRA) Corridor ID Program for the San Joaquin Valley Corridor, which is being conducted by Caltrans Division of Rail.
2. Encourage Caltrans to increase their role in supporting the planning, funding, and operation of intercity transit service, including a connected and reliable statewide intercity bus service.
3. Conduct or support initial planning to designate and strengthen **Redding as the central multi-modal hub** for all existing and proposed North State intercity bus and rail services.
4. Engage Amtrak (national) to determine if there is any way to improve capacity, seat availability, or reliability for the Coast Starlight long-distance service to address local and regional passenger rail transportation needs.

Strategies for Hubs and Routes

Redding – Sacramento Hub (bus) – I-5 Service (a.k.a. Salmon Runner)

- Support RABA with the near-term funding and implementation of the service and consider the possibility of utilizing RABA's Route 99X buses for this service initially.
- Facilitate or support interagency agreements between RABA, Glenn Ride, SJJPA, and Amtrak to fund and implement initial Salmon Runner service.

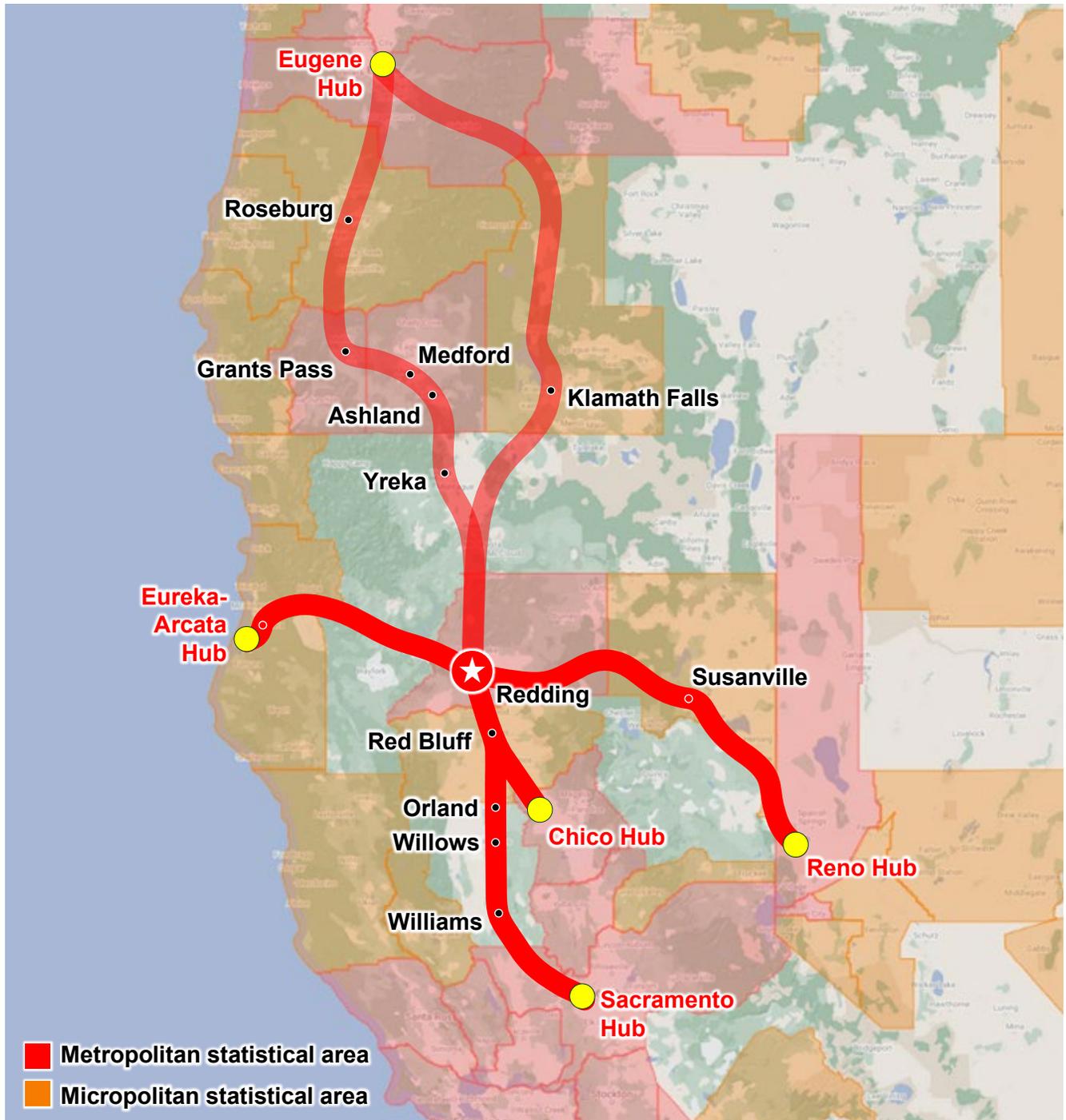
Redding – Chico Hub (bus and rail)

- Collaborate with RABA to continue operating the current bus service between Redding and Chico utilizing existing funding and service agreements until service transitions to the Redding-Sacramento bus service along I-5 (a.k.a. Salmon Runner).
- Coordinate with Caltrans on the San Joaquin Valley Corridor ID planning efforts and advocate for exploration of a future rail extension to Redding.
- Collaborate with RABA, SJJPA and other partners to support Caltrans in the Corridor ID process.

Redding – Eureka–Arcata Hub (bus)

- Collaborate with partner agencies to confirm consensus on the elements of the North State Express proposal produced by Humboldt Transit Authority and support the near-term implementation of an initial service phase.
- Support establishing a Memorandum of Understanding (MOU) to implement elements of this proposal.

Figure ES-3. Hubs and Routes Identified and Evaluated



Source: Google MyMaps (base map), AECOM (annotations)

Demand/Feasibility Analysis

The proposed service concepts for each hub/route were analyzed in terms of potential demand and feasibility. Based on this analysis, each concept was scored and ranked across a variety of criteria, including connectivity, access to travel markets, user experience, cost v. benefit, geographic features, and ease of implementation. An overall ranking was then developed based on each concept's performance across the selected criteria, informing a potential prioritization scheme for future

Redding – Eugene Hub (bus and rail)

- Engage in discussions with regional partners and with Caltrans and Oregon DOT staff to explore in the near/mid-term a phased implementation of the proposed bus service along I-5.
- Continue to support Caltrans and Oregon DOT efforts to improve Amtrak service between Redding and Eugene.

Redding – Reno Hub (bus)

- Support long-term efforts to develop intercity bus service between Redding and Reno, including coordination with Caltrans and Nevada DOT on future planning.

Strategic Action Plan

Based on the strategies above, a Strategic Action Plan was produced that lists specific actions for each route/hub (see **Table ES-2**). These actions are also delineated by short-, medium, and long-term time horizons. Additionally, the hub/routes are listed in order of priority, which correspond to **Table ES-1**.

All actions shown in the table below will be brought back to the appropriate agency board at the appropriate time for further consideration and action.

Table ES-2. Strategic Action Plan

Hub / Route (ordered by priority)	Mode	Lead agency	Key partners (not prioritized)	Near-term (within 5 years)	Mid-term (within 10 years)	Long-term (10+ years)
Redding– Sacramento	Bus	RABA	SRTA	Implement initial Redding- Sacramento bus service along I-5 (a.k.a. Salmon Runner) within two years	Expand frequency of Redding-Sacramento bus service along I-5 (a.k.a. Salmon Runner)	Modify bus service to complement increased rail service to Redding
			Caltrans Division of Rail			
			Caltrans Districts 2 and 3			
			SJPPA			
			Tehama Rural Area eXpress (TRAX)			
			Glenn Ride			
			Colusa County Transit Agency			
			Lake Transit Authority			
County RTPAs						
Redding– Chico	Bus	RABA	SJPPA	Secure additional funding to maintain current 99X RABA service until service transitions to the Redding- Sacramento bus service along I-5 (a.k.a. Salmon Runner)	Enhance and improve Glenn Ride express bus service to support planned North Valley Rail service to Chico	Cease Glenn Ride express bus service when intercity rail service established (see below)
			SRTA			
			Caltrans Division of Rail			
			Caltrans Districts 2 and 3			
	Rail	SJPPA	SRTA	Participate in the Corridor ID planning project and advocate for inclusion of rail service to Redding	Complete Corridor ID project development phase	Implement intercity rail service by extending North Valley Rail service
			Union Pacific			
			Caltrans Division of Rail			
Redding– Eureka/	Bus	HTA or Trinity	SRTA	Implement improvements related	Develop plan to study a one-operator	

implementation. **Table ES-1** presents the results of the demand and feasibility analysis and the overall ranking. Details related to this analysis can be found in **Chapter 5** of this document.

Table ES-1. Results of the Demand and Feasibility Analysis – Hub/Route Prioritization

Hub/route	Ranking by criterion 6 = Highest 1 = Lowest						Sum	Overall ranking 6 = Highest 1 = Lowest
	Demand analysis			Feasibility analysis				
	Connect-ivity	Travel market	User experience	Cost v. benefit	Geographic factors	Ease of implementation		
Redding – Ashland–Medford – Eugene Hub (Bus, I-5)	5 (tie)	4 (tie)	1	5 (tie)	3 (tie)	4	22	4 (tie)
Redding – Klamath Falls – Eugene Hub (Rail, Amtrak Corridor)	5 (tie)	1	3 (tie)	1	3 (tie)	1	14	1
Redding – Chico Hub (Rail)	2 (tie)	5	6	3 (tie)	5	2	23	5
Redding – Sacramento Hub (Bus)	6	6	5	6	6	6	35	6
Redding – Reno Hub (Bus)	3	2	4	3 (tie)	3 (tie)	3	18	2
Redding – Eureka–Arcata Hub (Bus)	2 (tie)	4 (tie)	3 (tie)	5 (tie)	3 (tie)	5	22	4 (tie)

Source: AECOM, 2025

Governance

Given the involvement of multiple agencies in the North State Region, governance models were studied as part of the NSIBRP to assess coordination frameworks, administrative structures, and potential implementation strategies for effective interagency collaboration.

Governance objectives, elements and options were identified as shown below. More details can be found in **Chapter 6** of this document.

Governance Objectives	Governance Elements	Governance Options
<ul style="list-style-type: none"> New or better service – fast service, enhance frequency, weekend service, filling of gaps Improved coordination with and between existing services Standardized branding, customer information, and signage Integrated marketing and ticketing Sharing of resources Improved opportunities for grant funding 	<ul style="list-style-type: none"> Service agreements Service management and operation Policy guidance and oversight 	<ul style="list-style-type: none"> Service coordination agreement Corridor-specific agreements Regional transit service authority State intercity transit management Interstate transit agreement

applications for grant funding to better define the service and quantify the associated capital and operating costs.⁽¹³⁾

Figure 3-3 illustrates a schematic map of the service as currently envisioned. As shown in **Figure 3-3**, the all-electric intercity service would include the I-5 “backbone” service (a.k.a. the Salmon Runner) between Redding and Sacramento, plus a Valley Feeder service connecting Chico, Corning, and Willows with the service along I-5. Initial service would be 2 trips per direction per day (potentially expanding later to 4 trips per direction per day), with intermediate stops in Red Bluff, Orland (for the connection to the Valley Feeder service), and Sacramento International Airport.

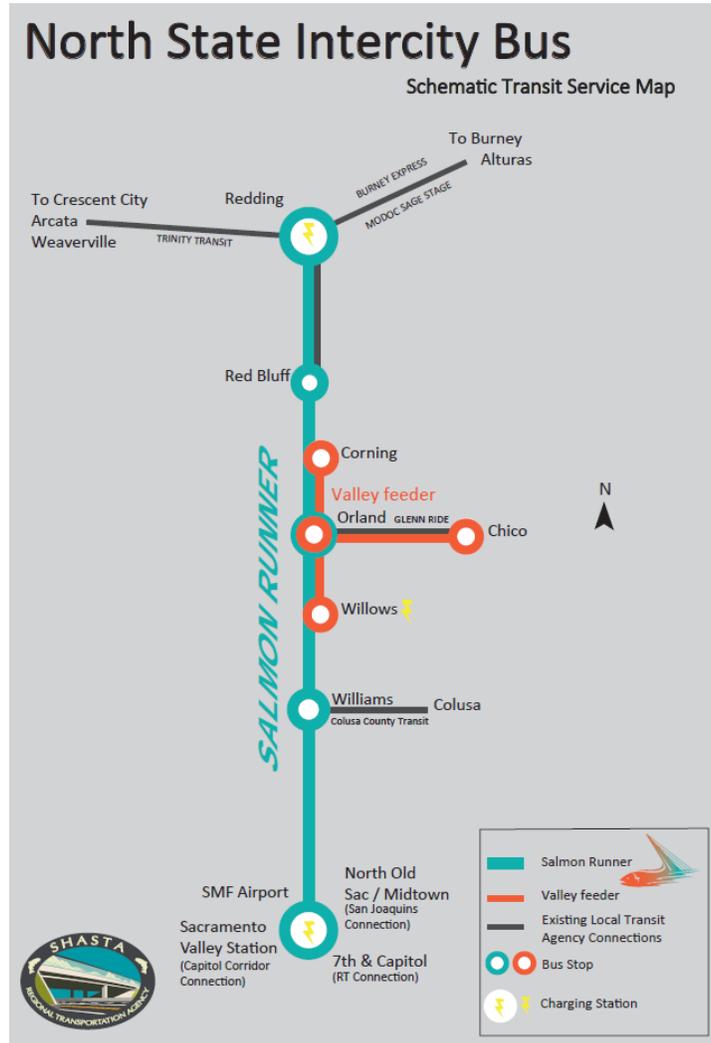
3.1.2.5 ResilientShasta

ResilientShasta is a vulnerability assessment and adaptation plan to address climate change and extreme weather events and their effects on the mobility infrastructure of the Shasta Region. Vulnerability was assessed with respect to several different hazards, including temperature and heat waves, extreme precipitation/snowfall, wildfire, flooding, and landslides. Infrastructure identified as being vulnerable to climate change and extreme weather events include locations or segments along I-5, SR 299, and other highways, as well as the Union Pacific Railroad corridor. In some locations and segments, vulnerability to specific hazards is unknown due to insufficient data or mapping.⁽¹⁴⁾

3.1.2.6 North Valley Passenger Rail Strategic Plan

The *North Valley Passenger Rail Strategic Plan* (2024), published by the Butte County Association of Governments (BCAG), developed an initial concept for a new passenger rail service (“North Valley Rail”) in the Northern Sacramento Valley region. The service would better link Butte, Yuba, and Sutter counties with Sacramento, the Bay Area, and the rest of the State, including the initial high-speed rail (HSR) service between Merced and Bakersfield. The planned northern terminus for North Valley Rail would be

Figure 3-3. Salmon Runner

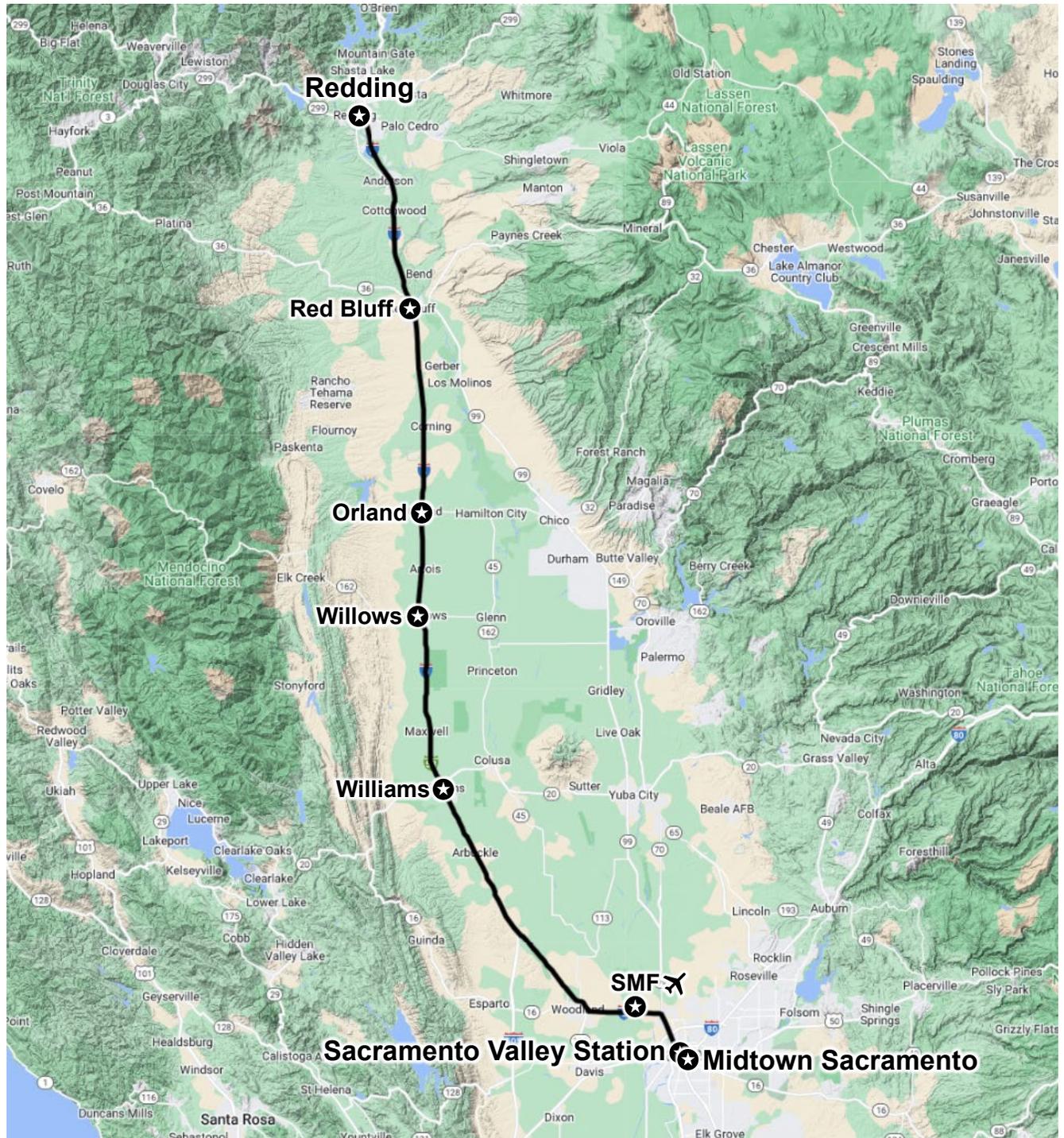


Source: SRTA

(13) Shasta Regional Transportation Agency. *North State Intercity Bus System Business Plan*. June 19, 2018 (approved). Available at <https://www.srta.ca.gov/DocumentCenter/View/4099/North-State-Intercity-Bus-System-Business-Plan-June-2018>.

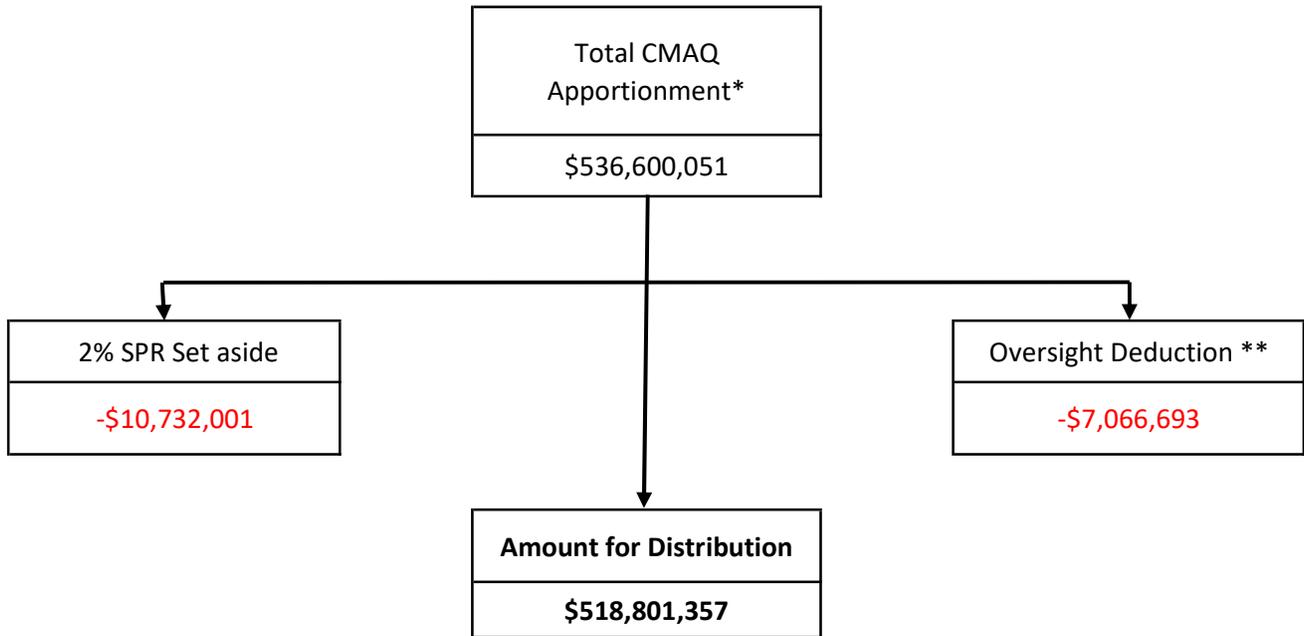
(14) Shasta Regional Transportation Agency. *ResilientShasta Extreme Climate Event Mobility and Adaptation Plan*. Final Report. April 28, 2022. Accessed October 13, 2024. Available at <https://srta.ca.gov/DocumentCenter/View/5974/ResilientShasta-Final-Full-Report>.

Figure 4-5. Potential Service Concept – Redding to Sacramento Hub (Bus)



Source: Google MyMaps (base map), AECOM (annotations), 2024

**Congestion Mitigation and Air Quality (CMAQ) Improvement Program
 FFY 2024/25 Apportionment Estimate for Distribution
 1/8/2025**



*Apportionment estimate per FHWA Notice N4510.880, 10/01/2024.

Verified by Federal Resources on 12/10/2024.

**Oversight estimate per HQ Local Assistance, 10/14/2024.

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) IMPROVEMENT PROGRAM
FFY 2024/25 Apportionment Estimate for Distribution
1/8/2025

MPO/County	DOF Population Estimate (1/1/2023)	EPA Classification 8-hr Ozone (2015) ¹	Ozone Factor ²	EPA CO Classification (1971) ¹	Carbon Monoxide Factor ²	Weighted Population	Estimated Apportionment
Amador	39,837	Marginal	1.0			39,837	\$ 398,650
Butte	205,592	Marginal	1.0			205,592	\$ 2,057,365
Calaveras (Central Mtn County)	44,890	Marginal	1.0			44,890	\$ 449,216
Fresno (SJ Valley)	1,011,499	Extreme	1.4			1,416,099	\$ 14,170,941
Kings (SJ Valley)	151,018	Extreme	1.4			211,425	\$ 2,115,738
KERN	907,476						\$ 12,494,557
Kern (SJ Valley)	798,034	Extreme	1.4			1,117,248	\$ 11,180,330
Kern (Eastern Kern)	109,442	Serious	1.2			131,330	\$ 1,314,227
Madera (SJ Valley)	158,148	Extreme	1.4			221,407	\$ 2,215,628
Mariposa (So. Mtn County)	16,935	Moderate	1.1			18,629	\$ 186,416
Merced (SJ Valley)	285,337	Extreme	1.4			399,472	\$ 3,997,526
MTC	7,548,792						\$ 75,811,966
MTC (SF Bay Area)	7,105,043	Marginal	1.0			7,105,043	\$ 71,100,378
MTC-Solano Co (SF Bay Area)	308,355	Marginal	1.0			308,355	\$ 3,085,718
MTC-Solano Co (Sac Metro)	135,394	Serious	1.2			162,473	\$ 1,625,870
Nevada County (Western part)	100,720	Serious	1.2			120,864	\$ 1,209,490
SACOG (Sac Metro)	2,451,960						\$ 29,444,205
El Dorado	159,315	Serious	1.2			191,178	\$ 1,913,124
Placer	400,360	Serious	1.2			480,432	\$ 4,807,697
Sacramento	1,572,453	Serious	1.2			1,886,944	\$ 18,882,701
Yolo	220,880	Serious	1.2			265,056	\$ 2,652,423
Sutter	98,952	Serious	1.2			118,742	\$ 1,188,259
San Diego	3,269,755	Severe	1.3			4,250,682	\$ 42,536,697
San Joaquin (SJ Valley)	786,145	Extreme	1.4			1,100,603	\$ 11,013,767
SCAG Region	18,524,793						\$ 300,824,100
Los Angeles (SCAB)	9,391,387	Extreme	1.4	Maintenance	1.2	15,777,530	\$ 157,886,217
Los Angeles (MDAB)	369,823	Severe	1.3			480,770	\$ 4,811,079
Riverside (SCAB)	1,937,066	Extreme	1.4	Maintenance	1.2	3,254,271	\$ 32,565,586
Riverside (MDAB)	25,992	Severe	1.3			33,790	\$ 338,134
Riverside (SSAB)	474,354	Severe	1.3			616,660	\$ 6,170,937
Orange (SCAB)	3,137,164	Extreme	1.4	Maintenance	1.2	5,270,436	\$ 52,741,406
Ventura	825,653	Serious	1.2			990,784	\$ 9,914,801
San Bernardino (SCAB)	1,628,316	Extreme	1.4	Maintenance	1.2	2,735,571	\$ 27,374,940
San Bernardino (MDAB)	553,740	Severe	1.3			719,862	\$ 7,203,681
Imperial	179,476	Marginal	1.0			179,476	\$ 1,796,022
(Tribal) Morongo - Riverside County	1,241	Serious	1.2			1,489	\$ 14,902
(Tribal) Pechanga - Riverside County	581	Moderate	1.1			639	\$ 6,395
SLOCOG - San Luis Obispo (Eastern Part)	278,348	Marginal	1.0			278,348	\$ 2,785,437
Stanislaus (SJ Valley)	545,939	Extreme	1.4			764,315	\$ 7,648,519
TRPA (El Dorado and Placer)	145,000	Moderate	1.1			159,500	\$ 1,596,121
Tehama (Tuscan Buttes)	64,271	Marginal	1.0			64,271	\$ 643,162
Tulare (SJ Valley)	475,064	Extreme	1.4			665,090	\$ 6,655,572
Tuolumne	54,590	Marginal	1.0			54,590	\$ 546,284
Statewide Total	37,066,109					51,843,690	\$ 518,801,357

Notes:

1. OZONE: EPA nonattainment areas for the 2015 Ozone NAAQS: <https://www.epa.gov/ozone-designations/additional-designations-2015-ozone-standards>; CARBON MONOXIDE 1971 (CO): EPA letter 3/21/2018, redesignated CA CO areas to attainment after June 1, 2018 except areas in Southern California Air Basin (SCAB).

2. Ozone and CO factors per CA Streets and Highways CodeSection 182.7(b).

JIM BACQUET, - City of Tehama
PATRICK HURTON- City of Red Bluff,
TOM WALKER - Tehama County
MATT HANSEN - Tehama County
DAVE DEMO – City of Corning
PATI NOLEN - Tehama County



VACANT, Executive Director
JESSICA RISKE-GOMEZ, Deputy Director - Transportation

Red Bluff • Corning • Tehama • Tehama County
1509 Schwab Street, Red Bluff, CA 96080 • (530) 602-8282

April 24, 2025

Sean Tiedgen, AICP

Executive Director
Shasta Regional Transportation Agency (SRTA)
1255 East Street, Suite 202
Redding, CA 96001

John C. Andoh, CCTM, CPM, TDM-CP

Transit General Manager
Redding Area Bus Authority
[Via Email: jandoh@rabaride.com]

Subject: Conditional Commitment of CMAQ Funds for I-5 Intercity Bus Service

Dear Mr. Tiedgen and Mr. Andoh:

The Tehama County Transportation Commission (TCTC) has supported efforts to improve interregional transit connectivity for many years, including early participation in SRTA’s “Salmon Runner” concept and more recent discussions surrounding enhanced I-5 service.

Although our April Commission meeting was canceled, we are currently planning to agendaize SRTA and RABA’s formal funding request at our next available meeting in May. In the interim, we are providing this letter as a conditional expression of support to assist with SRTA’s ongoing coordination with RABA and the broader development of funding strategy for the proposed intercity I-5 service.

TCTC intends to recommend a commitment of CMAQ funds in the amount of \$50,000 to \$100,000 (board discretion) annually, to be contributed through a flexible fund transfer to FTA upon approval. This level of support reflects the regional significance of the project, alignment with air quality goals, and our commitment to ensuring meaningful transit options along the I-5 corridor.

We appreciate the collaborative effort SRTA is leading and look forward to formalizing this commitment following Board action. Please do not hesitate to contact me if additional documentation is needed.

Sincerely,

Jessica Riske-Gomez

Deputy Director of Public Works – Transportation
Tehama County Transportation Commission
Tehama County Transit Agency Board
Email: jriskegomez@tehamartpa.org
Phone: (530) 602-8282 x101



Tehama County

Agenda Request Form

File #: 25-0837

Agenda Date: 5/19/2025

Agenda #: 4.

2025-26 Overall Work Program - Senior Planner Fox

Requested Action(s)

Adopt the 2025-2026 Overall Work Program (OWP) by resolution and authorize the Executive Director or designee to submit the adopted OWP and execute all required documents, including the Overall Work Program Agreement (OWPA), with the California Department of Transportation (Caltrans). TCTC staff are further authorized to incorporate any additional administrative language or technical changes requested by Caltrans staff during the review process to ensure approval and maintain eligibility for Rural Planning Assistance (RPA) funding.

Financial Impact:

The Tehama County Transportation Commission (TCTC) will receive \$404,500 in Rural Planning Assistance (RPA) funds from the California Department of Transportation (Caltrans) for Fiscal Year 2025-2026. These funds support the annual Overall Work Program (OWP), which outlines TCTC's transportation planning activities from July 1, 2025 through June 30, 2026 and serves as the basis for the agency's planning budget.

RPA funding is administered through a Master Fund Transfer Agreement (MFTA), Overall Work Program Agreement (OWPA), and a Memorandum of Understanding (MOU) between Caltrans and TCTC, the designated Regional Transportation Planning Agency. Approval of this item authorizes staff to implement the OWP and carry out all related administrative and planning tasks in accordance with state and federal requirements. No local match is required, and there is no impact to the General Fund.

Background Information:

The California Department of Transportation (Caltrans), as a condition of Rural Planning Assistance (RPA) funding, requires each Regional Transportation Planning Agency to develop an annual Overall Work Program (OWP) as a planning and budgeting tool for the coming fiscal year. TCTC's RPA funds for 2025-2026 are \$404,500.

The OWP is supported by a Master Fund Agreement and Memorandum of Understanding Comprehensive Transportation Planning for RTPAs that receive Rural Planning Assistance Funding.

The Master Fund Transfer Agreement (MFTA), is by and between the signatory public entity identified as the RTPA, established under Government Code Section 29532. 1 or 29535 and Title 49 CFR, Part 1 8, and the State of California, acting by and through its Department of Transportation (Caltrans). The State prepared the MFTA, which hereby, together with the annual OWP, and annual Overall Work Program Agreement, sets forth the entire terms and conditions under which these funds are to be expended by RTPA for the fiscal year period of that OWP and annual OWPA.

The Memorandum of Understanding (MOU) was entered into by the State of California acting through its Department of Transportation, herein referred to as Caltrans, and the Tehama County Transportation Commission referred to as Regional Transportation Planning Agency (RTPA), established as the RTPA for Tehama County pursuant to the establishment of the Transportation Development Act, otherwise known as the Mills-Alquist-Deddeh Act (SB 325) and establishes a general transportation planning and programming process codifying the responsibilities of RTPA and Caltrans.

The RTPA is recognized as the agency responsible for comprehensive regional transportation planning, pursuant to State law, for the county and incorporated cities included in the RTPA planning area. This responsibility includes, on a regional basis: providing a forum for regional transportation issues, developing and adopting goals and objectives, performing intermodal corridor and sub-area studies, providing policy guidance, courses and training, along with allocating State and Federal transportation funds in accordance with applicable regulations and laws, assuring prioritization of proposed transportation improvements to be funded with State and Federal funds as required by applicable regulations, complying with the California Environmental Quality Act (CEQA), and coordinating the Regional Transportation Plan (RTP) with other plans and programs as appropriate.

The parties addressed in the MOU expressed their joint intent to mutually carry out the described transportation planning process for this RTPA planning area in a manner which will assure full compliance with the laws referenced in this MOU, the RTP Guidelines, the Caltrans Regional Planning Handbook, and the planning constraints of the United States Department of Transportation, where applicable.

Annually the RTPA will prepare, adopt, and submit to Caltrans an annual Overall Work Program (OWP) in accordance with the Caltrans Regional Planning Handbook. The purpose of the OWP is to serve as a work plan to guide and manage the work of RTPA, identify transportation planning activities and products occurring in the region and to act as the basis for RTPA budget for Rural Planning Assistance and, if applicable, other State and Federal planning funds.

The Overall Work Program Agreement (OWPA) will serve as the general agreement by which State and Federal planning funds will be transferred to RTPA. The draft OWP and any amendments thereto will be subject to review and approval by the funding agencies. The OWP will also include all regional transportation planning and research activities conducted in the region, regardless of funding source.

The attached OWP summarizes the transportation planning activities for TCTC from July 1, 2025 to June 30, 2026. It is the annual scope of work with activities organized by Work Elements as required by Caltrans. The 2025-26 OWP identifies all funding utilized by TCTC for transportation planning. The attached resolution summarizes the intent of the OWP and authorizes staff to perform all related tasks and administrative actions necessary to use the funds.

2025-2026 Overall Work Program Funding Summary

Work Element	RPA Funds		FY 24/25 Carryover	Total
	TCTC	Consultant		
600: TCTC/TCTAB Packets and Meetings	\$ 20,000	\$ -	0	\$ 20,000
601: State and Federal Programming	\$ 25,000	\$ 5,000	0	\$ 30,000
602: Overall Work Program	\$ 9,000	\$ -	0	\$ 9,000
603: GIS and ITS	\$ 100,000	\$ 75,000	0	\$ 175,000
604: Multi-Modal and Sustainability Planning	\$ 85,000	\$ 10,000	0	\$ 95,000
605: Transit Planning	\$ 15,000	\$ -	0	\$ 15,000
606: Public Outreach and Education	\$ 5,000	\$ -	0	\$ 5,000
607: Air Quality Planning	\$ 10,000	\$ -	0	\$ 10,000
608: RTPA Coordination/Handbook	\$ 15,000	\$ 5,500	0	\$ 20,500
702: Regional Transportation Plan	\$ 10,000	\$ -	0	\$ 10,000
708: Pavement Management	\$ 15,000	\$ -	0	\$ 15,000
Subtotal:	\$ 309,000	\$ 95,500	0	\$ 404,500
Total:				\$ 404,500

Estimated Carryover

Estimated carryover amounts (\$0.00) from FY 2024/25 are included in the Final OWP to ensure accurate financial planning and to encourage timely use of older funds. These carryover values are not included in the OWP Agreement (OWPA) per Caltrans guidance. Programming and monitoring of carryover balances supports efficient fund utilization and reduces the risk of lapsing funds.

FY 2025/2026 FHWA and FTA State and Metropolitan Transportation Planning Process Self-Certification

In accordance with 23 CFR part 450, the California Department of Transportation and _____, Regional Transportation Planning Agency, hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 CFR part 450;
- 2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

RTPA Authorizing Signature

Caltrans District Approval Signature

Title

Title

Date

Date

**Fiscal Year 2025/2026 California Department of Transportation
Debarment and Suspension Certification**

As required by U.S. DOT regulations on governmentwide Debarment and Suspension

(Nonprocurement), 49 CFR 29.100:

- 1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to the State.
- 3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration's ***Excluded Parties List System (EPLS)***, Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances, and will provide a written explanation to the State.

**CALIFORNIA DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2025/2026**

SIGNATURE PAGE

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature _____ Date _____

Printed Name _____

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has the authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, these certifications and assurances have been legally made and constitute legal and binding obligations of the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances or of the performance of the described project.

AFFIRMATION OF APPLICANT'S ATTORNEY

For _____ (Name of Applicant)

Signature _____ Date _____

Printed Name of Applicant's Attorney _____

Not every provision of every certification will apply to every applicant or award. If a provision of a certification does not apply to the applicant or its award, FTA will not enforce that provision.

Text in italic is guidance to the public. It does not have the force and effect of law, and is not meant to bind the public in any way. It is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

CATEGORY 1. CERTIFICATIONS AND ASSURANCES REQUIRED OF EVERY APPLICANT.

All applicants must make the certifications in this category.

1.1. Standard Assurances.

The certifications in this subcategory appear as part of the applicant’s registration or annual registration renewal in the System for Award Management (SAM.gov) and on the Office of Management and Budget’s standard form 424B “Assurances—Non-Construction Programs”. This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
- (b) Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
- (c) Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
- (d) Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
- (e) Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728–4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM’s Standards for a Merit System of Personnel Administration (5 CFR 900, Subpart F).

- (f) Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to:
- (1) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin, as effectuated by U.S. DOT regulation 49 CFR Part 21;
 - (2) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681–1683, and 1685–1686), which prohibits discrimination on the basis of sex, as effectuated by U.S. DOT regulation 49 CFR Part 25;
 - (3) Section 5332 of the Federal Transit Law (49 U.S.C. § 5332), which prohibits any person being excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance from FTA because of race, color, religion, national origin, sex, disability, or age.
 - (4) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps, as effectuated by U.S. DOT regulation 49 CFR Part 27;
 - (5) The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101–6107), which prohibits discrimination on the basis of age;
 - (6) The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse;
 - (7) The comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91–616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - (8) Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records;
 - (9) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental, or financing of housing;
 - (10) Any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and,
 - (11) the requirements of any other nondiscrimination statute(s) which may apply to the application.
- (g) Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (“Uniform Act”) (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases. The requirements of the Uniform Act are effectuated by U.S. DOT regulation 49 CFR Part 24.

- (h) Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§ 1501–1508 and 7324–7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
- (i) Will comply, as applicable, with the provisions of the Davis–Bacon Act (40 U.S.C. §§ 276a to 276a-7), the Copeland Act (40 U.S.C. § 276c and 18 U.S.C. § 874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§ 327–333), regarding labor standards for federally assisted construction subagreements.
- (j) Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
- (k) Will comply with environmental standards which may be prescribed pursuant to the following:
 - (1) Institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514;
 - (2) Notification of violating facilities pursuant to EO 11738;
 - (3) Protection of wetlands pursuant to EO 11990;
 - (4) Evaluation of flood hazards in floodplains in accordance with EO 11988;
 - (5) Assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451 et seq.);
 - (6) Conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§ 7401 et seq.);
 - (7) Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and
 - (8) Protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93–205).
- (l) Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§ 1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
- (m) Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§ 469a-1 et seq.).
- (n) Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
- (o) Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§ 2131 et seq.) pertaining to the care, handling, and treatment of warm blooded

- animals held for research, teaching, or other activities supported by this award of assistance.
- (p) Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§ 4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
 - (q) Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and 2 CFR Part 200, Subpart F, “Audit Requirements”, as adopted and implemented by U.S. DOT at 2 CFR Part 1201.
 - (r) Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing the program under which it is applying for assistance.
 - (s) Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. § 7104) which prohibits grant award recipients or a subrecipient from:
 - (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect;
 - (2) Procuring a commercial sex act during the period of time that the award is in effect; or
 - (3) Using forced labor in the performance of the award or subawards under the award.

1.2. Standard Assurances: Additional Assurances for Construction Projects.

This certification appears on the Office of Management and Budget’s standard form 424D “Assurances—Construction Programs” and applies specifically to federally assisted projects for construction. This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency; will record the Federal awarding agency directives; and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure nondiscrimination during the useful life of the project.
- (b) Will comply with the requirements of the assistance awarding agency with regard to the drafting, review, and approval of construction plans and specifications.
- (c) Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work confirms with the approved plans and specifications, and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.

1.3. Procurement.

The Uniform Administrative Requirements, 2 CFR § 200.325, allow a recipient to self-certify that its procurement system complies with Federal requirements, in lieu of submitting to certain pre-procurement reviews.

The applicant certifies that its procurement system complies with:

- (a) U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, particularly 2 CFR §§ 200.317–200.327 “Procurement Standards;
- (b) Federal laws, regulations, and requirements applicable to FTA procurements; and
- (c) The latest edition of FTA Circular 4220.1 and other applicable Federal guidance.

1.4. Suspension and Debarment.

Pursuant to Executive Order 12549, as implemented at 2 CFR Parts 180 and 1200, prior to entering into a covered transaction with an applicant, FTA must determine whether the applicant is excluded from participating in covered non-procurement transactions. For this purpose, FTA is authorized to collect a certification from each applicant regarding the applicant’s exclusion status. 2 CFR § 180.300. Additionally, each applicant must disclose any information required by 2 CFR § 180.335 about the applicant and the applicant’s principals prior to entering into an award agreement with FTA. This certification serves both purposes.

The applicant certifies, to the best of its knowledge and belief, that the applicant and each of its principals:

- (a) Is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily or involuntarily excluded from covered transactions by any Federal department or agency;
- (b) Has not, within the preceding three years, been convicted of or had a civil judgment rendered against him or her for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public or private agreement or transaction; violation of Federal or State antitrust statutes, including those proscribing price fixing between competitors, allocation of customers between competitors, and bid rigging; commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice; or commission of any other offense indicating a lack of business integrity or business honesty;

- (c) Is not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any offense described in paragraph (b) of this certification;
- (d) Has not, within the preceding three years, had one or more public transactions (Federal, State, or local) terminated for cause or default.

1.5. Coronavirus Response and Relief Supplemental Appropriations Act, 2021, and CARES Act Funding.

The applicant certifies:

- (a) To the maximum extent possible, funds made available under title IV of division M of the Consolidated Appropriations Act, 2021 (Public Law 116–260), and in title XII of division B of the CARES Act (Public Law 116–136; 134 Stat. 599) shall be directed to payroll and operations of public transit (including payroll and expenses of private providers of public transportation); or
- (b) The applicant certifies that the applicant has not furloughed any employees.

1.6. American Rescue Plan Act Funding.

The applicant certifies:

- (a) Funds made available by Section 3401(a)(2)(A) of the American Rescue Plan Act of 2021 (Public Law 117-2) shall be directed to payroll and operations of public transportation (including payroll and expenses of private providers of public transportation); or
- (b) The applicant certifies that the applicant has not furloughed any employees.

CATEGORY 2. PUBLIC TRANSPORTATION AGENCY SAFETY PLANS

This certification is required of each applicant under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), each rail operator that is subject to FTA’s state safety oversight programs, and each State that is required to draft and certify a Public Transportation Agency Safety Plan on behalf of a Small Public Transportation Provider (as that term is defined at 49 CFR § 673.5) pursuant to 49 CFR § 673.11(d).

This certification is required by 49 U.S.C. § 5307(c)(1)(L), 49 U.S.C. § 5329(d)(1), and 49 CFR § 673.13. This certification is a condition of receipt of Urbanized Area Formula Grants Program (49 U.S.C. § 5307) funding.

This certification does not apply to any applicant that only receives financial assistance from FTA under the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C.

§ 5310), the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or combination of these two programs, unless it operates a rail fixed guideway public transportation system.

If the applicant is an operator, the applicant certifies that it has established a Public Transportation Agency Safety Plan meeting the requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673; including, specifically, that the board of directors (or equivalent entity) of the applicant has approved, or, in the case of an applicant that will apply for assistance under 49 U.S.C. § 5307 that is serving an urbanized area with a population of 200,000 or more, the safety committee of the entity established under 49 U.S.C. § 5329(d)(5), followed by the board of directors (or equivalent entity) of the applicant has approved, the Public Transportation Agency Safety Plan or any updates thereto; and, for each recipient serving an urbanized area with a population of fewer than 200,000, that the Public Transportation Agency Safety Plan has been developed in cooperation with frontline employee representatives.

If the applicant is a State that drafts and certifies a Public Transportation Agency Safety Plan on behalf of a public transportation operator, the applicant certifies that:

- (a) It has drafted and certified a Public Transportation Agency Safety Plan meeting the requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673 for each Small Public Transportation Provider (as that term is defined at 49 CFR § 673.5) in the State, unless the Small Public Transportation Provider provided notification to the State that it was opting out of the State-drafted plan and drafting its own Public Transportation Agency Safety Plan; and
- (b) Each Small Public Transportation Provider within the State that opts to use a State-drafted Public Transportation Agency Safety Plan has a plan that has been approved by the provider's Accountable Executive (as that term is defined at 49 CFR § 673.5), Board of Directors or Equivalent Authority (as that term is defined at 49 CFR § 673.5), and, if the Small Public Transportation Provider serves an urbanized area with a population of 200,000 or more, the safety committee of the Small Public Transportation Provider established under 49 U.S.C. § 5329(d)(5).

CATEGORY 3. TAX LIABILITY AND FELONY CONVICTIONS.

If the applicant is a business association (regardless of for-profit, not for-profit, or tax exempt status), it must make this certification. Federal appropriations acts since at least 2014 have prohibited FTA from using funds to enter into an agreement with any corporation that has unpaid Federal tax liabilities or recent felony convictions without first considering the corporation for debarment. E.g., Consolidated Appropriations Act, 2023, Pub. L. 117-328, div. E, tit. VII, §§ 744–745. U.S. DOT Order 4200.6 defines a “corporation” as “any private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association”, and applies the restriction to all tiers of subawards. As prescribed by U.S. DOT

Order 4200.6, FTA requires each business association applicant to certify as to its tax and felony status.

If the applicant is a private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association, the applicant certifies that:

- (a) It has no unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability; and
- (b) It has not been convicted of a felony criminal violation under any Federal law within the preceding 24 months.

CATEGORY 4. LOBBYING.

If the applicant will apply for a grant or cooperative agreement exceeding \$100,000, or a loan, line of credit, loan guarantee, or loan insurance exceeding \$150,000, it must make the following certification and, if applicable, make a disclosure regarding the applicant's lobbying activities. This certification is required by 49 CFR § 20.110 and app. A to that part.

This certification does not apply to an applicant that is an Indian Tribe, Indian organization, or an Indian tribal organization exempt from the requirements of 49 CFR Part 20.

4.1. Certification for Contracts, Grants, Loans, and Cooperative Agreements.

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (c) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and

contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

4.2. Statement for Loan Guarantees and Loan Insurance.

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

CATEGORY 5. PRIVATE SECTOR PROTECTIONS.

If the applicant will apply for funds that it will use to acquire or operate public transportation facilities or equipment, the applicant must make the following certification regarding protections for the private sector.

5.1. Charter Service Agreement.

To enforce the provisions of 49 U.S.C. § 5323(d), FTA's charter service regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following Charter Service Agreement. 49 CFR § 604.4.

The applicant agrees that it, and each of its subrecipients, and third party contractors at any level who use FTA-funded vehicles, may provide charter service using equipment or facilities acquired with Federal assistance authorized under the Federal Transit Laws only in compliance with the regulations set out in 49 CFR Part 604, the terms and conditions of which are incorporated herein by reference.

5.2. School Bus Agreement.

To enforce the provisions of 49 U.S.C. § 5323(f), FTA's school bus regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following agreement regarding the provision of school bus services. 49 CFR § 605.15.

- (a) If the applicant is not authorized by the FTA Administrator under 49 CFR § 605.11 to engage in school bus operations, the applicant agrees and certifies as follows:
 - (1) The applicant and any operator of project equipment agrees that it will not engage in school bus operations in competition with private school bus operators.
 - (2) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Mass Transit Regulations, or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (b) If the applicant is authorized or obtains authorization from the FTA Administrator to engage in school bus operations under 49 CFR § 605.11, the applicant agrees as follows:
 - (1) The applicant agrees that neither it nor any operator of project equipment will engage in school bus operations in competition with private school bus operators except as provided herein.
 - (2) The applicant, or any operator of project equipment, agrees to promptly notify the FTA Administrator of any changes in its operations which might jeopardize the continuation of an exemption under § 605.11.
 - (3) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Transit Administration regulations or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
 - (4) The applicant agrees that the project facilities and equipment shall be used for the provision of mass transportation services within its urban area and that any other use of project facilities and equipment will be incidental to and shall not interfere with the use of such facilities and equipment in mass transportation service to the public.

CATEGORY 6. TRANSIT ASSET MANAGEMENT PLAN.

If the applicant owns, operates, or manages capital assets used to provide public transportation, the following certification is required by 49 U.S.C. § 5326(a).

The applicant certifies that it is in compliance with 49 CFR Part 625.

CATEGORY 7. ROLLING STOCK BUY AMERICA REVIEWS AND BUS TESTING.

7.1. Rolling Stock Buy America Reviews.

If the applicant will apply for an award to acquire rolling stock for use in revenue service, it must make this certification. This certification is required by 49 CFR § 663.7.

The applicant certifies that it will conduct or cause to be conducted the pre-award and post-delivery audits prescribed by 49 CFR Part 663 and will maintain on file the certifications required by Subparts B, C, and D of 49 CFR Part 663.

7.2. Bus Testing.

If the applicant will apply for funds for the purchase or lease of any new bus model, or any bus model with a major change in configuration or components, the applicant must make this certification. This certification is required by 49 CFR § 665.7.

The applicant certifies that the bus was tested at the Bus Testing Facility and that the bus received a passing test score as required by 49 CFR Part 665. The applicant has received or will receive the appropriate full Bus Testing Report and any applicable partial testing reports before final acceptance of the first vehicle.

CATEGORY 8. URBANIZED AREA FORMULA GRANTS PROGRAM.

If the applicant will apply for an award under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), or any other program or award that is subject to the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310); “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)); projects that will receive an award authorized by the Transportation Infrastructure Finance and Innovation Act (“TIFIA”) (23 U.S.C. §§ 601–609) or State Infrastructure Bank Program (23 U.S.C. § 610) (see 49 U.S.C. § 5323(o)); formula awards or competitive awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(a) and (b)); or low or no emission awards to any area under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(c)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5307(c)(1).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out the program of projects (developed pursuant 49 U.S.C. § 5307(b)), including safety and security aspects of the program;
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities;

- (c) Will maintain equipment and facilities in accordance with the applicant's transit asset management plan;
- (d) Will ensure that, during non-peak hours for transportation using or involving a facility or equipment of a project financed under this section, a fare that is not more than 50 percent of the peak hour fare will be charged for any—
 - (1) Senior;
 - (2) Individual who, because of illness, injury, age, congenital malfunction, or any other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use a public transportation service or a public transportation facility effectively without special facilities, planning, or design; and
 - (3) Individual presenting a Medicare card issued to that individual under title II or XVIII of the Social Security Act (42 U.S.C. §§ 401 et seq., and 1395 et seq.);
- (e) In carrying out a procurement under 49 U.S.C. § 5307, will comply with 49 U.S.C. §§ 5323 (general provisions) and 5325 (contract requirements);
- (f) Has complied with 49 U.S.C. § 5307(b) (program of projects requirements);
- (g) Has available and will provide the required amounts as provided by 49 U.S.C. § 5307(d) (cost sharing);
- (h) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning);
- (i) Has a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction of transportation;
- (j) Either—
 - (1) Will expend for each fiscal year for public transportation security projects, including increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages), increased camera surveillance of an area in or adjacent to that system, providing an emergency telephone line to contact law enforcement or security personnel in an area in or adjacent to that system, and any other project intended to increase the security and safety of an existing or planned public transportation system, at least 1 percent of the amount the recipient receives for each fiscal year under 49 U.S.C. § 5336; or
 - (2) Has decided that the expenditure for security projects is not necessary;
- (k) In the case of an applicant for an urbanized area with a population of not fewer than 200,000 individuals, as determined by the Bureau of the Census, will submit an annual report listing projects carried out in the preceding fiscal year under 49 U.S.C. § 5307 for associated transit improvements as defined in 49 U.S.C. § 5302; and
- (l) Will comply with 49 U.S.C. § 5329(d) (public transportation agency safety plan).

CATEGORY 9. FORMULA GRANTS FOR RURAL AREAS.

If the applicant will apply for funds made available to it under the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), it must make this certification. Paragraph (a) of this certification helps FTA make the determinations required by 49 U.S.C. § 5310(b)(2)(C). Paragraph (b) of this certification is required by 49 U.S.C. § 5311(f)(2). Paragraph (c) of this certification, which applies to funds apportioned for the Appalachian Development Public Transportation Assistance Program, is necessary to enforce the conditions of 49 U.S.C. § 5311(c)(2)(D).

- (a) The applicant certifies that its State program for public transportation service projects, including agreements with private providers for public transportation service—
 - (1) Provides a fair distribution of amounts in the State, including Indian reservations; and
 - (2) Provides the maximum feasible coordination of public transportation service assisted under 49 U.S.C. § 5311 with transportation service assisted by other Federal sources; and
- (b) If the applicant will in any fiscal year expend less than 15% of the total amount made available to it under 49 U.S.C. § 5311 to carry out a program to develop and support intercity bus transportation, the applicant certifies that it has consulted with affected intercity bus service providers, and the intercity bus service needs of the State are being met adequately.
- (c) If the applicant will use for a highway project amounts that cannot be used for operating expenses authorized under 49 U.S.C. § 5311(c)(2) (Appalachian Development Public Transportation Assistance Program), the applicant certifies that—
 - (1) It has approved the use in writing only after providing appropriate notice and an opportunity for comment and appeal to affected public transportation providers; and
 - (2) It has determined that otherwise eligible local transit needs are being addressed.

CATEGORY 10. FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS AND THE EXPEDITED PROJECT DELIVERY FOR CAPITAL INVESTMENT GRANTS PILOT PROGRAM.

If the applicant will apply for an award under any subsection of the Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), including an award made pursuant to the FAST Act’s Expedited Project Delivery for Capital Investment Grants Pilot Program (Pub. L. 114-94, div. A, title III, § 3005(b)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5309(c)(2) and Pub. L. 114-94, div. A, title III, § 3005(b)(3)(B).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award,
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities acquired or improved under its Award.
- (c) Will maintain equipment and facilities acquired or improved under its Award in accordance with its transit asset management plan; and
- (d) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning).

CATEGORY 11. GRANTS FOR BUSES AND BUS FACILITIES AND LOW OR NO EMISSION VEHICLE DEPLOYMENT GRANT PROGRAMS.

If the applicant is in an urbanized area and will apply for an award under subsection (a) (formula grants), subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

If the applicant is in a rural area and will apply for an award under subsection (a) (formula grants), subsection (b) (bus and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 9 for Formula Grants for Rural Areas (49 U.S.C. § 5311). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

Making this certification will incorporate by reference the applicable certifications in Category 8 or Category 9.

If the applicant will receive a competitive award under subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) related to zero emissions vehicles or related infrastructure, it must make the following certification. This certification is required by 49 U.S.C. § 5339(d).

The applicant will use 5 percent of grants related to zero emissions vehicles (as defined in subsection (c)(1)) or related infrastructure under subsection (b) or (c) to fund workforce development training as described in section 49 U.S.C. § 5314(b)(2) (including registered apprenticeships and other labor-management training programs) under the recipient's plan to address the impact of the transition to zero emission vehicles on the applicant's current workforce; or the applicant certifies a smaller percentage is necessary to carry out that plan.

CATEGORY 12. ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAMS.

If the applicant will apply for an award under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. § 5310), it must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5310(e)(1). Making this certification will incorporate by reference the certification in Category 8, except that FTA has determined that (d), (f), (i), (j), and (k) of Category 8 do not apply to awards made under 49 U.S.C. § 5310 and will not be enforced.

In addition to the certification in Category 8, the applicant must make the following certification that is specific to the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program. This certification is required by 49 U.S.C. § 5310(e)(2).

The applicant certifies that:

- (a) The projects selected by the applicant are included in a locally developed, coordinated public transit-human services transportation plan;
- (b) The plan described in clause (a) was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public;
- (c) To the maximum extent feasible, the services funded under 49 U.S.C. § 5310 will be coordinated with transportation services assisted by other Federal departments and agencies, including any transportation activities carried out by a recipient of a grant from the Department of Health and Human Services; and
- (d) If the applicant will allocate funds received under 49 U.S.C. § 5310 to subrecipients, it will do so on a fair and equitable basis.

CATEGORY 13. STATE OF GOOD REPAIR GRANTS.

If the applicant will apply for an award under FTA's State of Good Repair Grants Program (49 U.S.C. § 5337), it must make the following certification. Because FTA generally does not review the transit asset management plans of public transportation providers, the asset management certification is necessary to enforce the provisions of 49 U.S.C. § 5337(a)(4). The certification with regard to acquiring restricted rail rolling stock is required by 49 U.S.C. § 5323(u)(4). Note that this certification is not limited to the use of Federal funds.

The applicant certifies that the projects it will carry out using assistance authorized by the State of Good Repair Grants Program, 49 U.S.C. § 5337, are aligned with the applicant's most recent transit asset management plan and are identified in the investment and prioritization section of such plan, consistent with the requirements of 49 CFR Part 625.

If the applicant operates a rail fixed guideway service, the applicant certifies that, in the fiscal year for which an award is available to the applicant under the State of Good Repair Grants Program, 49 U.S.C. § 5337, the applicant will not award any contract or subcontract for the procurement of rail rolling stock for use in public transportation with a rail rolling stock manufacturer described in 49 U.S.C. § 5323(u)(1).

CATEGORY 14. INFRASTRUCTURE FINANCE PROGRAMS.

If the applicant will apply for an award for a project that will include assistance under the Transportation Infrastructure Finance and Innovation Act (“TIFIA”) Program (23 U.S.C. §§ 601–609) or the State Infrastructure Banks (“SIB”) Program (23 U.S.C. § 610), it must make the certifications in Category 8 for the Urbanized Area Formula Grants Program, Category 10 for the Fixed Guideway Capital Investment Grants program, and Category 13 for the State of Good Repair Grants program. These certifications are required by 49 U.S.C. § 5323(o).

Making this certification will incorporate the certifications in Categories 8, 10, and 13 by reference.

CATEGORY 15. ALCOHOL AND CONTROLLED SUBSTANCES TESTING.

If the applicant will apply for an award under FTA’s Urbanized Area Formula Grants Program (49 U.S.C. § 5307), Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) programs, the applicant must make the following certification. The applicant must make this certification on its own behalf and on behalf of its subrecipients and contractors. This certification is required by 49 CFR § 655.83.

The applicant certifies that it, its subrecipients, and its contractors are compliant with FTA’s regulation for the Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, 49 CFR Part 655.

CATEGORY 16. RAIL SAFETY TRAINING AND OVERSIGHT.

If the applicant is a State with at least one rail fixed guideway system, or is a State Safety Oversight Agency, or operates a rail fixed guideway system, it must make the following certification. The elements of this certification are required by 49 CFR §§ 672.31 and 674.39.

The applicant certifies that the rail fixed guideway public transportation system and the State Safety Oversight Agency for the State are:

- (a) Compliant with the requirements of 49 CFR Part 672, “Public Transportation Safety Certification Training Program”; and
- (b) Compliant with the requirements of 49 CFR Part 674, “State Safety Oversight”.

CATEGORY 17. DEMAND RESPONSIVE SERVICE.

If the applicant operates demand responsive service and will apply for an award to purchase a non-rail vehicle that is not accessible within the meaning of 49 CFR Part 37, it must make the following certification. This certification is required by 49 CFR § 37.77.

The applicant certifies that the service it provides to individuals with disabilities is equivalent to that provided to other persons. A demand responsive system, when viewed in its entirety, is deemed to provide equivalent service if the service available to individuals with disabilities, including individuals who use wheelchairs, is provided in the most integrated setting appropriate to the needs of the individual and is equivalent to the service provided other individuals with respect to the following service characteristics:

- (a) Response time;
- (b) Fares;
- (c) Geographic area of service;
- (d) Hours and days of service;
- (e) Restrictions or priorities based on trip purpose;
- (f) Availability of information and reservation capability; and
- (g) Any constraints on capacity or service availability.

CATEGORY 18. INTEREST AND FINANCING COSTS.

If the applicant will pay for interest or other financing costs of a project using assistance awarded under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), the Fixed Guideway Capital Investment Grants Program (49 U.S.C. § 5309), or any program that must comply with the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)), or awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the following certification. This certification is required by 49 U.S.C. §§ 5307(e)(3) and 5309(k)(2)(D).

The applicant certifies that:

- (a) Its application includes the cost of interest earned and payable on bonds issued by the applicant only to the extent proceeds of the bonds were or will be expended in carrying out the project identified in its application; and
- (b) The applicant has shown or will show reasonable diligence in seeking the most favorable financing terms available to the project at the time of borrowing.

CATEGORY 19. CYBERSECURITY CERTIFICATION FOR RAIL ROLLING STOCK AND OPERATIONS.

If the applicant operates a rail fixed guideway public transportation system, it must make this certification. This certification is required by 49 U.S.C. § 5323(v). For information about standards or practices that may apply to a rail fixed guideway public transportation system, visit <https://www.nist.gov/cyberframework> and <https://www.cisa.gov/>.

The applicant certifies that it has established a process to develop, maintain, and execute a written plan for identifying and reducing cybersecurity risks that complies with the requirements of 49 U.S.C. § 5323(v)(2).

CATEGORY 20. PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS FORMULA AND DISCRETIONARY PROGRAM (TRIBAL TRANSIT PROGRAMS).

Before FTA may provide Federal assistance for an Award financed under either the Public Transportation on Indian Reservations Formula or Discretionary Program authorized under 49 U.S.C. § 5311(c)(1), as amended by the FAST Act, (Tribal Transit Programs), the applicant must select the Certifications in Category 21, except as FTA determines otherwise in writing. Tribal Transit Program applicants may certify to this Category and Category 1 (Certifications and Assurances Required of Every Applicant) and need not make any other certification, to meet Tribal Transit Program certification requirements. If an applicant will apply for any program in addition to the Tribal Transit Program, additional certifications may be required.

FTA has established terms and conditions for Tribal Transit Program grants financed with Federal assistance appropriated or made available under 49 U.S.C. § 5311(c)(1). The applicant certifies that:

- (a) It has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award.
- (b) It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
- (c) It will maintain its equipment and facilities acquired or improved under its Award, in accordance with its transit asset management plan and consistent with FTA regulations, “Transit Asset Management,” 49 CFR Part 625. Its Award will achieve maximum feasible coordination with transportation service financed by other federal sources.
- (d) With respect to its procurement system:
 - (1) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost

- Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, for Awards made on or after December 26, 2014,
- (2) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments,” 49 CFR Part 18, specifically former 49 CFR § 18.36, for Awards made before December 26, 2014, or
 - (3) It will inform FTA promptly if its procurement system does not comply with either of those U.S. DOT regulations.
- (e) It will comply with the Certifications, Assurances, and Agreements in:
- (1) Category 05.1 and 05.2 (Charter Service Agreement and School Bus Agreement),
 - (2) Category 06 (Transit Asset Management Plan),
 - (3) Category 07.1 and 07.2 (Rolling Stock Buy America Reviews and Bus Testing),
 - (4) Category 09 (Formula Grants for Rural Areas),
 - (5) Category 15 (Alcohol and Controlled Substances Testing), and
 - (6) Category 17 (Demand Responsive Service).

CATEGORY 21. EMERGENCY RELIEF PROGRAM.

An applicant to the Public Transportation Emergency Relief Program, 49 U.S.C. § 5324, must make the following certification. The certification is required by 49 U.S.C. § 5324(f) and must be made before the applicant can receive a grant under the Emergency Relief program.

The applicant certifies that the applicant has insurance required under State law for all structures related to the emergency relief program grant application.

FEDERAL FISCAL YEAR 2024 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: Will Pike, Interim Executive Director

The Applicant certifies to the applicable provisions of all categories: (*check here*) .

Or,

The Applicant certifies to the applicable provisions of the categories it has selected:

Category	Certification
01 Certifications and Assurances Required of Every Applicant	_____
02 Public Transportation Agency Safety Plans	_____
03 Tax Liability and Felony Convictions	_____
04 Lobbying	_____
05 Private Sector Protections	_____
06 Transit Asset Management Plan	_____
07 Rolling Stock Buy America Reviews and Bus Testing	_____
08 Urbanized Area Formula Grants Program	_____
09 Formula Grants for Rural Areas	_____
10 Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	_____
11 Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	_____

- 12 Enhanced Mobility of Seniors and Individuals with Disabilities Programs
- 13 State of Good Repair Grants
- 14 Infrastructure Finance Programs
- 15 Alcohol and Controlled Substances Testing
- 16 Rail Safety Training and Oversight
- 17 Demand Responsive Service
- 18 Interest and Financing Costs
- 19 Cybersecurity Certification for Rail Rolling Stock and Operations
- 20 Tribal Transit Programs
- 21 Emergency Relief Program

CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

AFFIRMATION OF APPLICANT

Name of the Applicant: Tehama County Transportation Commission

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in the federal fiscal year, irrespective of whether the individual that acted on his or her Applicant’s behalf continues to represent it.

The Certifications and Assurances the Applicant selects apply to each Award for which it now seeks, or may later seek federal assistance to be awarded by FTA during the federal fiscal year.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, “Program Fraud Civil Remedies,” 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature _____ Date: 05/19/2025

Name Will Pike, Interim Executive Director Authorized Representative of Applicant

AFFIRMATION OF APPLICANT’S ATTORNEY

For (Name of Applicant): _____

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature _____ Date: _____

Name _____ Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant’s Attorney pertaining to the Applicant’s legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney’s signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

Tehama County Transportation Commission

*Regional Transportation Planning
Agency for Tehama County and the
Cities of Corning, Red Bluff and
Tehama*

Overall Work Program

**FY 2025-26
May 19, 2025**

1509 Schwab St.
Red Bluff, CA 96080
(530) 602-8282

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Tehama County Transportation Commissioners and Transit Agency Board of Directors

Patrick Hurton – City of Red Bluff
 Tom Walker – Tehama County
 Jim Bacquet – City of Tehama
 Pati Nolen – Tehama County
 Dave Demo – City of Corning
 Matt Hansen – Tehama County

Regional Transportation Planning Agency Technical Advisory Committee (RTPA TAC) Members

Carolyn Steffan – City of Tehama
 Robin Kampmann – City of Corning
 Scott Miller – City of Red Bluff
 Vacant – Tehama County
 Caltrans Tehama County Regional Planner
 Lynn Siedshlag– Paskenta Band of Nomlaki Indians, Tribal Member at Large

Staff to the Tehama County Transportation Commission and Tehama County Transit Agency Board

Vacant	Executive Director	
Jessica Riske-Gomez	Deputy Director	jriskegomez@tehamartpa.org
Tiffany Jensen	Accountant II	tjensen@tehamartpa.org
Ashley Fox	Senior Transportation Planner	afox@tehamartpa.org
Cole Houghtby	Associate Transportation Planner	choughtby@tehamartpa.org

1509 Schwab Street
 Red Bluff, CA 96080
 Phone:(530) 602-8282

2025-2026 Overall Work Program Funding Summary

Work Element	RPA Funds		FY 24/25 Carryover	Total
	TCTC	Consultant		
600: TCTC/TCTAB Packets and Meetings	\$ 20,000	\$ -	0	\$ 20,000
601: State and Federal Programming	\$ 25,000	\$ 5,000	0	\$ 30,000
602: Overall Work Program	\$ 9,000	\$ -	0	\$ 9,000
603: GIS and ITS	\$ 100,000	\$ 75,000	0	\$ 175,000
604: Multi-Modal and Sustainability Planning	\$ 85,000	\$ 10,000	0	\$ 95,000
605: Transit Planning	\$ 15,000	\$ -	0	\$ 15,000
606: Public Outreach and Education	\$ 5,000	\$ -	0	\$ 5,000
607: Air Quality Planning	\$ 10,000	\$ -	0	\$ 10,000
608: RTPA Coordination/Handbook	\$ 15,000	\$ 5,500	0	\$ 20,500
702: Regional Transportation Plan	\$ 10,000	\$ -	0	\$ 10,000
708: Pavement Management	\$ 15,000	\$ -	0	\$ 15,000
Subtotal:	\$ 309,000	\$ 95,500	0	\$ 404,500
Total:				\$ 404,500

Estimated Carryover

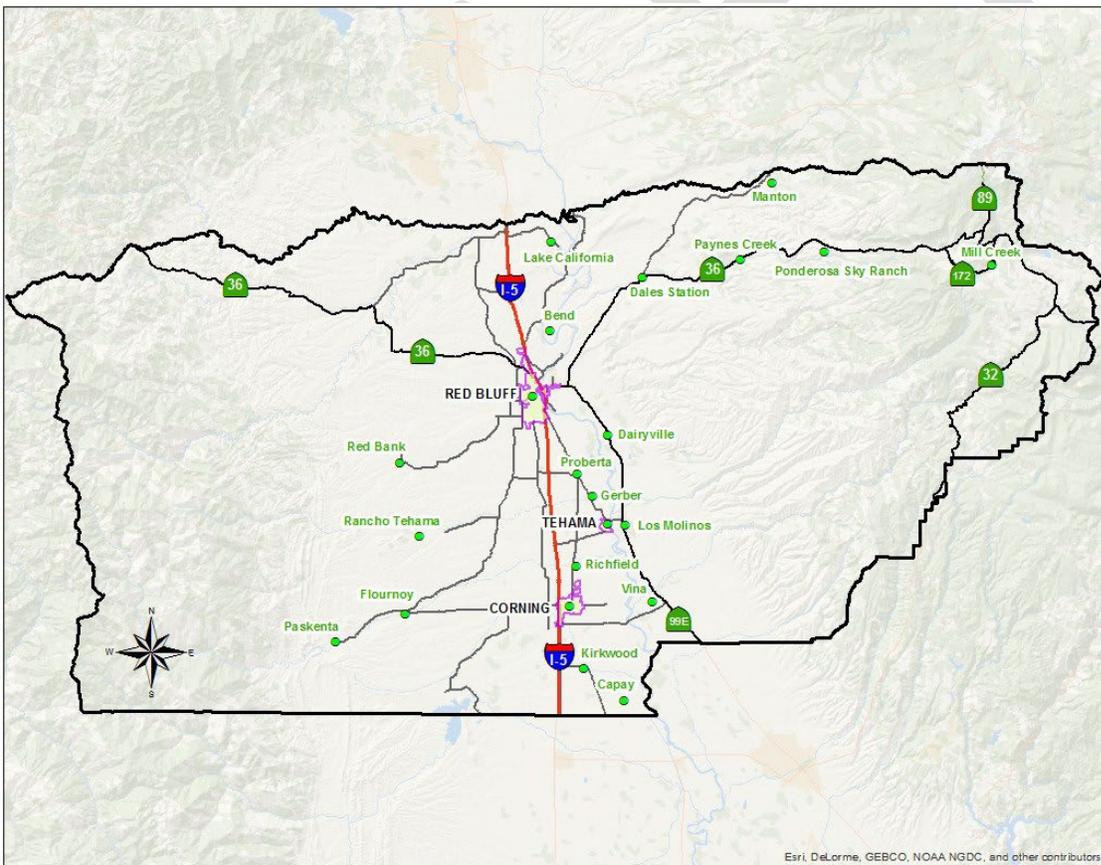
Estimated carryover amounts (\$0.00) from FY 2024/25 are included in the Final OWP to ensure accurate financial planning and to encourage timely use of older funds. These carryover values are not included in the OWP Agreement (OWPA) per Caltrans guidance. Programming and monitoring of carryover balances supports efficient fund utilization and reduces the risk of lapsing funds. 

Tehama County At A Glance

Tehama County is located in Northern California's Sacramento Valley, about 130 miles north of Sacramento. It covers 2,962 square miles and is bordered by Shasta, Plumas, Butte, Glenn, Mendocino, and Trinity counties. The Sacramento River and Interstate 5 (I-5) run through the county, providing key transportation routes. A Union Pacific rail mainline traverses Tehama County, serving as a vital freight corridor. In addition to interstate freight, the rail line is used by Amtrak's long-distance Coast Starlight route, with passenger stops in adjacent counties at Redding and Chico.

The county has three incorporated cities—Red Bluff (the county seat), Corning, and Tehama—situated near the Sacramento River. It is home to national forests, parks, and wildlife refuges, offering outdoor recreation opportunities that support local tourism.

Tehama County has a population of around 64,896 as of 2023. It maintains 1,088.8 miles of roads with a Pavement Condition Index of 53, meaning fair condition. Major highways include I-5, State Route 36, and State Route 99. The county also has 309 bridges, two small airports, and public transportation services like Tehama Rural Area eXpress (TRAX) buses, ParaTRAX for seniors and disabled residents, the Medical Non-Emergency Transportation Service (METS) volunteer driver program, Amtrak Thruway Bus, and Greyhound.



The local economy is driven by agriculture, government, healthcare, retail, and manufacturing. The county is known for producing walnuts, almonds, olives, prunes, and cattle. Its location along I-5 and State Route 99 makes it ideal for logistics and distribution. Tourism also plays a role, with attractions like Lassen Volcanic National Park and the Sacramento River drawing visitors for fishing, hiking, and other outdoor activities.

Population

City of Corning	8,244
City of Red Bluff	14,710
City of Tehama	435
Unincorporated Area of County	42,440
Total Population	65,829

2020 American Community Survey DEC Redistricting Data

Housing

	Tehama County	State
Housing Units in Tehama County	27,341	14,392,140
Owner-Occupied	73.6%	54.90%
Median Value of Owner-Occupied	\$203,400	\$475,900
Average Household Size Owner-Occupied	2.52	3
Mean Travel Time to Work (minutes)	23.4	29.3

2019 American Community Survey 15-year Estimates

Economics

	Tehama County	State
Unemployment	8.6%	6.1%
Persons Below Poverty Level	22.10%	13.40%
Median Household Income	\$44,514	\$75,235
% With High School Degree	84.50%	83.30%
% With Bachelor's Degree or Higher	15.70%	33.90%

2020 American Community Survey 15-year Estimates

Organizational Structure

Tehama County Transportation Commission (TCTC)

Jim Bacquet – Chairman – City of Tehama
Patrick Hurton – Vice Chairman – City of Red Bluff
Matt Hansen – Commissioner – Tehama County
Tom Walker – Commissioner – Tehama County
Pati Nolen – Commissioner – Tehama County
Dave Demo – Commissioner – City of Corning

Tehama County Transit Agency Board (TCTAB)

Jim Bacquet – *Chairman* – City of Tehama
Patrick Hurton – *Vice Chairman* – City of Red Bluff
Matt Hansen – *Director* – Tehama County
Pati Nolen – *Director* – Tehama County
Dave Demo – *Director* – City of Corning
Tom Walker – *Director* – Tehama County

Social Services Transportation Advisory Council (SSTAC)

Sharon Young – *Chairman*
Desiree Oglesby – *Vice Chairman*
Greg Jones – *Councilmember*
Robert Burroughs – *Councilmember*
Terry Rapley – *Councilmember*
Vacant Position - Councilmember
Vacant Position - Councilmember
Vacant Position - Councilmember
Vacant Position - Councilmember
**recruitment is ongoing for per PUC Section 99238*

Tehama County Regional Transportation Planning Agency Technical Advisory Committee (RTPA TAC)

Scott Miller – *Chairman*, City of Red Bluff
Caltrans Tehama County Regional Planner
Vacant - Member – Tehama County
Robin Kampmann – *Member* – City of Corning
Carolyn Steffan – *Member* – City of Tehama

TCTC/TCTAB Staff

Vacant – Executive Director
Jessica Riske-Gomez – Deputy Director
Tiffany Jensen – Accountant II
Ashley Fox – Senior Transportation Planner
Cole Houghtby – Associate Transportation Planner

Caltrans Regional Planning Liaison

Kathy Grah – Senior Transportation Planner, *Office of Community & Regional Planning*
Steve Pendergast – *Regional Planning*

Tehama County Transportation Commission

Organization

The Tehama County Transportation Commission (TCTC) serves as the Regional Transportation Planning Agency (RTPA) for Tehama County and its three incorporated cities: Corning, Red Bluff, and Tehama. The Commission is composed of six members, including three County Supervisors and one city council member from each incorporated city.

Established in 1971, TCTC formalized its role in regional transportation planning with a Memorandum of Understanding (MOU) with Caltrans in June 1973. In March 2003, TCTC adopted bylaws, a mission statement, and a vision statement, while also establishing the Tehama County Transit Agency Board (TCTAB) to oversee transit services.

The Tehama County Transportation Commission (TCTC) makes transportation planning decisions through a collaborative process that includes input from the Technical Advisory Committee (TAC), Regional Transportation Planning Agency (RTPA) staff, and community stakeholders. Staff recommendations are reviewed during publicly noticed Commission meetings where the public is invited to participate, ensuring transparency and local input in all decision-making processes.

Mission & Vision

- Mission: To enhance mobility and access for residents, businesses, and goods movement throughout Tehama County.
- Vision: To develop and maintain a reliable, efficient, flexible, and safe transportation network that meets the county's evolving needs.

Agency Coordination

TCTC emphasizes the importance of collaboration among all government entities to effectively serve the public. With the implementation of Senate Bill 45, which reformed the State Transportation Improvement Program (STIP), TCTC established the Regional Transportation Planning Agency Technical Advisory Committee (RTPA TAC) to provide coordinated technical expertise and guidance. TCTC also coordinates with Federal Land Management Agencies (FLMAs), such as the U.S. Forest Service and Bureau of Land Management, especially when planning efforts involve or impact federally managed lands. These agencies are consulted during the development of the Regional Transportation Plan and related efforts that may intersect with public lands.

Role & Structure of the RTPA TAC

The RTPA TAC serves as a collaborative partnership between:

- Local Tribes, including the Paskenta Band of Nomlaki Indians
- Tehama County
- The cities of Corning, Red Bluff, and Tehama
- Caltrans District 2
- City and County Public Works Directors
- City Managers
- RTPA staff
- Caltrans representatives

- U.S. Forest Service and Bureau of Land Management
- And other Federal Land Management Agencies (FLMAs)

The committee meets quarterly, beginning in January, on the first Wednesday of the month.

Key Functions

- Recommending the programming and delivery of regional transportation projects
- Reviewing transportation planning studies and providing recommendations to TCTC
- Engaging in outreach efforts to traditionally underrepresented and underserved populations, including seniors, low-income individuals, persons with disabilities, and minority communities

The RTPA TAC plays a crucial role in ensuring that transportation planning reflects equitable, inclusive, and strategic decision-making for all communities in Tehama County.

Public Outreach

TCTC prioritizes community engagement as a key element in its planning and decision-making processes. Public participation is encouraged through various channels, including input during regular Commission meetings, involvement in transportation planning efforts, and participation in public outreach opportunities.

Community Outreach Efforts

To ensure broad and diverse community involvement, TCTC utilizes multiple outreach methods, including:

- Community meetings to gather local input
- Social media campaigns for broader digital engagement
- Radio and newspaper advertisements to reach a wider audience
- Stakeholder emails to keep key partners informed
- Flyer distributions in public spaces and community hubs

By implementing a variety of outreach strategies, TCTC aims to engage residents from all backgrounds, ensuring that transportation planning reflects the needs of the entire community.

Overview of the 2025-2026 Overall Work Program

Tehama County Overall Work Program (OWP) Summary

The Overall Work Program (OWP) is Tehama County's key management tool for regional transportation planning, outlining activities, schedules, and funding. It includes:

- State-mandated programs required for all Regional Transportation Planning Agencies (RTPAs).
- Discretionary programs addressing Tehama County's unique transportation needs.
- Administrative support for both mandated and discretionary programs.

The OWP guides transportation planning efforts, defining objectives, tasks, staffing, and budget needs while aligning with local, state, and federal regulations. It supports the Regional Transportation Plan (RTP), which includes priority projects eligible for funding through programs like the Regional

Transportation Improvement Program (RTIP), Highway Bridge Program (HBP), and Highway Safety Improvement Program (HSIP).

Funding & Oversight

The 2025-26 OWP follows guidance from the Caltrans Regional Planning Handbook and is managed by Caltrans District 2 with oversight from Caltrans Headquarters. Tehama County's Rural Planning Assistance (RPA) fund allocation for 2025-26 is \$404,500, part of the statewide \$9 million apportionment.

Key Planning Efforts Supported by OWP

- Regional Transportation Plan (RTP) & Transportation Improvement Programs (TIP)
- Environmental compliance for RTP & TIP
- Multimodal and goods movement planning
- Master Fund Transfer Agreement and amendments

Role of TCTC

As the RTPA, TCTC coordinates with cities, tribal governments, local agencies, the public, and Caltrans. TCTC participates in state and regional planning efforts such as:

- California Transportation Plan & Interregional Transportation Strategic Plan
- North State Super Region (NSSR) & Rural Counties Task Force (RCTF)
- California Transportation Commission (CTC) & RTPA Group

Purpose & Impact

The OWP functions like a business plan, focusing on research, data collection, and planning—not project design or construction. It ensures better connectivity, access, and efficiency, reducing redundancies and improving transportation mobility, goods movement, and safety across Tehama County. The OWP is a living document, adaptable to evolving needs and funding opportunities.

Planning Factors 2025-2026

Planning Factor:	600	601	602	603	604	605	606	607	608	702	708
Support the economic vitality of the metropolitan area by enabling global competitiveness, productivity and efficiency											
Increase the safety of the transportation system for motorized and non-motorized users											
Increase the 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 the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns											
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight											
Promote efficient system management and operation											
Emphasize the 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											

Work Element 600: TCTC/TCTAB Packets & Meetings

	RPA Funds	
	TCTC	Consultant
	\$20,000	
Subtotal:	\$20,000	
Total:	\$20,000	

Purpose

Reimburses staff for time related to meetings. Staff prepare agendas, corresponding documents and presents items. Meetings provide decision makers with critical information as well as updates on current transportation issues. Prepare agenda items on statewide and local issues, provide presentations on regional planning needs/processes, facilitate elected body decision making and keep the public informed on transportation matters.

Previous Accomplishments

Monthly meetings for the TCTC/TCTAB. Update of Title VI Plan. Adoption of final version of RTP. Title VI, OWP, and RTP presentations to decision makers/public.

Task/Activity			
Task/Activity		Responsible Party	Schedule
1	Hold trainings and technical workshops for staff members/ stakeholders.	TCTC	Monthly
2	Participate in Caltrans training and coordination meetings.	TCTC	As scheduled
3	TCTC participates in the following technical advisory committees:	TCTC	As scheduled
3.1	Tehama County Transportation Commission Technical Advisory Committee (TAC).	TCTC	Monthly
3.2	Regional Transportation Planning Agency Forum (RTPA Group) - Monthly.	TCTC	Monthly
3.3	Rural Counties Task Force (RCTF).	TCTC	Bi-Monthly
3.4	North State Super Region (NSSR).	TCTC	Bi-Monthly
Product			
Task/Activity		Responsible Party	Schedule
1	Completed Commission/Board packet agendas and items.	TCTC	Monthly
2	Minutes and website postings.	TCTC	Monthly
3	Resolutions authorizing planning tasks.	TCTC	As needed
4	Travel to meetings as necessary to perform planning duties.	TCTC	As scheduled

DRAFT

Work Element 601: State and Federal Programming

	RPA Funds	
	TCTC	Consultant
	\$25,000	\$5,000
Subtotal:	\$25,000	\$5,000
Total:	\$30,000	

Purpose

Reimburses staff for State and Federal programming activities. TCTC staff is responsible for prioritizing and recommending State and Federal funds for projects. Projects must be included in the RTP to be eligible for State or Federal funds.

Previous Accomplishments

Meeting with Caltrans regarding collaborative projects to promote sustainable community grants/projects and facilitate partnership. Discussion/coordination with local partners and Caltrans regarding RTIP programming, activities, requirements, and needs.

Task/Activity			
Task/Activity		Responsible Party	Schedule
1	RTPA TAC meetings to discuss the RTP and provide local agencies with information for programming projects.	TCTC	Quarterly
2	Meetings with Caltrans District 2 and stakeholders to discuss state highway needs and opportunities for partnership.	TCTC	Ongoing
3	Attend City Council and Board of Supervisors meetings as needed.	TCTC/Consultant	Ongoing
4	Review and comment on local transportation plans and projects.	TCTC	June 2026
5	Hold trainings and technical workshops for stakeholders during the development of any major plans or grant applications to create opportunities for input and engagement.	TCTC/Consultant	Ongoing
6	Participate in Caltrans training and coordination meetings as scheduled by Local Assistance in District 2 including STIP workshops and SHOPP trainings. Coordinate with the development of the Overall Work Program, Regional Transportation Plan, and Regional Transportation Improvement Program.	TCTC	As Needed
7	Review biennial STIP fund estimate and CTC guidelines.	TCTC	As Needed
8	Meet with local agencies to determine upcoming projects and funding strategies. Seek additional/matching funding for STIP projects.	TCTC	As Needed
Product			
Task/Activity		Responsible Party	Schedule
1	Planning/programming documents submitted to CTC.	TCTC	Monthly
2	Transportation planning activities and project monitoring documents.	TCTC	Monthly
3	Meeting, comments, and backup for RTIP process.	TCTC	Monthly

Work Element 602: Overall Work Program

	RPA Funds	
	TCTC	Consultant
	\$9,000	
Subtotal:	\$9,000	
Total:	\$9,000	

Purpose

Reimburse staff for planning and preparing the annual OWP. The OWP is a vital tool that ensures TCTC meets the mandated planning responsibilities required of all RTPAs. Work Element 602 includes coordination and participation with Caltrans regarding the OWP. Local funds will be used to fund audits.

Previous Accomplishments

Preparation/completion of 2025/26 OWP. Discussion/coordination with local agencies regarding the OWP. Preparation, monitoring, and submittal of OWP invoices, progress reports and activities. TCTC staff further submitted adopted Amendments to HQ to account for fund carryover from 24/25.

Task/Activity			
Task/Activity		Responsible Party	Schedule
1	Management of Work Elements, including amendments.	TCTC	Monthly
2	Prepare OWP invoices and quarterly reports.	TCTC	Quarterly
3	Mid-year review in coordination with Caltrans District 2.	TCTC	February 2026
4	Prepare the draft 2026/27 OWP.	TCTC	February – March 2026
5	Submit annual audits and State Controller Reports.	TCTC	May 2026
6	Finalize and submit 2026/27 OWP and OWPA.	TCTC	June 2026
Product			
Task/Activity		Responsible Party	Schedule
1	2025/26 OWP quarterly invoices, reports, and related documents.	TCTC	Quarterly
2	Annual audits.	TCTC	Annually
3	Correspondence with Caltrans District 2 staff.	TCTC	Quarterly
4	Policy/project updates to RTPA TAC/TCTC/TCTAB.	TCTC	Monthly/Quarterly
5	Final adopted 2025/26 OWP/OWPA.	TCTC	May 2026

Work Element 603: GIS and ITS

	RPA Funds	
	TCTC	Consultant
	\$100,000	\$75,000
Subtotal:	\$100,000	\$75,000
Total:	\$175,000	

Purpose

This initiative funds the development, maintenance, and enhancement of Geographic Information Systems (GIS) and Intelligent Transportation Systems (ITS) to support transportation, land use, and transit planning in Tehama County. It provides essential hardware, software, and training to ensure seamless coordination with agencies, Tribal Governments, and the public. GIS enables data-driven scenario modeling for growth forecasting, while ITS improves real-time data collection and system efficiency. These technologies enhance regional planning, optimize resource allocation, and prevent obsolescence, directly supporting the Regional Transportation Plan (RTP) by informing infrastructure investments and long-term transportation priorities.

Previous Accomplishments

TCTC continuously updates and improves the GIS database which includes topographical maps, current and archival imagery, environmental and other thematic data for use by TCTC and other agencies. Transportation layers such as trails, bikeways, roads, and other infrastructure have been created or updated for widespread use by Tehama County agencies, local and regional partners, and the public. TCTC continuously coordinates with and supports other County departments, including but not limited to emergency first responders, Tehama County Planning Department, Administration, County Counsel, Public Works Department, Sheriff's Office, Clerk and Recorder's Office, Assessor and Tax Collector.

Task/Activity			
Task/Activity		Responsible Party	Schedule
1	Maintain base maps, including parcels, road centerlines, bikeways, trails, bridges, transit routes, transit stops and other infrastructure within the public right-of-way.	TCTC	June 2026
2	Attend GIS related trainings as needed to keep up with emerging technologies.	TCTC/ Consultant	Ongoing
3	Develop or acquire new datasets that enhance transportation and transit planning technology, such as aerial photography, demographic databases and address data.	TCTC/ Consultant	Ongoing
4	Review and process annual ESRI (environmental system research institute) software maintenance agreements and adjust to departmental needs.	TCTC	Annually
5	Enhance road and parcel layers to include address ranges.	TCTC	Quarterly
6	Coordinate and consult with tribal governments.	TCTC	Bi-monthly
7	Obtain needed hardware and software to perform GIS related planning.	TCTC	Annually
8	Coordinate with Caltrans D2 and regional stakeholders on ITS architecture.	TCTC	Quarterly
9	Explore applications for ITS in rural areas for transportation and transit.	TCTC	Ongoing
10	Attend the Far Northern Regional GIS Council (FNRGC) and annual ESRI conference.	TCTC	Annually
Product			
Task/Activity		Responsible Party	Schedule
1	GIS datasets available to agencies and public.	TCTC	Quarterly
2	GIS data and maps to support transportation and transit planning.	TCTC	Annually
3	Interactive online map services.	TCTC	Quarterly
4	Transportation and transit presentations for meetings and online posting.	TCTC	Monthly
5	Color documents, photography and graphics related to transportation planning.	TCTC	Quarterly
6	Digital backups of transportation planning documents.	TCTC	Quarterly
7	Documents and data available to the public.	TCTC	Monthly

Work Element 604: Multimodal and Sustainability Planning

	RPA Funds	
	TCTC	Consultant
	\$85,000	\$10,000
Subtotal:	\$85,000	\$10,000
Total:	\$95,000	

Purpose

This initiative advances sustainable and multimodal transportation planning by integrating active transportation, complete streets, and alternative fuel infrastructure to reduce greenhouse gas (GHG) emissions and enhance mobility in Tehama County. Efforts focus on expanding bicycle and pedestrian networks, supporting micromobility, and improving multimodal connectivity to align with state and local sustainability goals. By promoting mode shift strategies, public awareness, and resilient infrastructure, these initiatives help reduce single-occupancy vehicle reliance, decrease emissions, and improve air quality. TCTC ensures aviation planning aligns with the Regional Transportation Plan (RTP) and incorporates Complete Streets principles and Health in All Policies where feasible, fostering an equitable, safe, and climate-conscious transportation network.

Previous Accomplishments

Maintenance and implementation of the 2019 Tehama County Active Transportation Program (ATP). Assisted local agencies in delivering projects that further the region’s sustainability goals identified in the RTP. Solicited ATP project opportunities from local agencies. Coordinated with local communities to identify local route improvement needs.

Educated the Board/Commission and citizens regarding transportation needs and encouraging feedback. Tracking and planning for alternative fuel infrastructure for personal automobiles and transit fleet vehicles. Worked with local agency partners to submit grant applications to support affordable housing and transit improvements. Ongoing efforts in integrative planning for Zero Emission Vehicles (ZEV) in the region. Completion and adoption of the 2024 Regional Transportation Improvement Program.

Task/Activity			
Task/Activity		Responsible Party	Schedule
1	Promote integration of active transportation and complete streets into projects in conjunction with the Tehama County Active Transportation Program with consideration given to bike lanes, ADA compliance, sidewalk connectivity, and multimodal planning.	TCTC	Monthly
2	Coordinate multimodal planning, with land use planning and developments through interagency collaboration and public outreach.	TCTC/Consultant	Monthly
3	Coordinate with Caltrans District 2 to include complete streets elements and improve multimodal transportation on state highways within Tehama County.	TCTC	Ongoing
4	Utilize local agency Capital Improvement Plans (CIP) to update the RTP.	TCTC/Consultant	Sept. 2025
5	Integrate biking, walking, transit, and carpool needs into proposed developments.	TCTC	Ongoing
6	Educate citizens on transportation issues impacting their community and develop solutions.	TCTC	Monthly
Product			
Task/Activity		Responsible Party	Schedule
1	ATP/Complete Streets comments related to projects.	TCTC	Oct-Dec. 2025
2	Documented community vision of needed transportation infrastructure.	TCTC	Annually
3	Increased multimodal transportation options on the state highway system.	TCTC	Quarterly

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Work Element 605: Transit Planning

	RPA Funds	
	TCTC	Consultant
	\$15,000	
Subtotal:	\$15,000	
Total:	\$15,000	

Purpose

Work Element 605 focuses on transit planning, multimodal facility enhancements, and transit asset management to support sustainable mobility and system efficiency in Tehama County. These efforts align with statewide greenhouse gas (GHG) reduction goals and local initiatives to improve quality of life and transportation equity. Transit planning promotes alternative transportation modes, reducing reliance on single-occupancy vehicles. The Social Services Transportation Advisory Council (SSTAC) assists in identifying unmet transit needs, while mobility improvements are guided by the Tehama County Coordinated Public Transit – Human Services Transportation Plan. Additionally, this Work Element supports the Federal Transit Administration (FTA) Transit Asset Management (TAM) Final Rule, ensuring public transportation assets are maintained in a State of Good Repair through a formalized inventory and monitoring system. The TAM Plan, covering a minimum four-year period, is updated every four years to optimize asset performance, safety, and longevity.

Previous Accomplishments

Developed transit reports, transportation facilities, and planned service improvements. Updated the Transit Asset Management System. Gathered annual asset inventory model data. Completed Transit Facility Plan. Initiated a Zero Emission Vehicle study in order to identify the future configuration of the TRAX fleet. Started the process of purchasing a pilot electric vehicle to test for future decision making. Installed solar arrays with conduit to support future charging of vehicles at the TRAX facility.

Task/Activity			
Task/Activity		Responsible Party	Schedule
1	Develop transit reports, transportation facilities, and plan service improvements.	TCTC	Monthly
2	Utilize local agency Capital Improvement Plans (CIP) to update the RTP.	TCTC	Dec. 2025
3	Integrate transit needs into proposed developments.	TCTC	Ongoing
4	Maintain the Coordinated Public Transit – Human Services Plan.	TCTC	Ongoing
5	Maintain asset inventory data for NTD reporting.	TCTC	Ongoing
6	Outline targets for transit asset management.	TCTC	Ongoing
7	Maintain baseline data and asset management practices.	TCTC	Ongoing
8	Maintain TAM Plan.	TCTC	Ongoing
9	Plans for upgrades to Transit Facility.	TCTC	June 2026
Product			
Task/Activity		Responsible Party	Schedule
1	Transit reports, statistics and performance monitoring data.	TCTC	Monthly
2	Maintain Coordinated Public Transit – Human Services Plan.	TCTC	Ongoing
3	Update the Transit Asset Management System.	TCTC	Ongoing
4	Annual asset inventory module data.	TCTC	Annually
5	Targets for Transit Asset Management.	TCTC	June 2026
6	Maintain Transit Asset Management Plan.	TCTC	Ongoing 2025
7	Completed Transit Facility plan.	TCTC	June 2026

Work Element 606: Public Outreach and Education

	RPA Funds	
	TCTC	Consultant
	\$5,000	
Subtotal:	\$5,000	
Total:		\$5,000

Purpose

TCTC’s public engagement strategy integrates both traditional and modern outreach methods to ensure broad and inclusive participation in transportation planning. Public input is gathered through community workshops, virtual and hybrid meetings, surveys, and online comment forms. Public notices, social media campaigns, and targeted outreach to tribal governments, disability advocates, seniors, youth, and Spanish-speaking residents help expand the agency’s reach. These tools allow TCTC to identify transportation gaps, build consensus around investment priorities, and support compliance with Title VI and environmental justice requirements.

This initiative provides resources for outreach and education to inform local agencies, tribal governments, organizations, stakeholders, and the public on critical local and regional transportation issues. By fostering public engagement and interagency collaboration, it encourages feedback and consensus-building for transportation planning. Outreach efforts leverage digital, print, and interactive media to communicate TCTC initiatives, ensuring the public can evaluate and provide input on plans, including the Regional Transportation Plan (RTP). This year’s Overall Work Program (OWP) continues to expand virtual and hybrid engagement strategies, adapting to challenges posed by COVID-19 while enhancing accessible participation. Additionally, the Unmet Transit Needs Process helps identify multimodal project priorities, shaping future planning and RTP updates.

Previous Accomplishments

Conducted annual Unmet Transit Needs hearing process and Public Hearing to support future multi-modal projects that were listed in the RTP update of 2024. Outreach during the development of the Coordinated Public Transit – Human Services Transportation Plan. Congestion Mitigation and Air Quality Improvement (CMAQ) Program expenditure call for projects. Presentation to TCTC regarding the effects of funding changes and program realignment.

Task/Activity			
Task/Activity		Responsible Party	Schedule
1	Develop presentations for public meetings.	TCTC	Bi-monthly
2	Conduct outreach to under-represented and underserved populations as outlined in the Transit Title VI Program including the elderly, disabled, low income, minorities, and community groups.	TCTC	Quarterly
3	Post planning documents and information to the TCTC website.	TCTC	As Developed
4	Prepare press releases and public notices.	TCTC	As Needed
5	Conduct annual Unmet Transit Needs hearing process, including outreach with under-represented and underserved populations.	TCTC	As Needed
Product			
Task/Activity		Responsible Party	Schedule
1	Emails and attend community meetings/events.	TCTC	Quarterly
2	Presentations and outreach materials.	TCTC	Quarterly
3	Postings to website.	TCTC	Monthly
4	Materials to enhance public outreach.	TCTC	Quarterly
5	Recommendations from SSTAC and Unmet Needs findings.	TCTC	Quarterly

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Work Element 607: Air Quality Planning

	RPA Funds	
	TCTC	Consultant
	\$10,000	
Subtotal:	\$10,000	
Total:	\$10,000	

Purpose

This work element supports TCTC's efforts to maintain air quality conformity under the Clean Air Act by participating in interagency consultation and regional planning initiatives. Tehama County is currently designated as non-attainment for the 8-Hour Ozone (2008) standard by the U.S. Environmental Protection Agency. TCTC coordinates with the Tehama County Air Pollution Control District, Caltrans District 2, and the California Air Resources Board to ensure that transportation plans, programs, and projects conform to applicable air quality standards. Refer to the U.S. EPA Green Book for designation details: https://www3.epa.gov/airquality/greenbook/anayo_ca.html

TCTC leads transportation planning for air quality improvements, ensuring compliance with California Air Resources Board (CARB), California State Transportation Agency (CalSTA), and Environmental Protection Agency (EPA) regulations. Tehama County, part of the Northern California Sacramento Valley Air Basin, is designated as non-attainment for federal ozone standards under the Clean Air Act, with the Tuscan Buttes identified as a rural non-attainment zone for ozone pollution.

To address these challenges, TCTC collaborates with Caltrans District 2, the Federal Transportation Management Program, and the Rural Counties Task Force (RCTF) to manage Congestion Mitigation and Air Quality Improvement (CMAQ) funds and update the Regional Transportation Plan (RTP) in accordance with CARB's Sustainable Freight Action Plan, Advanced Clean Fleets (ACF) regulations, and the Clean Miles Standard. Additionally, TCTC supports ZEV adoption through the Upstate Plug-In Electric Vehicle (EV) Readiness Project, advocating for EV charging infrastructure along major corridors and coordinating with the Tehama County Air Pollution Control District to ensure compliance with fleet electrification mandates and emissions reduction targets.

TCTC allocates CMAQ funds strategically to support emissions reporting, data collection, and regional air quality projects, including EV infrastructure, alternative fuel adoption, and multimodal transportation improvements. Through sustainable transportation investments and emissions reduction strategies, TCTC enhances air quality, mobility, and climate resilience, advancing state and federal clean transportation goals for a healthier, more efficient regional network.

Previous Accomplishments

TCTC actively participates in California Transportation Commission (CTC) workshops to update RTP guidelines, with a focus on alternative fuels and air quality improvements. It also engages with the Rural Counties Task Force (RCTF) to review and provide feedback on proposed RTP guidelines and collaborates with adjacent counties to address electric bus deployment challenges and opportunities.

TCTC works with local agencies to strategically allocate Congestion Mitigation and Air Quality (CMAQ) funds for eligible projects, ensuring alignment with state and federal emissions reduction goals. It provides education and technical assistance to regional stakeholders on CMAQ project eligibility and implementation strategies.

Additionally, TCTC participates in the Far Northern Transit Working Group to identify and develop future zero-emission vehicle (ZEV) projects, supporting the transition to clean transportation infrastructure across Northern California.

Task/Activity			
Task/Activity		Responsible Party	Schedule
1	Participate in federal and state transportation-related air quality planning activities.	TCTC	Monthly
2	Collaborate with local agencies for the collaborative use of CMAQ funds on current projects.	TCTC	Quarterly
3	Collaborate and educate regional stakeholders on eligible CMAQ projects.	TCTC	Quarterly
4	Coordinate with the Tehama County Air Pollution Control District regarding development projects and fleet emissions.	TCTC	Monthly
Product			
Task/Activity		Responsible Party	Schedule
1	Emissions analysis, data and reports, and traffic counts.	TCTC	Annually
2	Submit programming documents to Caltrans as required.	TCTC	Annually

Work Element 608: Regional Transportation Planning Agency Coordination/Handbook

	RPA Funds	
	TCTC	Consultant
	\$15,000	\$5,500
Subtotal:	\$15,000	\$5,500
Total:	\$20,500	

Purpose

Reimburses staff for the coordination of the transportation planning process with a variety of stakeholders such as Caltrans District 2, regional Tribes, and Local/State government. This coordination is essential to the regional transportation planning process. Additionally, this work element will fund tasks that will lead into the 2025 update of the RTPA handbook.

Currently, the update to the RTPA Handbook is in development. The tasks in the work element are helping to build the handbook sections. Staff will continue to make updates to the handbook throughout this fiscal year as well.

Previous Accomplishments

The RTPA coordinated with cities, county, state, Paskenta Band of Nomlaki Indians, adjacent counties, and North State Super Region. It updated RTP, RTIP, ATP, STIP, Title VI plan, and Coordinated Plan. Caltrans District 2 was coordinated with for local State highway projects (I-5, SR 32, SR 36, SR 89, SR 99, SR 172, SHOPP projects). Collaboration with local Air Pollution Control District was ensured for project reviews. Engagement with local schools for safe student travel routes and project opportunities was prioritized. Handbook review and alternative format options were implemented. These efforts were aimed at efficient, equitable, and sustainable transportation systems across the region.

Task/Activity			
Task/Activity		Responsible Party	Schedule
1	Coordinate with Local and State agencies, Tribes, Caltrans District 2, community leaders, and the public regarding transportation projects and related land use planning.	TCTC	Ongoing
2	RTPA TAC meetings and recommendations to TCTC and TCTAB.	TCTC	Monthly/Quarterly
3	Coordinate with Caltrans District 2 to conduct long-range planning regarding the effects of local traffic to state highways.	TCTC	Quarterly
4	Develop and/or modify tools for better assessment of transportation impacts on local communities.	TCTC	Ongoing
5	Identify transportation facilities, projects and services required to meet regional and interregional mobility and access needs.	TCTC	Biannually
Product			
Task/Activity		Responsible Party	Schedule
1	Comments on projects and/or policy of regional and state significance.	TCTC	Quarterly
2	Recommendations from RTPA TAC to TCTC.	TCTC	Bi-monthly
3	Discussion notes and contemplated actions affecting long range transportation planning.	TCTC/Consultant	Quarterly
4	Providing a regional approach for transportation issues via correspondence and communication to other government agencies, jurisdictions, and tribes.	TCTC/Consultant	As Needed
5	Updates to the RTPA Handbook.	TCTC	Ongoing

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Work Element 702: Regional Transportation Plan

	RPA Funds	
	TCTC	Consultant
	\$10,000	
Subtotal:	\$10,000	
Total:	\$10,000	

Purpose

The Federal Highway Administration (FHWA) outlines policies and procedures for developing the Regional Transportation Plan (RTP) under 23 CFR Part 450, requiring considerations such as current and projected transportation demand, infrastructure identification, performance measures, financial planning, capital investments, and multimodal strategies. These elements ensure that regional planning aligns with federal, state, and local transportation objectives while supporting mobility, sustainability, and economic development.

Regional Transportation Planning Agencies (RTPAs) must coordinate with agencies overseeing growth management, economic development, tourism, environmental protection, disaster risk reduction, airport operations, and freight logistics to ensure an integrated planning approach. The 2024 RTP update includes stakeholder engagement, incorporating input from local agencies, tribal governments, and the public to address transportation needs effectively.

As a 20-year strategic plan updated every four years, the RTP guides the eligibility of projects for state and federal funding across all transportation modes in Tehama County. This work element provides funding to maintain RTP compliance with California Transportation Commission (CTC) guidelines, ensuring that transportation investments align with state and federal mandates while supporting the county's evolving mobility needs.

TCTC is actively working toward SB 743 compliance, which shifts transportation impact analysis from Level of Service (LOS) to Vehicle Miles Traveled (VMT). This transition requires coordination with Caltrans, local jurisdictions, and community stakeholders to establish thresholds of significance, select appropriate modeling tools, and identify feasible mitigation strategies. Public and agency engagement will be facilitated through technical working groups, workshops, and one-on-one consultations to ensure the final methodology is regionally appropriate and legally defensible.

Previous Accomplishments

The RTPA completed and adopted the Emergency Access and Routing Study, working closely with Caltrans, CalFire, and stakeholders to ensure alignment with state strategies for sustainable and accessible transportation infrastructure.

Collaboration with local agencies and Tribes was strengthened to develop comprehensive emergency access solutions, incorporating diverse perspectives for more effective and inclusive planning.

RTPA also engaged stakeholders in developing the Caltrans Sustainable Communities Planning Grant for Emergency Access, aiming to secure funding and support ongoing improvements in emergency access planning and implementation.

2024 RTP adopted on December 5, 2024 by the TCTC.

Task/Activity			
Task/Activity		Responsible Party	Schedule
1	Coordinate with local agencies and unincorporated communities.	TCTC	Bi-monthly
2	Coordinate with the Paskenta Band of Nomlaki Indians and other regional tribes.	TCTC	Bi-monthly
3	Monitor RTP Guidelines for changes related to FAST Act.	TCTC	Monthly
4	Monitor RTP projects for delivery.	TCTC	Monthly
5	Post RTP amendments on TCTC website.	TCTC	As Needed
6	Develop vehicle miles traveled compliance measures in order to meet the requirements set forth in SB 743.	TCTC	December 2025
Product			
Task/Activity		Responsible Party	Schedule
1	Progress reports on planning activities.	TCTC	Bi-monthly
2	Reports on new issues and projects to be included in RTP.	TCTC	Quarterly
3	SB 743 compliance measures.	TCTC	December 2025

***Clarification - Task Activity #6 builds on the foundational performance metrics and policy framework developed in TA #3. While TA #3 focuses on defining the vision, goals, and initial performance measures, TA #6 transitions into implementing those measures, including tracking outcomes, assessing progress toward goals, and refining strategies based on new data and community input.

Work Element 708: Pavement Management

	RPA Funds	
	TCTC	Consultant
	\$15,000	
Subtotal:	\$15,000	
Total:		\$15,000

Purpose

Supports planning for the maintenance and repair of transportation facilities. Roadways and other facilities are inventoried and assessed. Tehama County has 826 miles of maintained roads that are paved, and the remaining 263 miles are dirt or gravel. The County also has over 300 bridges in the local network. Pavement management encompasses a broad range of tasks to perform status evaluations on pavement, bridge, and sign inventories to determine necessary maintenance and improvement projects in the RTP.

Pavement management incorporates life cycle costs into a more systematic approach to facilitate road maintenance and reconstruction projects. The needs of the entire network as well as budget projections are considered before projects are constructed. The pavement management plan encourages local agencies to develop a pavement management system to assist in RTP project selection.

Previous Accomplishments

Approximately one-third of the County roads were inspected. Input field data into StreetSaver Software Pavement Management System (PMS). Developed road maintenance repair scenario lists for evaluation and programming.

Task/Activity			
Task/Activity		Responsible Party	Schedule
1	Inventory one-third of road network pavement conditions, identifying good, fair and poor pavements.	TCTC	Annually
2	Assign ratings for road segments, based on traffic volumes, road functional class, and community demand.	TCTC	Annually
3	Develop road maintenance scenarios for evaluation.	TCTC	Annually
4	Identify maintenance/resurfacing/rehabilitation projects within available funding.	TCTC	Annually
5	Identify projects to be included in the Regional Transportation Plan.	TCTC	Annually
Product			
Task/Activity		Responsible Party	Schedule
1	Survey one-third of the paved county roads and update database.	TCTC	July 2025 -June 2026
2	Reports prioritizing maintenance needs.	TCTC	Annually
3	Bridge inventories with sufficiency rating.	TCTC	Annually
4	County roadway rehabilitation project identification.	TCTC	Annually

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Work Element 1100: Caltrans Informational Element
Caltrans' Overall Work Program Element
Fiscal Year 2025-26

Activity Description	Product	Funding Source	Due Date
Coordinate with Tehama County RTPA staff for review of the Regional Transportation Plan (RTP)	Tehama County RTP	State and Federal Funds	Annually
Assist RTPA staff with programming documents for the RTIP & future amendments	Tehama County RTP	State and Federal Funds	Quarterly
Monitor OWP work progress, process OWP invoices for payment, including grant progress	Payment of Invoices, Various Transit grants	State and Federal Funds	Monthly
System Management	State Rail and Freight Mobility Plan CTIPS database ITMS database	State and Federal Funds	Monthly
Tehama County Intelligent Transportation System (ITS) Architecture	Tehama County ITS Architecture Plan updates and amendments	State and Federal Funds	Annually
Assist Tehama County RTPA Staff in outreach and participation by Native American Tribal Governments	Participation by Tribes in the Transportation Planning Process	State and Federal Funds	Bi-monthly
Multi-modal Planning Coordination	Aeronautics Bicycle Plan Transit Planning Pedestrian ADA Accessibility	State and Federal Funds	Quarterly
Coordination with staff on miscellaneous transportation related issues	Public Participation Greenhouse Gas/ Air Quality Intergovernmental Review	State and Federal Funds	Ongoing

Memorandum of Understanding

Comprehensive Transportation Planning for RTPAs that receive Rural Planning Assistance Funding

This Memorandum of Understanding (MOU), effective _____, 2012, is entered into by the State of California acting through its Department of Transportation, herein referred to as Caltrans, and **Tehama County Transportation Commission**, herein referred to as TCTC, established as the Regional Transportation Planning Agency (RTPA) for the County of Tehama and the incorporated cities of Corning, Red Bluff and Tehama, pursuant to Section 29532 of the California Government Code, and establishes a general transportation planning and programming process codifying the responsibilities of TCTC and Caltrans.

Chapter 1: Recitals

1.1 Basis for Organization

TCTC is a local transportation commission created pursuant to Title 3, Division 3, Chapter 2 of the State of California Government Code, Section 29535.

1.2 Ability to Contract and Receive Grants

TCTC is empowered to make and enter into contracts in its own name and to accept grants, gifts, donations, and other monies to carry out its statutory purposes and functions

1.3 Planning Area Boundaries

For purposes of meeting the requirements of Government Code 65080 et seq., the boundaries of the RTPA include the county of Tehama. Tehama County is also a member of the North State Super Region (NSSR). The 16 county alliance came together to identify common transportation, growth, and land use issues, and formulate unified strategies that can be advocated to implementing agencies and the public.

Chapter 2: Planning

2.1 Provision for the Planning and Programming Process

TCTC is recognized as the agency responsible for comprehensive regional transportation planning, pursuant to State law, for the county and incorporated cities included in the RTPA planning area. This responsibility includes, on a regional basis: providing a forum for regional transportation issues, developing and adopting goals and objectives, performing intermodal corridor and sub-area studies, providing policy guidance, allocating State and Federal transportation funds in accordance with applicable regulations and laws, assuring prioritization of proposed transportation improvements to be funded with State and Federal funds as required by applicable regulations, complying with the California Environmental Quality Act (CEQA), and coordinating the Regional Transportation Plan (RTP) with other plans and programs as appropriate. The parties above hereby express their joint intent to mutually carry out the above described

transportation planning process for this RTPA planning area in a manner which will assure full compliance with the laws referenced in this MOU, the RTP Guidelines, the Caltrans Regional Planning Handbook, and the planning constraints of the United States Department of Transportation, where applicable.

2.2 State Requirement for a Transportation Plan

In accordance with the schedule and rules specified in California Government Code Sections 65080 et seq. and the California Transportation Commission (CTC) Regional Transportation Plan (RTP) Guidelines, TCTC shall prepare, adopt, and submit a RTP.

2.3 Overall Work Program

TCTC will prepare, adopt, and submit to Caltrans an annual Overall Work Program (OWP) in accordance with the Caltrans Regional Planning Handbook. The purpose of the OWP is to serve as a work plan to guide and manage the work of TCTC, identify transportation planning activities and products occurring in the region and to act as the basis for the TCTC budget for Rural Planning Assistance and, if applicable, other State and Federal planning funds. The Overall Work Program Agreement (OWPA) will serve as the general agreement by which State and Federal planning funds will be transferred to TCTC. The draft OWP and any amendments thereto will be subject to review and approval by the funding agencies. The OWP will also include all regional transportation planning and research activities conducted in the region, regardless of funding source.

2.4 Statewide Transportation Planning

In accordance with CA Government Code 65070 et al and 23 Code of Federal Regulations 450 Subpart B, Caltrans is responsible for the development of the multi-modal California Transportation Plan (CTP), which must explain how Caltrans plans to address statewide mobility needs over at least a twenty year period. Caltrans will provide for a coordinated process to prepare the CTP that includes the mutual sharing of plans, data, and data analysis tools and results. TCTC will engage in CTP development to help guide the direction of the State's long-range transportation planning process and help identify the best use of funds intended for interregional travel needs.

Chapter 3: Programming

3.1 Regional Transportation Improvement Plan (RTIP)

TCTC shall prepare, adopt and submit a five-year Regional Transportation Improvement Program to the CTC on or before December 15 of each odd-numbered year, updated every two years, pursuant to Sections 65080 and 65080.5 of the California Government Code and in accordance with the State Transportation Improvement Program (STIP) guidelines prepared by the CTC.

3.2 Federal Statewide Transportation Improvement Program (FSTIP) Development

Caltrans shall develop the FSTIP in accordance with the requirements of 23 CFR 450.200 et al for all areas of the State. The FSTIP shall cover a period of no less than four years and be updated at least every four years, or more frequently if Caltrans elects a more frequent update cycle.

3.3 Caltrans Role in Providing a Five-Year Funding Estimate

In compliance with CA Government Code Section 14524, Caltrans will, by July 15 of odd-numbered years, submit an estimate of all federal and state funds reasonably expected to be available during the following five fiscal years. The estimate shall specify the amount that may be programmed in each county for regional improvement programs and shall identify any statutory restriction on the use of particular funds.

3.4 Review of State Highway Operations and Protection Program (SHOPP)

Under California Government Code 14526.5, Caltrans is required to prepare a SHOPP, for the expenditure of transportation funds for major capitol improvements relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. The program covers a four-year horizon, starting with projects beginning July 1 of the year following the year in which the SHOPP is submitted. The SHOPP must be submitted to the CTC no later than January 31 of even numbered years, and is adopted separately from the State Transportation Improvement Program (STIP). Prior to submitting the program, Caltrans shall make a draft of its proposed SHOPP available to TCTC for review and comment and shall include the comments in its submittal to the commission.

Chapter 4: Partnership/Coordination

4.1 State Role and Responsibilities

Caltrans has a continuing duty of planning transportation systems of statewide significance, identifying potential transportation issues and concerns of overriding State interest, and recognizing conflicts in regional transportation improvement programs. In carrying out its duties, Caltrans will work in partnership with TCTC relative to activities within its transportation planning area and include TCTC in its dealings with cities, counties, public transit operators, rail operators, and airports. TCTC and Caltrans will mutually carry out the transportation planning process for this transportation planning area in a manner that will assure full compliance with the laws referenced herein and assure cooperation between all participants.

4.2 Public Participation

The RTPA planning process will be conducted in an open manner so members of the public, civic groups, interest groups, non-federally recognized Native American tribes, businesses and industries, and other agencies can fully participate. Public participation procedures shall be documented, periodically revised, and their effectiveness regularly

evaluated. TCTC should take appropriate actions to ensure public participation through such formal means as:

(a) Posting of public hearing agendas, (b) appointment of eligible citizen members, where appropriate and allowed, to serve as committee members, (c) innovative outreach efforts targeting particularly the traditionally underserved public (i.e. minorities, senior citizens, and low income citizens), and (d) creation of standing advisory committees. Those committees not composed entirely of citizen members shall post public hearing agendas in accordance with the Brown Act (California Government Code section 54950), when applicable, and all committees shall operate according to their adopted bylaws.

4.3 Cooperation and Coordination

As necessary, the planning process employed by TCTC will provide for the cooperation of, and coordination with, public transit and paratransit operators, public airport operators, local public works and planning departments, air pollution control districts, passenger and freight rail operators, seaports, neighboring RTPAs, State and Federal agencies, as appropriate, and Caltrans. TCTC will coordinate with Caltrans' District, TCTC's Air Pollution Control District, and other affected agencies within the same air basin to develop consistency in travel demand modeling, transportation air emission modeling, and other interregional issues related to the development of plans.

4.4 Consultation with Native American Tribal Governments

In accordance with State and Federal policies, TCTC will consult with all federally recognized Native American tribal governments within or contiguous to TCTC boundaries in the development of State and Federal transportation plans, programs, and projects, and related studies and environmental assessments.

4.5 Air Quality

TCTC will participate in interagency consultation under the Federal Clean Air Act (42 USC 7506(c)) and U.S. EPA's Transportation Conformity regulations (40 CFR 93) when required by the Caltrans' District for consideration of a regionally significant project in an isolated rural nonattainment or maintenance area (40 CFR 93.109(n)).

4.6 Caltrans and RTPA roles in Coordination of System Planning

Caltrans utilizes Transportation System and Freight Planning documents as a source for nominating capital and operational projects for inclusion and funding in the RTPA produced RTP and RTIP. In conducting its Transportation System and Freight Planning Program, Caltrans will coordinate its studies with those being conducted by TCTC, and in the development and priority of System and Freight Planning products, TCTC will provide substantive response and input, where appropriate.

4.7 Public Transportation Provider’s Role in OWP

TCTC will provide publicly owned transportation service providers with timely notice of plans, programs and studies and the full opportunity to participate in and comment on OWP development and implementation.

4.8 Public Transportation Provider’s Role in RTP and TIP

TCTC will give public transportation service providers the opportunity to propose priority order for projects to be listed in a fiscally constrained TIP and to actively participate in the development of the RTP.

Chapter 5: Environmental Protection and Streamlining Coordination

5.1 Environmental Protection and Streamlining

TCTC will be an equal partner with the Caltrans to promote environmental stewardship in planning and programming projects for California’s transportation systems. TCTC and Caltrans will work to streamline the environmental review process to expedite the development of transportation projects. TCTC and Caltrans agree to comply with all applicable environmental laws, regulations, and policies and cooperatively address any informational needs associated with such statutes. TCTC will consult with Federal and State resource agencies to seek their input, coordinate environmental protection issues with its constituents and any other entities for which it has assumed planning and programming responsibilities, and resolve any disputes using the processes defined in the most current federal regulations. Caltrans will assist TCTC in developing its plans and programs by making available existing resources to TCTC, participating in appropriate planning activities and, wherever possible, improving the available environmental data.

Chapter 6: Certification Process

6.1 Certification Process

For purposes of certification, TCTC will establish a process that includes the following:

- (a) Fully executed copies of the State Transportation Planning Process Certification and, if receiving federal planning funding, FHWA and FTA Certifications and Assurances and debarment and suspension as part of the final adopted and approved OWP.
- (b) TCTC will provide Caltrans with documentation (e.g. quarterly reports, public notices, finished work element products, etc.) to support TCTCs planning process.

Chapter 7: General Provisions

7.1 Review

This MOU has been reviewed and endorsed by both parties to assure its continued effectiveness. Any proposed amendments shall be submitted in writing for the consideration of both parties.

7.2 Amendment

This MOU constitutes an expression of desire and means of accomplishing the general requirements for a comprehensive transportation planning process for TCTC. It may be modified, altered, revised, or expanded as deemed appropriate to that end by written agreement of both parties.

7.3 Rescission of Prior Agreements

This MOU supersedes any existing MOU designed to serve as a statement of the transportation planning relationship between Caltrans and TCTC.

7.4 Monitoring

TCTC and Caltrans jointly agree to meet periodically to address and review issues of consistency with this MOU. Meetings will be held as often as is agreed. Other issues and activities of mutual interest or concern may also be addressed. During the term of this MOU, TCTC and Caltrans agree to notify the other of events that have a significant impact upon the MOU.

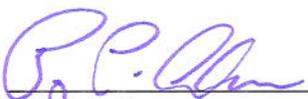
7.5 Termination

Either party may terminate this understanding upon written notice provided at least ninety days prior to the effective date of termination and specifying that effective date.

IN WITNESS WHEREOF the parties hereto have caused this Memorandum of Understanding to be executed by their respective officers duly authorized.


Executive Director, TCTC
Gary Antone, P.E., P.L.S.

4/24/12
DATE


Chief, Caltrans
Division of Transportation Planning

9/7/12
DATE

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PLANNING

MASTER FUND TRANSFER AGREEMENT

Recipient: Tehama County Transportation Commission

a Regional Transportation Planning Agency (RTPA)

Effective Date of this Agreement: January 1, 2015

Termination Date of this Agreement: December 31, 2024

FUND SOURCES COVERED BY THIS AGREEMENT MAY INCLUDE ALL OR SOME OF THE FOLLOWING FUND SOURCES AS IDENTIFIED IN EACH ANNUAL OVERALL WORK PROGRAM AGREEMENT

- ◆ State Rural Planning Assistance (RPA)
- ◆ Federal Highway Administration (FHWA) State Planning and Research--Partnership Planning
- ◆ Federal Transit Administration (FTA) State Planning and Research--Section 5304
- ◆ Any other Federal or State Funds administered by and through the California Department of Transportation, Office of Regional Planning

This Master Fund Transfer Agreement (MFTA), effective as of the date set forth above, is by and between the signatory public entity identified above, hereinafter referred to as RTPA, established under Government Code Section 29532.1 or 29535 and Title 49 CFR, Part 18, and the State of California, acting by and through its Department of Transportation, hereinafter referred to as STATE. This MFTA supersedes all previous Master Fund Transfer Agreements issued to RTPA by STATE for all these types of funds.

RECITALS

- A. These funds may include, without limitation, State RPA, the discretionary grant components of the federal Consolidated Planning Grant, and any other federal or State funds administered by and through the Department of Transportation, Office of Regional Planning.

Consolidated Planning Grant consists of four federal funding types and sources: (i) FHWA Metropolitan Planning (PL); (ii) FTA Metropolitan Planning (Section 5303), both of which are annually allocated to MPOs; (iii) FHWA State Planning and Research-Partnership Planning and (iv) FTA State Planning and Research (Section 5304), the last two of which are discretionary grants awarded through a grant application solicitation process.

- B. Pursuant to Public Utilities Code sections 99311 and 99311.1, STATE is required to pass through Federal and State funds made available for transportation planning to entities qualified to act as recipients of these funds in accordance with the intent of law and policy.
- C. STATE is also required to encumber Federal and State funds made available for planning purposes to entities qualified to act as recipients of these Federal and State funds in accordance with the intent of law and policy.
- D. STATE agrees to notify RTPA annually in writing of the anticipated level of State and Federal Planning funding that may be available to RTPA for each subsequent year's approved Overall Work Program, hereinafter referred to as the OWP.
- E. STATE has prepared this MFTA, which hereby, together with the annual OWP, and annual Overall Work Program Agreement, hereinafter referred to as the annual OWPA, found in APPENDIX A, sets forth the entire terms and conditions under which these funds are to be expended by RTPA for the fiscal year period of that OWP and annual OWPA.

ARTICLE 1 - PROGRAM ADMINISTRATION

Section 1. Overall Work Program and Overall Work Program Agreement

- A. RTPA agrees to develop and submit an annual draft OWP, in compliance with 23 CFR 420, 23 CFR 450, and FTA Circular 8100.1C, by each March 1 for approval by STATE. This submittal shall describe RTPA's next Fiscal Year transportation planning program (Fiscal Year refers to the State Fiscal Year of July 1 to June 30).
- B. Each annual OWPA will expressly adopt and incorporate the terms and conditions of this MFTA by reference.
- C. RTPA shall be responsible for the complete performance of the work contained in each OWP. All work shall be accomplished in accordance with applicable provisions of State and Federal law.
- D. RTPA will include a signed Transportation Planning Process Certification, conforming to the format and contents as provided in APPENDIX F in each annual OWP. If RTPA is awarded FHWA or FTA planning funds, RTPA will also provide a signed "Metropolitan Transportation Planning Process Certification" form and/or a signed annual FTA "Certifications and Assurances for FTA Assistance" form, respectively, and a signed Debarment and Suspension form, provided in APPENDIX G.
- E. The annual OWPA is the approved OWP encumbrance document. Disbursement of funds by STATE will occur only after the execution of this MFTA; approval of the annual OWP by STATE; and execution of the annual OWPA. Funds will not be encumbered or reimbursed by STATE to RTPA until the annual OWPA has been executed and the State Budget for that fiscal year has been passed.

**Tehama County Transportation
Commission**

Contract No. **74A0805**

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- F. No funds of any nature are allocated or encumbered in this MFTA unless included in an adopted and approved OWP by means of an approved and fully executed annual OWPA. Costs incurred prior to OWP approval are not eligible for reimbursement.
- G. RTPA agrees to satisfactorily complete all work element tasks, projects, and products as described in each approved annual OWP financed with State or Federal funds and encumbered by STATE via the annual OWPA.
- H. RTPA will identify in the OWP all work that is to be completed through a third-party contract and funded, in whole or in part, under the terms and conditions of this Agreement.
- I. STATE agrees to pass through available funds and to reimburse allowable costs incurred in executing the tasks, projects, and products incorporated in the annually approved OWP funded from State and Federal sources and encumbered by STATE.
- J. Only work performed during the term of, and consistent with, the work elements in the OWP may be reimbursed. Reimbursements are based upon the fiscal year, July 1 to June 30. All work performed subsequent to the end of each fiscal year (June 30) is subject to the approved OWP and annual OWPA for that corresponding fiscal year and reimbursed from the corresponding fiscal year budgeted funds.
- K. RTPA may incur costs against its approved annual OWP and may submit requests for reimbursement with the understanding that STATE is unable to approve any payments for reimbursement until such time as the funds are included in that Fiscal Year's Annual State Budget which is passed by the Legislature and is signed by the Governor.
- L. RTPA shall use non-federal funds to finance the local share of eligible costs to ensure compliance with all applicable matching requirements for federal funds described in this MFTA and actually encumbered against the annual OWPA. Credit for local match will be allowed only for work performed during the approved term of each annual OWPA. Third-party "in-kind" contributions are allowed as local match according to the provisions of 23 CFR 420.119 and 49 CFR 18.24.
- M. RTPA further agrees to ensure that amendments to a previously approved OWP and annual OWPA are adopted by the RTPA Board and approved by STATE, prior to initiating any work identified in those amendments. Changes requiring amendments generally include adding, deleting, or revising a work element; adding funds to, deleting funds from a work element; or revising a scope of work. If a work element or project will not be completed as approved, RTPA will report this in its Quarterly Progress Report and amend the OWP/annual OWPA accordingly. OWP and annual OWPA amendments must be submitted to STATE and be fully executed no later than May 1 each year. Through administrative amendment, RTPA will notify STATE of administrative OWP changes which do not affect overall funding, scope of work, or project schedule, although such changes shall not require STATE approval.
- N. RTPA acknowledges and agrees that RTPA is the sole control and manager of the work proposed in the OWP and is solely responsible for complying with the funding and use restrictions established by State and Federal law and this MFTA.

- O. RTPA shall be free to copyright the material developed under work items identified in the OWP, provided that STATE and FHWA/FTA, as applicable, reserve a royalty-free, nonexclusive and irrevocable license to reproduce, publish or otherwise use, and authorize others to use, that work for government purposes.

Section 2. Quarterly Progress Reports

- A. RTPA agrees to submit to STATE, no later than thirty (30) calendar days after the close of each quarter, Quarterly Progress Reports that include all work elements for transportation planning tasks, projects, and products, funded wholly or in part by any of the fund sources listed in the “Recitals” section of this MFTA. Quarterly Progress Reports submitted to STATE will identify all projects by work element number and title and shall contain, at a minimum, a budget table and/or short narrative describing the following:
 - 1. Comparison of actual performance with work element-level goals and deliverables;
 - 2. Progress in adhering to schedules;
 - 3. Status of expenditures in a format compatible with the work Program, including a comparison of budgeted (approved) amounts and actual costs incurred;
 - 4. Other pertinent supporting information, such as major products, challenges, etc.
- B. STATE reserves the right to deem incomplete any Quarterly Progress Report that does not sufficiently document the above-required information and may withhold payment of Requests for Reimbursement submitted pending the submission of required documentation.

ARTICLE II - ALLOWABLE COSTS AND REIMBURSEMENT

Section 1. Requests For Reimbursement

- A. Requests for Reimbursement must conform to either subpart 1 or subpart 2 hereinbelow for the entire State fiscal year:
 - 1. RTPA shall prepare and electronically submit to STATE, not more frequently than once a month, but at least quarterly, one signed Request for Reimbursement of actual allowable costs incurred and paid (expended) by RTPA consistent with work elements described in the OWP (conforming to the format provided in APPENDIX B and/or APPENDIX C) and the information required in part B of this section,. The amount billed per each work element is not to exceed the total amount authorized for that work element in the OWP. Each Request for Reimbursement must demonstrate the expenditure of at least the minimum required rate of local funds, if applicable. Reimbursements under this MFTA will be allowed if based upon actual costs expended and supported by RTPA’s accounting system. RTPA must not only have incurred the allowable project cost on or after the effective date of the annual OWPA and on or before its termination date, but must also have paid those expenses.
 - 2. RTPA shall prepare and electronically submit to STATE, not more frequently than once a month, but at least quarterly, one signed Request for Reimbursement of actual allowable costs incurred by RTPA consistent with work elements described in the OWP (conforming to the

format provided in APPENDIX B and/or APPENDIX C) and including the information required in part B of this section. The amount billed per each work element is not to exceed the total amount authorized for that work element in the OWP. Each Request for Reimbursement must demonstrate the expenditure of at least the minimum required rate of local funds, if applicable. Reimbursements under this MFTA will be allowed if based upon actual costs incurred and supported by RTPA's accounting system. Allowable incurred costs that are eligible for reimbursement by STATE are only those that are treated by RTPA's accounting system in accordance with Generally Accepted Accounting Principles as accrued due to such costs having been billed to RTPA and recognized by RTPA as valid, undisputed, due and payable.

By submitting accrued but unpaid costs for reimbursement, RTPA agrees that within ten (10) working days of receipt of STATE's reimbursement, the full amount of all cost items submitted as reimbursable accrued costs shall be paid to each billing entity. Any reimbursed accrued cost not paid within this ten (10) working day grace period shall accrue interest payable to STATE at the then present interest rate established by the State Treasurer's Pooled Money Investment Account. Interest accrued must be timely remitted to STATE. Reimbursed accrued costs not paid to the billing entities by RTPA within forty-five (45) days of RTPA's receipt of STATE's reimbursement will thereafter be deemed unallowable. All unallowable costs must be immediately remitted to STATE.

If RTPA is found, through audit or other means, not to have paid a billing entity its invoiced sums then owed within the ten (10) working day grace period, RTPA must immediately revert to the reimbursement process described in subpart 1 above.

- B. In order to receive reimbursements, RTPA agrees to furnish with each billing, at a minimum, the information provided for in APPENDIX B2 and/or C2, and information from its accounting system which denotes that reimbursable costs, as well as those used for local match, were either expended or incurred, as applicable.
- C. STATE agrees to make reimbursements to RTPA, in conformance with state and federal regulations, as promptly as STATE fiscal procedures will permit upon the receipt of a signed and electronically submitted Request for Reimbursement (conforming to the format provided in APPENDIX B and/or APPENDIX C) that includes all required information, as applicable, (provided in example APPENDIX B2 and C2) of actual allowable costs incurred for the period of time covered by that Request for Reimbursement. Incomplete or inaccurate requests for reimbursement shall be returned to RTPA unapproved for correction as soon as errors are discovered.
- D. No State and/or Federal funds administered under this MFTA will be dispersed on the advance basis defined in 49 CFR Part 18.21.

Section 2. Travel and Per Diem Reimbursement

- A. Payments to RTPA for travel and subsistence (per diem) expenses of RTPA staff and its contractors and subcontractors claimed for reimbursement using funds administered through this agreement or as

local match credit shall not exceed rates authorized to be paid non-state employees under current State Department of Human Resources (CalHR) rules unless written verification is supplied that government hotel rates are not commercially available to RTPA, or its contractors, its subcontractors, and/or its subrecipients, at the time and location required as specified in the California Department of Transportation's Travel Guide Exception Process.

Section 3. Final Request for Reimbursement and OWP Closeout Documentation

- A. RTPA shall electronically submit an OWP/annual OWPA closeout documentation package to STATE no later than August 31st of each fiscal year. The closeout package shall conform to the format provided in APPENDIX D.
- B. The closeout package must be attached to a transmittal letter, typed on RTPA's letterhead. If these documents are not received by August 31st of each fiscal year, STATE may withhold future apportionments and/or allocations to RTPA. STATE's election not to withhold future apportionments and/or allocations immediately after the end of one fiscal year shall not limit STATE's ability to initiate subsequent withholdings.
- C. Upon receipt of the required closeout documentation, STATE will issue a reconciliation letter to RTPA stating the amount of funds available to be carried over to the subsequent year's OWP. RTPA may carry over an amount no greater than 25% of the prior year's RPA allocation. RTPA may amend some or all of these funds into the OWPA only upon signature of the reconciliation letter by the RTPA executive director or his or her appointee and submittal of the signed letter to STATE. Any RPA funds that are identified in the reconciliation letter, but not programmed before the end of the fiscal year in which the letter is issued, will be forfeited.

Section 4. Funding Contingencies

- A. All obligations of STATE under the terms of the MFTA and each annual OWPA are subject to the availability of Federal and State funds, appropriation of resources by the Legislature, and the annual passage of the State Budget Act. The authorization and obligation of these funds by outside entities may be terminated, limited or otherwise adversely affected by factors which may include, but are not limited to, changes in State or Federal law regarding the encumbrance and reimbursement of the funds provided by each annual OWPA and this MFTA.

ARTICLE III - AUDITS AND REPORTS

Section 1. Cost Principles

- A. RTPA agrees to comply with Title 2, CFR, part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments, as applicable.

- B. RTPA agrees, and will require that its contractors, subcontractors, and subrecipients be obligated to agree, that (a) the Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual project cost items (subrecipients shall refer to, 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards); and (b) all parties shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving Project funds as a contractor, subcontractor, or sub-grantee under this FTA shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

- C. RTPA agrees and shall require that all of its agreements with contractors, subcontractors, and subrecipients contain provisions requiring adherence to this section in its entirety.

Section 2. Indirect Cost Agreement and Cost Allocation Plan (ICAP)

- A. Prior to RTPA seeking reimbursement of indirect costs, RTPA must prepare and submit annually to STATE for review and acceptance an indirect cost rate proposal and a central service costs allocation plan (if any) in accordance with 2 CFR, Part 200 Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards or applicable cost principles and Local Program Procedures Manual (Chapter 5).

- B. Prior to RTPA seeking reimbursement of subrecipient indirect costs, and when subrecipient cognizant federal agency, as defined in APPENDIX A to 2 CFR part 200, is USDOT and/or STATE, RTPA agrees and will require subrecipient to comply with section 2A.

- C. Prior to RTPA seeking reimbursement of subrecipient indirect costs, and when Subrecipient ICAP is approved by a cognizant federal agency other than USDOT, RTPA agrees and will require subrecipient to submit to STATE a copy of the cognizant agency approval, the approved proposal, plan, subsidiary worksheets, and other relevant data on an annual basis as evidence of the approval.

- D. If a submitted ICAP does not meet the requirements of 2 CFR Part 200, and is determined to be insufficient, STATE will advise RTPA of additional documentation or changes needed to meet Federal and State requirements. RTPA agrees to provide requested documentation or required changes, and if RTPA is non-compliant the submissions may be returned to RTPA if requested documentation is not provided or required changes are not made.

- E. Material audit adjustments will require reimbursement to STATE or adjustment of subsequent years' ICAP if proposals are later found to have included costs that are unallowable as specified by law or regulation, or the terms and conditions of this MFTA.

- F. RTPA agrees and shall require that all of its agreements with subrecipients contain provisions requiring adherence to this section in its entirety.

Section 3. Record Retention/Audits

- A. RTPA shall maintain, and shall require its subrecipients, contractors and its subcontractors to maintain all source documents, books and records connected with their performance of OWP work initiated under this MFTA and each applicable annual OWPA for a minimum of three (3) years from the date of final payment to RTPA or, if an audit is initiated within that timeframe, until audit resolution is achieved for each annual OWPA, whichever is later, and shall make all such supporting information available for inspection and audit by representatives of STATE, the Bureau of State Audits, or the Federal Government upon request. Copies will be made and furnished by RTPA upon request at no cost to STATE. Scanned original documents in electronic form are suitable to meet this requirement.
- B. RTPA shall establish and maintain, and shall require that its subrecipients, contractors and subcontractors shall establish and maintain, an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support Requests for Reimbursement which segregate and accumulate the costs of work elements by line item (i.e. direct labor, other direct costs, subrecipients/subcontractor, etc.) and enable the determination of expenditures at interim points of completion, and provide support for reimbursement payment vouchers or invoices.
- C. For the purpose of determining compliance with Title 2, California Government Code, Chapter 6.5, Article 2, Section 8546.7, in connection with the performance of RTPA contracts and/or agreements with third parties, RTPA, RTPA's sub-recipients, contractors, and subcontractors, shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts and/or agreements, including, but not limited to, the costs of administering those various contracts and/or agreements. All of the above referenced parties shall make such contracts and/or agreements available at their respective offices at all reasonable times during the entire period of each annual OWPA and for three (3) years from the date of final payment to RTPA or, if an audit is initiated within that timeframe, until audit resolution is achieved for each annual OWPA, whichever is later. STATE, the California State Auditor, or any duly authorized representative of STATE or the United States Department of Transportation, shall each have access to any books, records, and documents that are pertinent to the fulfillment of the contracts and/or agreements for audits, examinations, excerpts, and transactions, and RTPA shall furnish copies thereof if requested.
- D. Where applicable, RTPA agrees to comply with audit requirements for third party contractors, subcontractor and subrecipients in accordance with STATE Local Assistance Procedure Manual, Ch. 10 or any successor thereto.
- E. RTPA agrees to include all costs associated with this MFTA, OWP and annual OWPA, and any amendments thereto; to be examined in the annual audit and in the schedule of activities to be examined under RTPA's single audit prepared in compliance with Office of Management and Budget Circular A-133. RTPA is responsible for assuring that the Single Auditor has reviewed the requirements of this MFTA, the OWP and the annual OWPA. Copies of said audits shall be submitted to STATE.

- F. When conducting an audit of the costs and match credits claimed under the provisions of each annual OWPA and this MFTA, STATE will rely to the maximum extent possible on any prior audit of RTPA pursuant to the provisions of State and Federal law. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to STATE when planning and conducting additional audits.
- G. RTPA agrees to furnish documentation to STATE supporting this requirement that all of its agreements with contractors, subcontractors, and subrecipients do contain applicable provisions requiring adherence to this section in its entirety.
- H. Neither the pendency of a dispute nor its consideration by STATE will excuse RTPA from full and timely performance in accordance with the terms of this MFTA, the OWP, and the annual OWPA.

ARTICLE IV - MISCELLANEOUS PROVISIONS

Section 1. Federal Certifications and Assurances

- A. If RTPA receives RPA funds or RPA and CPG funds, RTPA shall comply, as applicable, with the FHWA "Transportation Planning Process Certification" requirements in accordance with 23 CFR 450.334 and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59; SAFETEA-LU) and its successors thereto. This certification is provided annually by FHWA and FTA. It may include but is not limited to:
 - I. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
 - III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
 - IV. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
 - V. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
 - VI. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
 - VII. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

B. If awarded FTA planning funds, RTPA shall comply with and provide the signed "Certifications and Assurances for FTA Assistance", including "Certifications and Assurances Required of Each Applicant" and the "Lobbying Certification" in compliance with 49 U.S.C. Chapter 53, published annually in the *Federal Register* and found online at http://www.fta.dot.gov/grants/12825_93.html.

The 2013 FTA Certifications includes the following areas under "Assurances Required of Each Applicant:"

- 1. Authority of Applicant and its Representatives
- 2. Standard Assurances
- 3. Intergovernmental Review Assurance
- 4. Suspension and Debarment Certification
- 5. U.S. OMB Assurances in SF-424B and SF-424D

- C. Copies of these annual Federal Certifications and Assurances shall be included by RTPA in each final OWP.
- D. RTPA shall comply, and shall require its contractors, subcontractors, and subrecipients to comply, with these Certifications.
- E. RTPA agrees to furnish documentation to STATE to support this requirement that all of its agreements with contractors, subrecipients and subcontractors, do contain provisions requiring adherence to this section in its entirety.

Section 2. Disadvantaged Business Enterprise (DBE) Requirements

- A. As mandated by 49 CFR Part 26, RTPA shall require that its contractors, subcontractors, and subrecipients do not discriminate on the basis of race, color, national origin, or sex in the award,

administration and performance of any FHWA/FTA fund-assisted contract or in the administration of RTPA's DBE program.

- B. RTPA's DBE program, as required by 49 CFR Part 26 and as approved by STATE, is incorporated by reference in this MFTA. Implementation of this program is a legal obligation and failure of RTPA to carry out its terms shall be treated as a violation of this MFTA. Upon notification to the recipient of its failure to carry out its approved program, the US DOT may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 et seq.
- C. As required by 49 CFR part 26, the contract language in APPENDIX E relating to DBE requirements must be incorporated into all contracts funded in whole or in part with federal funds authorized in this agreement.

Section 3. Non-Discrimination Clause

- A. In the performance of work undertaken pursuant to this MFTA, RTPA shall not, and shall affirmatively require that its contractors shall not, unlawfully discriminate, harass or allow harassment, against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (cancer), age (over 40), marital status, denial of family and medical care leave, and denial of pregnancy disability leave.
- B. RTPA shall ensure, and shall require that its contractors and all subcontractors and/or subrecipients shall ensure, that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. RTPA shall comply, and ensure that its contractors and subcontractors and/or subrecipients shall comply, with the provisions of the Fair Employment and Housing Act (Government Code, Section 12900 et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, Section 7285.0 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code, Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this MFTA by reference and made a part hereof as if set forth in full.
- C. Each of RTPA's contractors, subcontractors, and/or subrecipients shall give written notice of their obligations under this clause to labor organizations with which they have collective bargaining or other labor agreements. RTPA shall include the non-discrimination and compliance provisions hereof in all contracts and subcontracts to perform work under this MFTA.
- D. RTPA shall comply with the nondiscrimination program requirements of Title VI of the Civil Rights Act of 1964. Accordingly, 49 CFR Part 21, and 23 CFR Part 200 are made applicable to this MFTA by this reference. Wherever the term "Contractor" appears therein, it shall mean RTPA.
- E. RTPA shall permit, and shall require that its contractors, subcontractors, and subrecipients will permit, access to all records of employment, employment advertisements, application forms, and other

pertinent data and records by the State Fair Employment Practices and Housing Commission or any other agency of the State of California designated by STATE to investigate compliance with this Section 3.

Section 4. Federal Lobbying Activities Certification

- A. RTPA certifies, to the best of its knowledge and belief, that no State or Federal funds have been paid or will be paid by, or on behalf of, RTPA to any person for influencing or attempting to influence an officer or employee of any State or Federal agency, a Member of the State Legislature or United States Congress, an officer or employee of the Legislature or Congress, or any employee of a Member of the Legislature or Congress in connection with the awarding of any State or Federal contract, the making of any State or Federal grant, the making of any State or Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any State or Federal contract, grant, loan, or cooperative agreement.
- B. If any funds other than State or Federal funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with a State or Federal contract, grant, loan, or cooperative agreement, RTPA shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying", in accordance with those form instructions.
- C. This certification is a material representation of fact upon which reliance was placed when this MFTA and each annual OWPA was entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, Title 31, U. S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.
- D. RTPA also agrees by signing this MFTA that RTPA shall require that the language of this certification be included in all contracts and subcontracts funded wholly or in part by any fund sources listed on Page 1 of this MFTA and which exceed \$100,000 and that all such subrecipients shall certify and disclose accordingly.

ARTICLE V - GENERAL PROVISIONS

Section 1. Contract Award

- A. RTPA, contractor, subcontractor and subrecipient contracts containing Federal and State planning funds are required to be bid and awarded in accordance with Title 49, CFR, Part 18 and consistent with Local Assistance Procedure Manual, Ch. 10 or successors thereto as applicable.

Section 2. Contract Amendment

- A. No amendments to the terms of this MFTA, any OWP or any annual OWPA shall be valid unless made in writing and signed by the individuals legally authorized to contractually bind the parties

hereto. Each party agrees that it has had or will have the opportunity to seek review by and approval from its legal counsel of the original documents and any proposed alteration or variation. No oral understanding or agreement not incorporated herein shall be binding on any of the parties thereto. For the purposes of this MFTA, the Chief of the Office of Regional Planning, Division of Transportation Planning, shall be the Contract Administrator for STATE.

Section 3. Adjudication of Disputes by Way of Administrative Proceedings

- A. STATE hereby sets up an Administrative Procedure for adjudication of disputes that may arise when administering the program as defined by the terms and conditions of this Agreement.

RTPA agrees to exhaust the administrative remedy prior to resorting to legal remedies. In case of disputes with STATE, RTPA shall submit to the Chief of the Division of Transportation Planning, CALTRANS (DC PLANNING) or designee a written demand for a decision regarding the disposition of any dispute, arising under this Agreement. The DC PLANNING shall make a written decision regarding the dispute and will provide it to the RTPA. The RTPA shall have an opportunity to challenge the DC PLANNING's determination but must make that challenge in writing, within ten (10) working days to the STATE's Contract Officer or his/her designee. If the challenge is not made by RTPA within the ten (10) day period, the DC PLANNING'S decision shall become the final decision of the STATE. If such a challenge is made, The DC PLANNING and RTPA shall submit written, factual information and data in support of their respective positions to STATE's Contract Officer within a timeframe established by the RTPA at the time of challenge. The decision of the STATE's Contract Officer or his/her designee shall be final, conclusive and binding regarding the dispute, unless RTPA commences an action in court of competent jurisdiction to contest the decision in accordance with Division 3.6 of the California Government Code.

Section 4. Intercept Clause

- A. Costs for which RTPA receives reimbursement payment or credit that are determined by a subsequent audit or other review by either STATE or Federal authorities to be unallowable under 2 CFR, part 200; 48 CFR, Chapter 1, Part 31; or 49 CFR, Part 18, are to be repaid to STATE by RTPA within thirty (30) days of RTPA receiving notice of audit findings. Should RTPA fail to reimburse moneys due STATE within thirty (30) of discovery or demand, or within such other period as may be agreed in writing between the Parties hereto, STATE is authorized to intercept and withhold future payments due RTPA from STATE or any third-party source, including, but not limited to, the State Treasurer, the State Controller or any other fund source.

Section 5. Parties of Agreement

- A. This MFTA, the OWP, the annual OWPA and any related agreements are solely between the named parties thereto and no express or implied benefit to entities or individuals not a party thereto is intended or to be inferred. There are no third-party beneficiaries to or of this MFTA or any OWP, or annual OWPA or any other agreement pertaining hereto.

Section 6. Hold Harmless and Indemnification Clause

- A. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by RTPA under or in connection with any work, authority or jurisdiction delegated to RTPA under this MFTA and/or each annual OWPA. It is understood and agreed that, pursuant to Government Code section 895.4, RTPA shall fully defend, indemnify and save harmless STATE and its officers and employees from all claims, suits or actions of every name, kind and description occurring by reason of anything done or omitted to be done by RTPA under or in connection with any work, authority or jurisdiction delegated to RTPA under this MFTA and each annual OWPA.
- B. Neither RTPA nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction delegated to STATE under this MFTA. It is understood and agreed that, pursuant to Government Code section 895.4, STATE shall fully defend, indemnify and save harmless RTPA, its officers and employees from all claims, suits, or actions of every name, kind and description occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction delegated to STATE under this MFTA.

Section 7. Default

- A. In the event that RTPA (a) fails to comply with applicable Federal and State laws and regulations; (b) fails to timely proceed with OWP, in accordance with the MFTA or OWPA; or (c) otherwise materially violates the terms and conditions of this MFTA and/or OWPA, STATE reserves the right to terminate all funding for that OWP, or a portion thereof. Any such termination shall be accomplished by delivery to RTPA of a Notice of Termination, which notice shall become effective not less than thirty (30) days after receipt, specifying the reason for the termination, the extent to which funding of work under this MFTA is terminated and the date upon which such termination becomes effective. During the period before the termination date becomes effective, RTPA and STATE shall meet to try to resolve any dispute. No such termination shall become effective if, (a) during the process described in Article V, Section 3, the termination is stayed, (b) within the thirty (30) day period after receipt of the Notice of Termination, RTPA either cures the default, or (c) if that default is not reasonably susceptible to cure within said thirty (30) day period, STATE approves a RTPA plan and RTPA thereafter diligently completes the cure in a manner and timeline acceptable to STATE.
- B. If STATE terminates funding for OWP pursuant to the above paragraph A, STATE shall pay RTPA the sum due RTPA under the OWPA for eligible work performed prior to termination.

Section 8. Termination

- A. This MFTA shall remain in full force and effect until the termination date stated on Page 1 of this MFTA, unless superseded or terminated in conformance with Section 7 of this Article. All indemnification, document retention, audit, claims, and legal challenge, articles will remain in effect until terminated or modified in writing by mutual agreement or expiry by statute of limitations.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

By: Carla D. Birse
Contract Officer

Date: 11/24/14

Tehama County Transportation Commission

By: [Signature]
Executive Director

Date: 9-29-14

By: [Signature]
Attorney

Date: 9/22/14

APPENDICES

- A RTPA Overall Work Program Agreement
- B CPG Request for Reimbursement
- B2 CPG Request for Reimbursement by Fund Source
- C RPA Request for Reimbursement
- C2 RPA Request for Reimbursement Support
- D Closeout Documentation
- E DBE Contract Language (required)
- E2 DBE Semi-Annual Report
- F State Planning Process Certification
- G Federal Certifications and Assurances
- H Board Resolution

Tehama County Transportation Commission

Contract No. **74A0805**

Appendix A

Page 1 of 1

MFTA CONTRACT NUMBER _____

AGENCY DUNS NUMBER _____

Appendix A
OVERALL WORK PROGRAM AGREEMENT (OWPA) FOR
AGENCY NAME

1. The undersigned signatory **Regional Transportation Planning Agency (RTPA)** hereby commits to complete, this fiscal year (FY) (beginning July 1, 2014 and ending June 30, 2015), the annual Overall Work Program (OWP), a copy of which was approved on date and is attached as part of this OWPA.

2. All of the obligations, duties, terms and conditions set forth in the Master Fund Transfer Agreements (MFTA), numbered number and executed with effective dates of date to date between **agency name (RTPA)** and the Department of Transportation (STATE), are incorporated herein by this reference as part of this OWPA for this FY.

3. This OWPA Agreement obligates and encumbers only these following funding sources: State Highway Account – Rural Planning Assistance (RPA) funds, Federal Highway Administration (FHWA) State Planning and Research (SP&R) – Partnership Planning Element (FHWA – SP&R Partnership Planning), FHWA SP&R – Regional Blueprint Planning Element (FHWA – SP&R Blueprint Planning) and Federal Transit Administration (FTA) Section 5304 Transit Planning Grants. RTPA agrees to comply with FHWA and FTA matching requirements for “Consolidated Planning Grant” funds obligated and encumbered against this OWPA Agreement: FHWA – SP&R Part. Planning, federal/local – 80/20; and/or FTA Section 5304, federal/local – 88.53/11.47, Rural Blueprint federal/local – 80/20). All local match funds are to be provided from non-federal sources.

4. Subject to the availability of funds this FY OWPA funds encumbered by STATE include, but may not exceed, the following:

Funding Source	Minimum Match % Required	Funding	Local Match, if applicable
RPA – State Highway Account	0%	\$0.00	Not Applicable
FTA Section 5304	11.47%	\$0.00	\$0.00
FHWA SP&R Partnership Planning	20%	\$0.00	\$0.00
FHWA SP&R Regional Blueprint	20%	\$0.00	\$0.00
Total Programmed Amount		\$0.00	\$0.00

6. Should RTPA expend funds in excess of those available and programmed in this FY OWPA, those costs shall be borne solely by RTPA.

_____	_____
Department of Transportation (STATE)	Name of Agency (RTPA)
_____	_____
Authorized Signature	Authorized Signature
_____	_____
Printed Name of Person Signing	Printed Name of Person Signing
_____	_____
Title	Title
_____	_____
Date	Date

(For Use by Caltrans Accounting Only)

The total amount of all Federal funds encumbered
Fund Title: _____

The total amount of all State funds encumbered
Fund Title: _____

Item _____ Chapter Statute Fiscal Year _____

Project ID# _____ Encumbrance Document Number _____

I hereby certify upon my own personal knowledge that budgeted funds are available for the period and expenditure purpose stated above.

Signature of Department of Transportation Accounting Officer

Date

NAME OF MPO
ADDRESS OF MPO
CONSOLIDATED PLANNING GRANT (CPG)
Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)

REQUEST FOR REIMBURSEMENT
NUMBER _____, Fiscal Year 2014-15

The **FILL IN AGENCY NAME**, a Metropolitan Planning Organization, requests reimbursement in the amount of \$ _____ for the period beginning _____ through and inclusive of _____. I certify that I am a duly authorized representative of **FILL IN AGENCY NAME** and the request for reimbursement is consistent with the terms of the Master Fund Transfer Agreement, numbered _____ and expiring _____, entered into between **FILL IN AGENCY NAME** and the State of California, Department of Transportation. The reimbursement request is for work completed in accordance with the **2014-15** approved Overall Work Program. **By signing this Request for Reimbursement Form, FILL IN AGENCY NAME certifies that all state and federal matching requirements have been met and that no federal funds were used for local match and/or In-Kind Service.**

2014-15 OWPA Authorized: _____
Total Invoices Year-to-Date
(Including this Invoice): _____
Current Invoice Amount: \$ -
Remaining Balance: \$ -

Current Reimbursement Breakdown. This portion must be completed by local agency to receive reimbursement.

Funding Source	Required Match %	Federal Portion	Toll Credit (In lieu of local match)	Local Match	or	In-Kind Service	Total Expenditures
FHWA PL Funds <i>(Toll Credit Match of Current FY Allocation)</i>	11.47%	_____	\$ -	_____	_____	_____	\$ -
FHWA PL (Cash/In-kind Match)	11.47%	_____	_____	_____	_____	_____	\$ -
FTA Sec. 5303 Funds <i>(Toll Credit Match of Current FY Allocation)</i>	11.47%	_____	\$ -	_____	_____	_____	\$ -
FTA Sec. 5303 (Cash/In-kind Match)	11.47%	_____	_____	_____	_____	_____	\$ -
FTA Sec. 5304 Funds	11.47%	_____	_____	_____	_____	_____	\$ -
FHWA SPR PP Funds	20%	_____	_____	_____	_____	_____	\$ -
Regional Blueprint Planning	20%	_____	_____	_____	_____	_____	\$ -

Name & Title (please print)	Signature	Date
Department of Transportation Use Only		

I certify that I am duly authorized by the Department of Transportation to approve payment to **FILL IN AGENCY NAME** in the amount of \$ _____. **FILL IN AGENCY NAME** has an approved Overall Work Program and the request for reimbursement is consistent with the Master Fund Transfer Agreement between the State of California, Department of Transportation and **FILL IN AGENCY NAME**. This authorization to pay acknowledges receipt of services billed.

Vendor# <small>Accounting Use Only</small>	Name (please print)	Signature	Date
TC____Source Dist 74 Source Unit 3789	Project ID #	FA 6	ObjCode 049
Amount \$ FY	RPI____N	Contract #	RC#
TC____Source Dist 74 Source Unit 3789	Project ID #	FA 6	ObjCode 049
Amount \$ FY	RPI____N	Contract #	RC#

Appendix C

RTPA

Address

City, State

RURAL PLANNING ASSISTANCE (State Highway Account Only)

REQUEST FOR REIMBURSEMENT Fiscal Year 2014-15

Agency Invoice No. _____
Internal Revenue Service No. _____

The _____ fill in agency name _____, a Regional Transportation Planning Agency, requests reimbursement in the amount of _____. For the period beginning date _____ and through and inclusive of _____ date _____.

I certify that I am a duly authorized representative of _____ fill in agency name _____, and the request for reimbursement is consistent with the terms of the Master Fund Transfer Agreement dated _____ fill in date _____ entered into between _____ fill in agency name _____ and the STATE. The reimbursement request is for work completed in accordance with the 2014-15 approved Overall Work Program. I certify that all STATE matching requirements have been met.

2014-15 RPA OWPA Authorized	\$ _____
Invoices Year to Date	\$ _____
Current Invoice	\$ _____
Balance	\$ _____

_____	_____	_____
Name (Please print)	Signature	Date

(Department of Transportation Use Only)

I certify that I am duly authorized by the Department of Transportation to approve payment to _____ fill in agency name _____ in the amount of _____. _____ Fill in agency name _____ has an approved Overall Work Program and the request for reimbursement is consistent with the Master Fund Transfer Agreement between the STATE and _____ fill in agency name _____. This authorization to pay acknowledges receipt of services billed.

_____	_____	_____
Name (Please print)	Signature	Date
Phone Number _____		

	Allocation (FY)	Contract ID	Project ID	Amount
1				\$
2				\$
Current Invoice				\$0

Date Dist received Invoice

Invoice Dispute Notification Sent

Date Invoice Sent to HQ Accounting

Appendix D

RTPA
Address
City, State

Certification of Expenditure by Fund Source
Fiscal Year 2013-14

I certify that I am a duly authorized representative of the Regional Transportation Planning Agencies (RTPAs) and the following statement of fund expenditures is consistent with the terms of the Master Fund Transfer Agreement, numbered _____, expiring _____, and entered into between the RTPA and the State.

I have attached a copy of the Statement of Expenditures by fund source and work element. Matching funds are identified. The expenditures shown are for work completed in accordance with the Fiscal Year (FY) 2013-14 approved Overall Work Program. I certify that all state and federal matching requirements have been met.

Funding Source	FY12/13 Reconciled Balance	FY13/14 Allocations and Awards	Expenditures (Federal Fund Amount Only for Grants)	Year-end Balance
Rural Planning Assistance (RPA) Funds	\$0.00			
RPA Funds		\$0.00	\$0.00	\$0.00
Total FY13-14 Rural Planning Assistance Expenditures:			\$0.00	
FTA Sec. 5304 Funds				
FTA Sec. 5304 Funds WE 101	\$0.00	\$0.00	\$0.00	\$0.00
FTA Sec. 5304 Funds WE 102	\$0.00	\$0.00	\$0.00	\$0.00
FTA Sec. 5304 Funds WE 103	\$0.00	\$0.00	\$0.00	\$0.00
FTA Sec. 5304 Funds WE 104	\$0.00	\$0.00	\$0.00	\$0.00
Total			\$0.00	
FHWA SPR Partnership Planning Funds				
FHWA SPR PP Funds WE 201	\$0.00	\$0.00	\$0.00	\$0.00
FHWA SPR PP Funds WE 202	\$0.00	\$0.00	\$0.00	\$0.00
FHWA SPR PP Funds WE 203	\$0.00	\$0.00	\$0.00	\$0.00
FHWA SPR PP Funds WE 204	\$0.00	\$0.00	\$0.00	\$0.00
Total			\$0.00	
FHWA SPR Special Study Funds				
FHWA SPR SS Funds WE 301	\$0.00		\$0.00	\$0.00
Total			\$0.00	
Regional Blueprint Planning				
FY10/11 Grant	\$0.00		\$0.00	\$0.00
FY11/12 Grant	\$0.00		\$0.00	\$0.00
Total			\$0.00	
Total FY13-14 Consolidated Planning Grant Expenditures:			\$0.00	

I understand that this represents a final statement of expenditure for FY2013-14 and no future requests for reimbursement will be processed by the State for payment.

Name (Please Print)

Signature

Title (Please Print)

Date

APPENDIX E

CPG Subrecipient Responsibilities for DBE include:

- Participation in the race neutral DBE Program when contracting/awarding to subrecipients or planning consultants involving any fraction of federal CPG funds.
- Participation in the race neutral DBE Program even if subrecipients have not contracted out work to sub-recipients or consultants. They must also complete, sign and turn in the FTA DBE Uniform Report form, showing zero dollars. This information will provide necessary data for the federally mandated Caltrans DBE disparity study.
- Completion of the FTA DBE Uniform Report form (*See Appendix X*) twice a year: April 1st and October 1st. The DBE Uniform Report shows the federal dollar amount provided through contract/s as well as DBE participation in these contracts. This information will provide necessary data for the federally mandated Caltrans DBE disparity study and reporting to the FTA. The completed forms are sent to the appropriate HQ ORIP Liaison.
- Development and implementation of a DBE Program following the Caltrans DBE Program Plan, pursuant to the Master Fund Transfer Agreement, Article IV, Section 2. This Plan formally acknowledges the statutory and/or regulatory requirements with its race-neutral measures, and their commitment to comply with all the prescribed responsibilities explained herein.
- Development and maintenance of a Bidder's List, consisting of information about all DBE and non-DBE firms that bid or quote on CPG-assisted contracts. The Bidder's List includes the name, address, DBE/non-DBE status, age and annual gross receipts of firms.
- Inclusion of the following clause is required, verbatim, in each CPG-assisted contract:
 - The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of United States Department of Transportation-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy, as recipient deems appropriate.
- Inclusion of contractual language specifying prompt payment clauses are required in the foregoing provisions. These prompt payment clauses benefit all subcontractors equally.

APPENDIX E

- **Prompt Progress Payment to Subcontractors**—A prime contractor or subcontractor shall pay to any subcontractor not later than 10-days of receipt of each progress payment, in accordance with the provision in Section 7108.5 of the California Business and Professions Code concerning prompt payment to subcontractors. The 10-day rule is applicable unless a longer period is agreed to in writing. Any delay or postponement of payment over 30-days may take place only for good cause and with the agency's prior written approval. Any violation of Section 7108.5 shall subject the violating contractor or subcontractor to the penalties, sanctions, and other remedies of that Section. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the contractor, deficient subcontractor performance, and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.
- **Prompt Payment of Withheld Funds to Subcontractors**—The MPO, RTPA or local government entity shall include either (1), (2), or (3) of the following provisions in their CPG-assisted contracts to ensure prompt and full payment of retainage (withheld funds) to subcontractors in compliance with 49 CFR 26.29.
 - 1) No retainage will be held by the agency from progress payments due to the prime contractor. Prime contractors and subcontractors are prohibited from holding retainage from subcontractors. Any delay or postponement of payment may take place only for good cause and with the agency's prior written approval. Any violation of these provisions shall subject the violating contractor or subcontractor to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the contractor, deficient subcontractor performance, and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.
 - 2) No retainage will be held by the agency from progress payments due the prime contractor. Any retainage kept by the prime contractor or by a subcontractor must be paid in full to the earning subcontractor in 30-days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment may take place only for good cause and with the agency's prior written approval. Any violation of these provisions shall subject the violating contractor or subcontractor to the penalties, sanctions, and remedies specified in Section 7108.5 of the California Business and Professions Code. This

APPENDIX E

requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the contractor, deficient subcontractor performance, and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.

- 3) The agency shall hold retainage from the prime contractor and shall make prompt and regular incremental acceptances of portions, as determined by the agency of the contract work and pay retainage to the prime contractor based on these acceptances. The prime contractor or subcontractor shall return all monies withheld in retention from all subcontractors within 30-days after receiving payment for work satisfactorily completed and accepted including incremental acceptances of portions of the contract work by the agency. Any delay or postponement of payment may take place only for good cause and with the agency's prior written approval. Any violation of these provisions shall subject the violating prime contractor to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the contractor or subcontractor in the event of: a dispute involving late payment or nonpayment by the contractor; deficient subcontractor performance; and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.

APPENDIX E2

UNIFORM REPORT OF DBE COMMITMENTS/AWARDS AND PAYMENTS									
Please refer to the Instructions sheet for directions on filling out this form									
1. Submitted to (check only one): <input type="checkbox"/> FHWA <input type="checkbox"/> FAA <input checked="" type="checkbox"/> FTA									
2. AIP Numbers (FAA Recipients Only):									
3. Federal fiscal year in which reporting period falls: <u>FY 2012</u>					4. Date This Report Submitted:				
5. Reporting Period <input checked="" type="checkbox"/> Report due June 1 (for period Oct. 1-Mar. 31) <input type="checkbox"/> Report due Dec. 1 (for period Oct. 1-Sept. 30) <input type="checkbox"/> FAA annual report due Dec. 1									
6. Name and address of Recipient:									
7. Annual DBE Goal(s): Race Conscious Goal _____ % Race Neutral Goal _____ % OVERALL Goal _____ %									
7.5 Percentage of Total Dollars Committed/Awarded to DBEs: _____ % (divide total dollars to DBEs in 9.5(C) by the total dollars in 8(A))									
COMMITMENTS/AWARDS MADE DURING THIS REPORTING PERIOD <small>(total contracts and subcontracts committed during this reporting period)</small>	A	B	C	D	E	F	G	H	I
	Total Dollars	Total Number	Total to DBEs (dollars) [E+G]	Total to DBEs (number) [F+H]	Total to DBEs /Race Conscious (dollars)	Total to DBEs/Race Conscious (number)	Total to DBEs/Race Neutral (dollars)	Total to DBEs/Race Neutral (number)	Percentage of total dollars to DBEs [C/A]
	8. Prime contracts awarded this period								
	9. Subcontracts committed/awarded this period				0	0			
	9.5 Totals				0	0			
DBE COMMITMENTS/AWARDS THIS REPORTING PERIOD-BREAKDOWN BY ETHNICITY & GENDER	A	B	C	D	E	F	G	H	
	Black American	Hispanic American	Native American	Subcont. Asian American	Asian-Pacific American	Non-Minority Women	Other (i.e. not of any other group listed here)	TOTALS (for this reporting period only) [A+B+C+D+E+F+G]	
	10. Total Number of Contracts (Prime and Sub)								
	11. Total Dollar Value								
	11.5 Name(s) of Participating DBE Firms and Coinciding Dollar Amounts								
ACTUAL PAYMENTS ON CONTRACTS COMPLETED THIS REPORTING PERIOD	A	B	C	D	DD	E			
	Number of Prime Contracts Completed	Total Dollar Value of Prime Contracts Completed	DBE Participation Needed to Meet Goal (Dollars)	Total DBE Participation (Dollars)	Name(s) of Participating DBE Firms/ Coinciding Dollar Amounts	Percentage of Total DBE Participation [D/E]			
	12. Race Conscious	0	0	0	0	0			
	13. Race Neutral								
	14. Totals								
15. Submitted by (Print Name of Authorized Representative)				16. Signature of Authorized Representative					
17. Phone Number:				18. Fax Number:					

Notes: All dollars represent Federal dollars.

Appendix F

FY 2014/2015 State Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and _____, Regional Transportation Planning Agency for _____ hereby certify that the transportation planning process is addressing the major issues in the regional planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (**Note – only for Regional Transportation Planning Agencies with non-attainment and/or maintenance areas within the metropolitan planning area boundary**);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38.
- V. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- VIII. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- IX. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

RTPA Authorizing Signature

Caltrans District Approval Signature

Title

Title

Date

Date

Appendix G

FY 2014/2015 FHWA RTPA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and _____, Regional Transportation Planning Agency for the _____ urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1003(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Pub. L. 102-240) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded planning projects (sec. 105(f), Pub. L. 97-424, 96 Stat. 2100; 49 CFR part 23);
- V. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VI. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37 and 38);
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- VIII. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IX. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- X. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- XI. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- XII. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

RTPA Authorizing Signature

Caltrans District Approval Signature

Title

Title

Date

Date

Appendix G

FTA FISCAL YEAR 2014 CERTIFICATIONS AND ASSURANCES

**FEDERAL FISCAL YEAR 2014 CERTIFICATIONS AND ASSURANCES FOR
 FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**
 (Signature page alternative to providing Certifications and Assurances in TEAM-Web)

Name of Applicant: _____

The Applicant agrees to comply with applicable provisions of Groups 01 – 24. _____

OR

The Applicant agrees to comply with applicable provisions of the Groups it has selected:

<u>Group</u>	<u>Description</u>	
01.	Required Certifications and Assurances for Each Applicant.	_____
02.	Lobbying.	_____
03.	Procurement and Procurement Systems.	_____
04.	Private Section Protections.	_____
05.	Rolling Stock Reviews and Bus Testing.	_____
06.	Demand Responsive Service.	_____
07.	Intelligent Transportation Systems.	_____
08.	Interest and Financing Costs and Acquisition of Capital Assets by Lease.	_____
09.	Transit Asset Management Plan and Public Transportation Agency Safety Plan.	_____
10.	Alcohol and Controlled Substances Testing.	_____
11.	Fixed Guideway Capital Investment Grants Program (New Starts, Small Starts, and Core Capacity) and Capital Investment Program in Effect before MAP-21.	_____
12.	State of Good Repair Program.	_____
13.	Fixed Guideway Modernization Grant Program.	_____
14.	Bus and Bus Facilities Formula Grants Program and Bus and Bus Related Equipment and Facilities Grant Program (Discretionary).	_____
15.	Urbanized Area Formula Grants Programs, Passenger Ferry Grants Program, and Job Access and Reverse Commute (JARC) Program.	_____
16.	Seniors/Elderly/Individuals with Disabilities Programs and New Freedom Program.	_____
17.	Rural/Other Than Urbanized Areas/Appalachian Development/Over-the-Road Bus Accessibility Programs.	_____
18.	Public Transportation on Indian Reservations Programs (also known as the Tribal Transit Programs).	_____
19.	Low or No Emission/Clean Fuels Grant Programs.	_____
20.	Paul S. Sarbanes Transit in Parks Program.	_____
21.	State Safety Oversight Program.	_____
22.	Public Transportation Emergency Relief Program.	_____
23.	Expedited Project Delivery Pilot Program.	_____
24.	Infrastructure Finance Programs.	_____

Appendix G

FTA FISCAL YEAR 2014 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2014 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for FTA funding and all FTA Grantees with an active Capital or Formula Project)

AFFIRMATION OF APPLICANT

Name of the Applicant: _____

Name and Relationship of the Authorized Representative: _____

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all Federal statutes and regulations, and follow applicable Federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2014, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Project for which it seeks now, or may later seek FTA funding during Federal Fiscal Year 2014.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature _____ Date: _____

Name _____
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): _____

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under State, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA Project or Projects.

Signature _____ Date: _____

Name _____
Attorney for Applicant

Each Applicant for FTA funding and each FTA Grantee with an active Capital or Formula Project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.

Appendix G

**Fiscal Year 2014/2015 California Department of Transportation
Debarment and Suspension Certification**

As required by U.S. DOT regulations on governmentwide Debarment and Suspension

(Nonprocurement), 49 CFR 29.100:

- 1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to the State.
- 3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration's *Excluded Parties List System (EPLS)*, Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances, and will provide a written explanation to the State.

Appendix G

**DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2014/2015
SIGNATURE PAGE**

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature _____ Date _____

Printed Name _____

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has the authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, these certifications and assurances have been legally made and constitute legal and binding obligations of the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances or of the performance of the described project.

AFFIRMATION OF APPLICANT'S ATTORNEY

For _____ (Name of Applicant)

Signature _____ Date _____

Printed Name _____

of Applicant's Attorney

**TEHAMA COUNTY TRANSPORTATION COMMISSION
RESOLUTION No. 02-2014:
DESIGNATED AUTHORITY**

WHEREAS, the Tehama County Transportation Commission (TCTC) is the Regional Transportation Planning Agency (RTPA) for the County of Tehama and incorporated Cities; **and**

WHEREAS, it is often required of various funding sources to have a resolution identifying TCTC's designated authority; **and**

WHEREAS, various agencies such as the California Department of Transportation (Caltrans), Federal Transit Administration (FTA), Federal Highway Administration (FHWA), Office of Homeland Security (OHS), and others require said resolution to be submitted; **and**

WHEREAS, it is the intent of TCTC to identify the Executive Director and Deputy Director as the designated signature authority for various transportation funds, including but not limited to:

- Local Transportation funds (LTF)
- FTA Section 5310, 5311, 5311(f)
- Congestion Mitigation & Air Quality (CMAQ) funds
- State Transit Assistance (STA) funds
- Transit Fares
- Regional Surface Transportation Program (RSTP)
- Rural Planning Assistance (RPA) funds for Overall Work Program (OWP)
- Blueprint Planning Grants
- Toll Credits
- Planning Programming and Monitoring (PPM) funds
- Regional Improvement Program (RIP) funds
- Active Transportation Program (ATP) funds
- Transportation Alternatives Program (TAP) funds
- Prop 1B Bond Programs (PTMISEA, CTAF)
- American Recovery and Reinvestment Act (ARRA - economic stimulus)
- TIGER discretionary funds
- Federal Lands Access Program (FLAP)

WHEREAS, TCTC directs Staff to perform or administer all related work, including but not limited to: allocation requests, certificate of assurances, exchange agreements, fund transfer agreements, final expenditure reports, grant proposals and all related work, scoring of grant applications, fixed asset procurement, invoices, reports, agency coordination, planning work, amendments, budget updates, correspondence, and California Transportation Commission (CTC) agenda items for State Transportation Improvement Program (STIP) projects.

NOW, THEREFORE, BE IT RESOLVED that TCTC does hereby identify the Executive Director and Deputy Director as the designated signature authority.

BE IT FURTHER RESOLVED that TCTC does hereby authorize the Executive Director and Deputy Director to execute all of the above mentioned documents related to transportation funding.

The foregoing Resolution was offered by Commissioner Williams, and seconded by Commissioner Schmid, at a regular meeting in Red Bluff, California, on April 29, 2014 and adopted by the following vote:

AYES: Commissioners'; Chamblin; Strack; Williams; Schmid

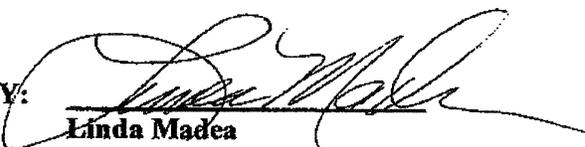
NOES: None

ABSENT OR NOT VOTING: Commissioners' Garton and Christison

ATTEST: Gary Antone, P.E., P.L.S.
Executive Director

ADOPTED: April 29, 2014

BY:


Linda Madea
Recording Secretary



Tehama County

Agenda Request Form

File #: 25-0870

Agenda Date: 5/19/2025

Agenda #: 5.

Loan of Funds to Tehama County Public Works - Senior Planner Fox

Requested Action(s)

- a) Approve a short-term loan in the amount of \$188,775.00 from the Local Transportation Fund (LTF) reserves administered by the Tehama County Transportation Commission (TCTC) to the Tehama County Public Works (TCPW) Road Fund.
- b) Authorize TCTC to staff to prepare, execute, and process all necessary interagency agreements, fund transfer documents, and supporting paperwork required to facilitate the disbursement and tracking of the loaned funds in accordance with the terms set forth in the Interagency Cooperative Agreement between TCTC and TCPW once approved by counsel.
- c) Approve the formal fund transfer from the Local Transportation Fund (LTF) reserves to the Tehama County Public Works Road Fund, and direct staff to coordinate with the Tehama County Auditor’s Office and all relevant departments to ensure timely execution and compliance with agreement’s repayment schedule and accounting requirements.

Financial Impact:

Approval of this action will result in the temporary transfer of \$188,775.00 from the Local Transportation Fund (LTF) reserves to the Tehama County Public Works Road Fund. These funds will be used to address local match shortfalls for the Park Fire Hazard Tree Removal Project, which is being implemented under an agreement with the Resource Conservation District of Tehama County (RCDTC).

The loan will be issued as a no-interest, short-term obligation, to be repaid by Tehama County Public Works in accordance with a mutually agreed-upon repayment schedule. Repayment is required in full no later than June 30, 2029, unless otherwise amended. There is no net loss to the LTF reserves anticipated over the life of the agreement.

This financial action is intended to support critical emergency recovery and public safety efforts while preserving the integrity of the regional transportation funding program.

Background Information:

On July 24, 2024, the Park Fire ignited off Upper Park Road in Bidwell Park near Chico, California. The fire quickly spread across rugged terrain under extreme weather conditions, ultimately burning 429,603 acres across Butte and Tehama Counties. The fire was active for nearly five months, with full containment not reported until December 18, 2024. CAL FIRE determined the cause to be arson.

The fire prompted a coordinated response from the CAL FIRE Butte Unit, CAL FIRE Tehama-Glenn Unit, and Lassen National Forest, and was managed by the U.S. Forest Service Southwest Area Incident Management Team 2 (IMT2). The scope and intensity of the Park Fire resulted in

widespread environmental damage and significant threats to life, property, and infrastructure. Governor Newsom formally requested-and secured-federal assistance for damage assessments and recovery operations throughout the affected regions.

In the aftermath of the fire, Tehama County Public Works (TCPW) partnered with the Resource Conservation District of Tehama County (RCDTC) to launch Phase One of the Park Fire Hazard Tree Removal Project, aimed at clearing public roads, removing burned hazard trees, and restoring safe access across the fire-impacted area. This work was authorized under Agreement No. 2024-245, approved by the Tehama County Board of Supervisors on August 6, 2024. The agreement established an initial emergency scope of work, with services contracted through December 31, 2024.

The County has since identified the need for Phase Two of the project to address additional critical corridors and treatment areas identified by the Public Works Transportation Division. This next phase is being carried out in continued partnership with RCDTC and includes expanded mitigation activities essential to maintaining public safety and infrastructure stability within the burn scar.

To support this effort, the County has committed the remaining balance of its Emergency Operations Fund (Fund 107), allocating an additional \$651,225.00 to cover a portion of the ongoing contract. However, Public Works still faces a shortfall in the local match funding required to complete the full scope of work.

To close that funding gap and avoid delays in time-sensitive field operations, Tehama County Public Works has requested a short-term loan from the Local Transportation Fund (LTF) reserves administered by the Tehama County Transportation Commission (TCTC).

This agenda item proposes formal approval of that interagency loan in the amount of \$188,775.00, which will be documented through a cooperative agreement and repaid in accordance with mutually agreed-upon terms.

The draft interagency agreement between the Tehama County Transportation Commission and Tehama County Public Works is currently under review. Approval of this item will authorize the execution of the agreement upon final approval by County Counsel, consistent with the terms and conditions outlined in this draft. For transparency, the fully executed agreement will be returned as an informational item at next month's Commission meeting. This item is being brought forward at this time to allow the project to proceed without delay, as local contractors are booking out for the summer. Any postponement could jeopardize the County's ability to complete the work within the current field season. The fund transfer will be processed with the executed agreement.

Tehama County Auditor's Office
BUDGET APPROPRIATION INCREASE REQUEST

DEPARTMENT NAME Local Transportation Funds (LTF)/Road

Auditor Number _____

Date: _____

I am requesting an increase to my budget appropriates as listed below:

Check one "Previous Year Revenue" "New Revenue"

Funding Source LTF Reserve Funds

*****Note** General Fund and Public Safety "MUST" use Contingency when increasing budget

Increase Revenue Budget				Increase Expenditure Budget			
FUND DEPT NO	ACCOUNT NUMBER	ACCOUNT NAME	AMOUNT	FUND DEPT NO	ACCOUNT NUMBER	ACCOUNT NAME	AMOUNT
507	410081	LTF 1/4 Sales Tax	\$ 188,775.00	507	599003	Intrafund Gen/Operations	\$ 188,775.00
Total Journal			\$ 188,775.00	Total Journal			\$ 188,775.00

TRANSFER APPROVED

Jessica Riske-Gomez 05/14/2025
 SIGNATURE OF REQUESTING OFFICIAL DATE

 AUDITOR DATE

 BOARD OF SUPERVISORS DATE

**INTERAGENCY COOPERATIVE AGREEMENT BETWEEN
TEHAMA COUNTY TRANSPORTATION COMMISSION AND
TEHAMA COUNTY PUBLIC WORKS**

This Interagency Agreement (Agreement) is entered into by and between the Tehama County Transportation Commission (TCTC) and Tehama County Public Works (TCPW) for the purpose of providing financial assistance for the Park Fire Hazard Tree Removal Project under the agreement between TCPW and the Tehama County Resource Conservation District.

1. RESPONSIBILITY OF TCTC

TCTC is the designated Regional Transportation Planning Agency (RTPA) for Tehama County and administers Local Transportation Funds (LTF). TCTC has determined that providing temporary financial support for emergency response and recovery efforts aligns with its role in regional transportation safety and planning. Through this Agreement, TCTC shall provide a short-term loan of LTF reserves to support TCPW's implementation of the Park Fire Hazard Tree Removal Project.

2. RESPONSIBILITY OF TCPW

TCPW is the implementing agency responsible for the planning, design, construction, and maintenance of public infrastructure within Tehama County. Under this Agreement, TCPW shall use the LTF loan solely for costs incurred in the management and execution of the Park Fire Hazard Tree Removal Project, including contractor payments, equipment use, and other direct operational expenses.

3. FUNDING AMOUNT

TCTC agrees to provide a loan of **\$188,775.00** from its Local Transportation Fund reserves to TCPW. These funds shall be used exclusively for expenses related to the aforementioned hazard tree removal project.

4. BILLING AND PAYMENT

Funds will be transferred to TCPW via interdepartmental transfer in a **single lump-sum payment** within ten (10) business days of agreement execution. TCPW agrees to repay the full amount of the loan, without interest, in installments according to a repayment plan to be mutually developed within 60 days of disbursement. The loan shall be repaid in full no later than **June 30, 2029**, unless otherwise amended.

5. TERM OF AGREEMENT

This Agreement shall be effective as of **June 5, 2025**, and shall remain in effect until all funds are fully repaid or until **June 30, 2029**, whichever occurs first, unless amended or terminated earlier as provided in Section 6.

6. TERMINATION OF AGREEMENT

Either party may terminate this Agreement upon thirty (30) days' written notice. In the event that state or local funding is reduced or eliminated, or if TCTC fails to appropriate sufficient funds to support this Agreement, either party may terminate immediately by providing oral and subsequent written notice. The authority to terminate this agreement lies with the Executive Director of TCTC or the Director of TCPW.

7. ENTIRE AGREEMENT; MODIFICATION

This Agreement constitutes the entire understanding between the parties and supersedes all prior written or oral agreements regarding the subject matter. Any amendments must be made in writing and signed by both parties.

8. COMPLIANCE WITH LAWS AND REGULATIONS

All activities under this Agreement shall comply with applicable federal, state, and local laws, rules, and regulations. Any changes in legal status or ability to perform the work must be immediately reported to the other party..

9. LAW AND VENUE

This Agreement shall be governed by the laws of the State of California. Any legal action arising from this Agreement shall be brought in the Superior Court of California, County of Tehama.

10. AUTHORITY

Each person executing this Agreement represents and warrants that they have the authority to do so and to bind their respective agency or department.

11. NOTICES

Any notice required to be given pursuant to the terms and provisions of this agreement shall be in writing and shall be sent first class mail to the following address.

TCTC: Tehama County Transportation Commission
Attn: Executive Director
1509 Schwab Street
Red Bluff, CA 96008
(530) 385-1462

TCPW: Tehama county Public Works
Attn: Director
9380 San Benito Avenue
Gerber, CA 96035-9701
PH: (530) 385-1462

12. AUDITING AND ACCOUNTING

TCPW shall maintain accurate records of all expenditures made with the loaned funds and shall make such records available to TCTC upon request. TCTC reserves the right to audit project expenditures to verify appropriate use of funds.

IN WITNESS WHEREOF, TCTC and TCPW have executed this agreement on the day and year set forth below.

TEHAMA COUNTY TRANSPORTATION COMMISSION

DATE: _____

Jessica Riske-Gomez, Deputy Director

TEHAMA COUNTY PUBLIC WORKS

DATE: _____

Will Pike, Interim Director

Approved as to form by
Tehama County Counsel

By:

Post Park Fire - Wood Management

Cost Sheet RCDTC (2025)

Description	Cost
Project Manager	\$58.75 hourly
Project Manager/Biologist	\$44.75 hourly
District Manager	\$82.13 hourly
Registered Professional Forester	\$68.50 hourly
Admin Manager	\$66.02 hourly
Project Coordinator	\$51.21 hourly
Intern	\$32.85 hourly
Forestry Specialist	\$52.31 hourly
GIS Analyst	\$42.45 hourly
Staff Accountant	\$38.18 hourly
Admin Assistant	\$40.18 hourly
Financial Controller	\$74.21 hourly
Equipment Rental (Truck, Chainsaw, etc.)	CalTrans Rates
Mileage (2025 Federal rate)	.70/mile
Supplies - Fuel, Field (Flagging, range finder, marking paint, gloves, DBH tape, etc), Permits, licenses, Subscriptions (ie: ArcGis & ESRI Credits), Office Supplies	Not to exceed \$10,500.00
Wood Management Contractor(s)	Not to exceed \$495,253.50
Additional Contractual Services (legal counsel/contract review, tribal monitoring, archeological, environmental)	Not to exceed \$41,600.00
RCDTC Federally Negotiated NICRA Rate (22.37%)	22.37% of total costs incurred

Total	Not to exceed \$840,000.00 USD
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Tehama County

Agenda Request Form

File #: 25-0276

Agenda Date: 5/19/2025

Agenda #: 6a.

Cooperative Agreement - Deputy Director Riske-Gomez

Requested Action(s)

Staff recommend that the Tehama County Transportation Commission (TCTC) take one of the following actions:

- a.) Approve the Cooperative Agreement (No. 02-0237) between TCTC and the California Department of Transportation (Caltrans) for the Congestion Mitigation and Air Quality (CMAQ) Improvement Program funding contribution toward the Mineral Multi-Use Path Project in the amount of \$1.5 million, and authorize the Interim Executive Director to execute the agreement; or
- b.) Authorize staff to amend the Cooperative Agreement to increase the total amount to \$1.9 million in order to include an additional crosswalk and safety features that would enhance pedestrian accessibility for community members on the north side of the Mineral project area, and authorize the Interim Executive Director to execute the amended agreement.

Financial Impact:

\$1,500,000 or \$2,000,000 in Congestion Mitigation and Air Quality (CMAQ) regional funding.

Background Information:

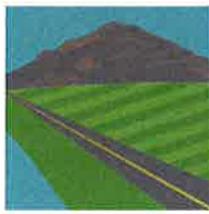
The Tehama County Transportation Commission (TCTC) has been working collaboratively with Caltrans on the Mineral Multi-Use Path Project, which aims to provide a safe and accessible shared-use path adjacent to State Route 36 (PM 81.6 - 83.4). This project includes safety and operational improvements at the intersection of SR 36 and SR 172 and widening the shoulder in key locations to enhance mobility for pedestrians and cyclists.

To facilitate funding for the construction phase of this project, a Cooperative Agreement (No. 02-0237) has been drafted between Caltrans and TCTC. The agreement outlines the financial contribution from TCTC using CMAQ funding and establishes the roles and responsibilities for project implementation.

- **Project Scope:**

- Construction of a 10-ft shared-use path.
 - Installation of 16 culvert crossings and 2 pedestrian bridges.
 - Addition of push-button-activated rapid rectangular flashing beacons (RRFBs) for enhanced pedestrian safety.
 - Implementation of 24-hour advance flashing beacons (AFBs) to improve visibility at key locations.
 - 8-ft shoulder widening to enhance mobility.
- **Option 1: \$1,500,000 Contribution (Base Agreement)**
 - TCTC will contribute \$1,500,000 in CMAQ funds toward the Construction Capital phase of the project.
 - This option maintains the original scope without additional pedestrian crossing enhancements.
- **Option 2: \$1,900,000 Contribution (Amended Agreement)**
 - TCTC will increase its CMAQ funding contribution to \$1,900,000 to incorporate an additional pedestrian crossing and other safety enhancements to better serve community members on the north side of the project area.
 - This option expands the project's safety features to improve pedestrian access across SR 36.
- **Roles & Responsibilities:**
 - Caltrans will serve as the Project Sponsor and Implementing Agency, responsible for all phases of project execution.
 - TCTC will act as the Funding Party, providing a fixed contribution toward construction.
- **Agreement Execution & Payment Process:**
 - The agreement ensures funding is allocated directly to Caltrans, eliminating the need for invoicing where funds are administered by Caltrans.
 - Caltrans will issue a lump-sum invoice to TCTC upon execution of the agreement.
 - The agreement will terminate upon full payment and project completion, with indemnification provisions remaining in effect.
 - The Interim Executive Director is authorized to execute the agreement on behalf of TCTC.

JIM BACQUET - City of Tehama
DANIELE EYESTONE - City of Red Bluff
STEVE CHAMBLIN - Tehama County
DENNIS GARTON - Tehama County
DOUG HATLEY - City of Corning
BOB WILLIAMS - Tehama County



TCTC
TEHAMA COUNTY
TRANSPORTATION COMMISSION

JESSICA RISKE-GOMEZ
Interim Executive Director Transportation Manager

Red Bluff • Corning • Tehama • Tehama County
9380 San Benito Avenue, Gerber, CA 96035-9701 • (530) 385-1462

August 24, 2020

David Moore
California Department of Transportation, District 2
1657 Riverside Drive
Redding, CA 96001

RE: Mineral Multi-Use Path Partnership Project – Letter of Support

Dear Mr. Moore,

Tehama County Transportation Commission (TCTC) has been continuously working to address and improve safety for pedestrians, bicyclists, and motorists State Route (SR) 36E. This effort has evolved through ongoing partnerships, effective communication and continued commitment to serving the needs of the residents of Tehama County. The Mineral Multi-Use Path Partnership project focuses on improvements in mobility, safety, and accessibility for all users. TCTC is confident the proposed improvements will positively impact the community, public health, mobility, safety and economic conditions in this area.

Providing multimodal travel options is a crucial strategy for reducing greenhouse gas emissions and other environmental impacts associated with single-occupancy driving habits. TCTC, along with Caltrans is committed to working with our local communities to improve connections to schools, essential services and other destinations, to increase the accessibility of walking and bicycling. The planned improvements will help achieve these goals, as well as provide a safe environment for users of all ages and abilities to walk and bike. This will promote increased physical activity and encourage a mode shift from vehicular to non-vehicular alternatives for local trips to schools, business offices, stores, as well as recreational destinations.

SR 36E serves as the main street in the community. As a result, community members have expressed numerous challenges with safely navigating the corridor. The Mineral Multi-Use Path Partnership project focuses on improving existing conditions and constructing new infrastructure which includes: a 10' paved path, improved pedestrian crossings, pedestrian safety lighting, American with Disabilities Act (ADA) compliant curb ramps, and drainage upgrades.

The proposed project area includes along SR 36 in the town of Mineral, between the Battle Creek Campground and State Route 172.

TCTC is fully confident that when this project is awarded the benefits will be felt for decades by many future generations.

Sincerely,

Jessica Riske-Gomez, Interim Executive Director
Tehama County Transportation Commission

I, JENNIFER VISE, County Clerk and ex-officio Clerk of the Board of Supervisors of the County of Tehama, State of California, hereby certify the above and foregoing to be full, true, and correct copy of an order adopted by said Tehama County Transportation Commission on this 28th day of October 2019.

By:  _____

Maeve Kellogg, Deputy County Clerk.

MINERAL MULTI USE PATH



TAMY QUIGLEY
CALTRANS, DISTRICT 2
SR TRANSPORTATION PLANNER

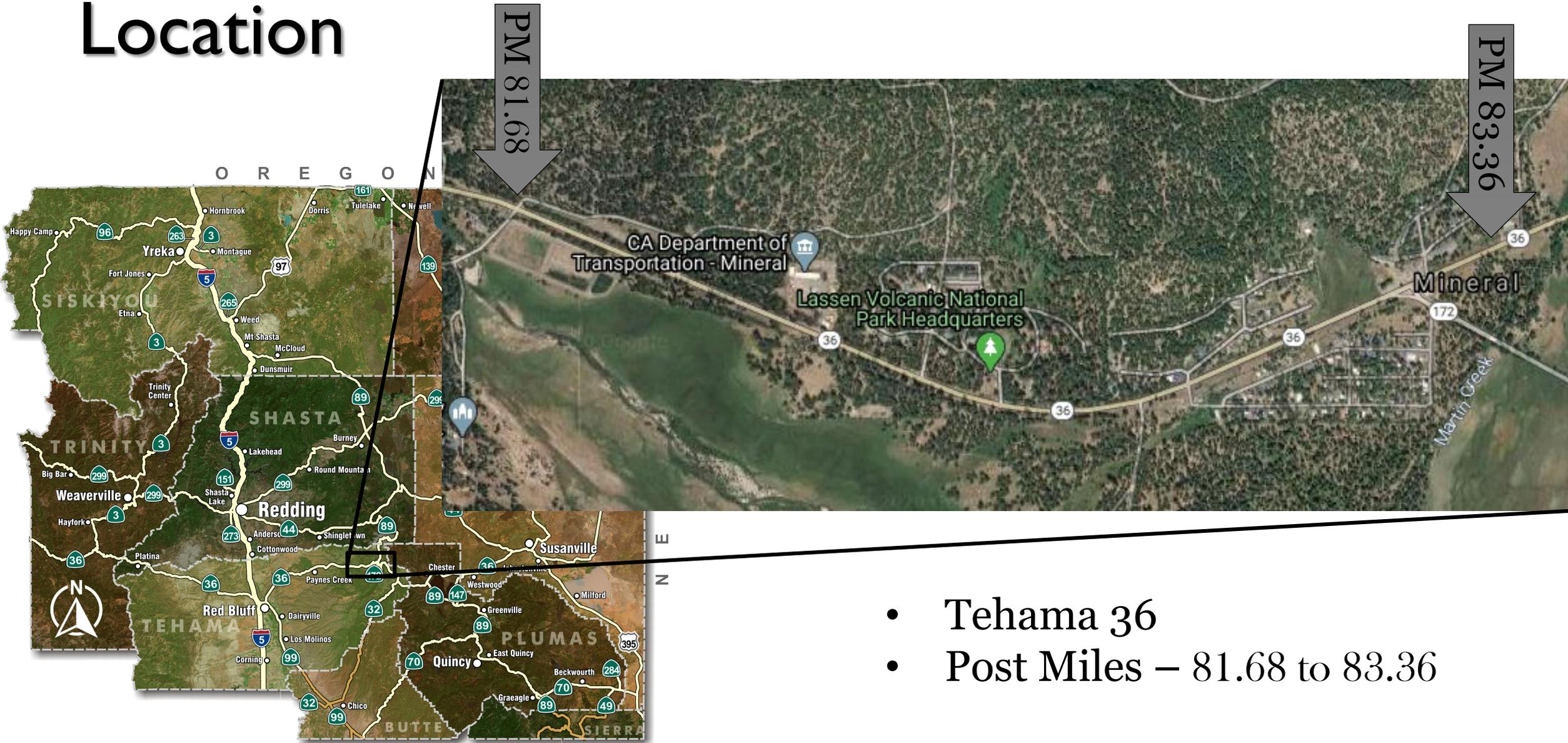
ACTIVE TRANSPORTATION PROGRAM
AND
COMPLETE STREETS



OVERVIEW

- Location
- Background
- Purpose
- Need
- Scope
- Funding and Partnership
- Schedule
- Next Steps
- Conclusion

Location



- Tehama 36
- Post Miles – 81.68 to 83.36

Background and History

- 2012 - Mike Mason, Mineral CT Maintenance Sup brings the need to Caltrans District Staff
- 2012 to 2017 - unable to find funding for project
- 2017 - Mike Mason asks for status and confirms need is still there
- 2018 - Caltrans seeks partnership Tehama County Transportation Commission (TCTC)
- 2019 - New SHOPP Guidelines include this project type as eligible for funds
- 2019 - Caltrans approves the project in concept, agrees to use SHOPP Minor funds
 - Assigns internal team to work on cost, scope, schedule
- 2019 - TCTC agrees to partner with Caltrans with CMAQ funding
- 2020 - Caltrans approved to seek Funding
- 2020 – Caltrans engages the community for input

PURPOSE

- Provide a safe and separated facility to connect those choosing to walk, bike, or roll to and from key destinations within the town of Mineral.



Need

- A large volume of people who desire to walk or bike is present along this stretch of SR 36. The need exists to provide a safe, ADA compliant path to interconnect the community and provide access for all modes of active transportation.
- There is currently no existing space to walk or bike
- State Route 36 has 0-2' shoulders along this section
- Lack of designated place to cross State Route 36

Scope

- Project Details:
 - 10-ft shared use path
 - 16 Culvert Crossings
 - 2 Pedestrian Bridges (RCB)
 - Push Button Activated Rapid Rectangular Flashing Beacon (RRFB)
 - 24-hr Advance Flashing Beacons (AFB)
 - 8-ft Shoulder



SCOPE

Scope Update

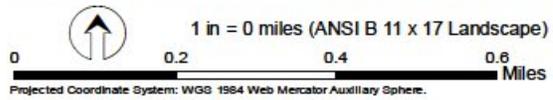
- The connection south on SR 172 to Mt. Lassen was removed.
 - This school was the anchor connection for this section
 - The drainage on the corner of SR 36/172 would have been very expensive
 - There would have been a private land acquisition on the corner of SR 36/172
- In talks with the TCTC and Community it was proposed to explore this section in a next phase approach.
- Caltrans has a project programmed in the 2026 SHOPP

CULVERT WORK

Mineral Bike Path Aerial Map



Caltrans | December 02, 2019
 North Region GIS Data Library provided the data sets used to create this map. Caltrans is not liable to any party for any cost or damages, including any direct, indirect, special, incidental, or consequential damages, arising out of or about the access or issue of, or inability to access or use, this map.
 Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- PG&E Power Outage Affected
- Yes
- End Treatment
- ⊕ Not Assessed
- ⊕ Repairs Not Required
- ⊕ Field Maintenance Required
- ⊕ Major Maintenance Required

Use of Path

- Per the vehicle code motor vehicles are not permitted on bike paths
 - Path is classified as a Class I Bike path (Caltrans HDM)
 - This includes green tag vehicles
- The Highway Design Manual (HDM) references the Streets & Highways Code and Ca Vehicle Code for Class I facilities stating motor vehicles are prohibited, specific to State Right of Way.
- The funding being used for this project is specifically for:
 - Reduce greenhouse gases,
 - Increase walking and biking trips,
 - Increase safety for those walking and biking

Cost

- Total Project Cost - \$3.86 Million
 - Environmental \$450K
 - Design - \$500K
 - Right of Way - \$160K
 - \$30K support
 - \$130K capital
 - Construction - \$2,750K
 - \$500K support
 - \$2,250 capital
- ❖ CMAQ contribution of \$1.5M will be used in the construction capital phase

Funding Sources

- SHOPP Minor Program - \$1.25M
 - State Highway Operations and Protection Program

- ATP - \$1.1M
 - California Transportation Commissions, Active Transportation Program
 - Competitive fund source
 - Submit application on 9/15/2020
 - Know if selected February 2021



- CMAQ - \$1.5M
 - Congestion Mitigation and Air Quality Improvement Program
 - The preferred way to partner in funding is to use this in construction capital phase

Addition Funding Efforts

- **SHOPP Major Program - \$2.4M**
 - State Highway Operations and Protection Program
 - Fund Support (Environmental, Design, RW, Construction support and some capital)
 - Competitive selection process
 - Submit on 9/25 /2020
 - Know if selected January 2021
- **Combine SHOPP Major with CMAQ to fully fund**
 - CMAQ funding will be used for construction capital

Next Steps

- August 20, 2020 – Internal Project Meeting to finalize cost and schedule, then circulates for a final review
- September 15, 2020 - Submit ATP Application
- September 25, 2020 – Submit SHOPP Application
- Jan / Feb 2021 – find out about funding
- Project Delivery
 - Begin (PA&ED) - Environmental 2021
 - Construction year is 2024, could be sooner if PA&ED goes quicker than expected.

CONCLUSION

- There is a strong need for a separated space for those who desire to walk, bike or roll in and around the town of Mineral
- Project has tremendous support
- Through partnership, outreach and field reviews the scope has been determined
- Funding applications will be submitted in September 2020
 - Find out if selected 2/2021
- TCTC to contribute CMAQ funding of \$1.5M, to be programmed in 22/23
- We are all committed to building this path and through these partnerships we will make it happen





THANK YOU 😊
Questions and Comments Welcome!

tamy.quigley@dot.ca.gov

530-768-4210

COOPERATIVE AGREEMENT

Local Contribution Only

This AGREEMENT, executed on and effective from _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Tehama County Transportation Commission, a public corporation/entity, referred to hereinafter as TCTC.

RECITALS

1. PARTIES are authorized to enter into a cooperative agreement for improvements to the State Highway System (SHS) per the California Streets and Highways Code, Sections 114 and 130.
2. The term AGREEMENT, as used herein, includes this document and any attachments, exhibits, and amendments.
3. For the purpose of this AGREEMENT, *construction of a paved multi-use path in Tehama County east of Battle Creek Bridge, along on the south side and adjacent to SR 36 (PM 81.6 / 83.4). Additionally, safety and operational improvements at the intersection of SR 36 and SR 172 will be implemented and subject to the availability of funds, widening of shoulder between the market and Post Office to 8 feet to improve mobility* will be referred to hereinafter as PROJECT. This description only serves to identify the PROJECT. The project scope of work is defined in the appropriate authorizing documents per the Project Development Procedures Manual.
4. TCTC will contribute an amount of \$1,500,000 to the PROJECT. Contributed funds will be used for the PROJECT.
5. PARTIES agree that funds will be contributed to the following PROJECT COMPONENTS:
 - CONSTRUCTION CAPITAL
6. PARTIES hereby set forth the terms, covenants, and conditions for TCTC contribution toward the PROJECT.

ROLES AND RESPONSIBILITIES

7. CALTRANS is the SPONSOR and IMPLEMENTING AGENCY for the PROJECT.
8. TCTC is a FUNDING PARTY contributing a fixed amount toward the PROJECT as shown in the FUNDING TABLE.
9. CALTRANS is responsible for completing all work for the PROJECT.

GENERAL CONDITIONS

10. All portions of this AGREEMENT, including the RECITALS section, are enforceable.

11. All CALTRANS' obligations and commitments under this AGREEMENT are subject to the appropriation of resources by the Legislature, the State Budget Act authority, programming and allocation of funds by the California Transportation Commission (CTC).
12. PARTIES will first attempt to resolve AGREEMENT disputes at the PROJECT team level. If they cannot resolve the dispute themselves, the CALTRANS District Director and the Executive Officer of TCTC will attempt to negotiate a resolution. If PARTIES do not reach a resolution, PARTIES' legal counsel will initiate mediation. PARTIES agree to participate in mediation in good faith and will share equally in its costs.

Neither the dispute nor the mediation process relieves PARTIES from full and timely performance of the work and fulfillment of obligations in accordance with the terms of this AGREEMENT. However, if any PARTY stops fulfilling its obligations, any other PARTY may seek equitable relief to ensure that the work continues.

Except for equitable relief and/or to preserve the statute of limitations, no PARTY may file a civil complaint until after mediation, or forty-five (45) calendar days after filing the written mediation request, whichever occurs first.

PARTIES will file any civil complaints in the Superior Court of the county in which the CALTRANS District Office signatory to this AGREEMENT resides or in the Superior Court of the county in which the PROJECT is physically located.

13. PARTIES maintain the ability to pursue alternative or additional dispute remedies if a previously selected remedy does not achieve resolution.
14. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on the type of funds used to pay support costs. State and federal funds administered by CALTRANS are subject to the current Program Functional Rate. All other funds are subject to the current Program Functional Rate and the current Administration Rate. The Program Functional Rate and Administration Rate are adjusted periodically.

In accordance with California law, the Administration Rate is capped at 10 percent for Self-Help Counties with a countywide sales tax measure dedicated to transportation improvements.

15. Neither TCTC nor any of its officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this AGREEMENT. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless TCTC and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under this AGREEMENT.

16. This AGREEMENT is intended to be PARTIES' final expression and supersedes any oral understanding or writings pertaining to PROJECT.

INVOICE AND PAYMENT

17. TCTC will contribute the funds listed below:

FUNDING TABLE			
Fund Source	Fund Type	Project Component	Amount (\$)
Federal	CMAQ	Construction Capital	1,500,000
Total Funds			1,500,000

18. CALTRANS will draw from state and federal funds that are provided by TCTC without invoicing TCTC when CALTRANS administers those funds and CALTRANS has been allocated those funds by the CTC and whenever else possible. Otherwise invoicing and payment will occur in accordance with this AGREEMENT.
19. CALTRANS will invoice TCTC for a lump sum (single payment) after execution of this AGREEMENT for all State and local funds not allocated to CALTRANS by the CTC.
20. This AGREEMENT will be terminated when CALTRANS receives full payment of the TCTC's funds. However, all indemnification and final accounting articles will remain in effect until terminated or modified in writing by mutual agreement.

DEFINITIONS

FUNDING PARTY - A PARTY who commits a defined dollar amount to the PROJECT.

IMPLEMENTING AGENCY - The PARTY responsible for managing the scope, cost, and schedule of a project component to ensure the completion of that component.

PARTY - An individual signatory agency in this AGREEMENT.

PARTIES - The term that collectively references all of the signatory agencies to this AGREEMENT.

SPONSOR - The PARTY that accepts the obligation to secure financial resources to fully fund PROJECT. This includes any additional funds beyond those committed in this AGREEMENT necessary to complete the full scope of PROJECT.

PROJECT COMPONENT - A distinct portion of the planning and project development process of a capital project as outlined in California Government Code, Section 14529(b).

- **PID (Project Initiation Document)** - The activities required to deliver the project initiation document for the PROJECT.
- **PA&ED (Project Approval and Environmental Document)** - The activities required to deliver the project approval and environmental documentation for the PROJECT.
- **PS&E (Plans, Specifications, and Estimate)** - The activities required to deliver the plans, specifications, and estimate for the PROJECT.
- **R/W (Right of Way) SUPPORT** - The activities required to obtain all property interests for the PROJECT.
- **R/W (Right of Way) CAPITAL** - The funds for acquisition of property rights for the PROJECT.
- **CONSTRUCTION SUPPORT** - The activities required for the administration, acceptance, and final documentation of the construction contract for the PROJECT.
- **CONSTRUCTION CAPITAL** - The construction contract funds for the PROJECT.

Contact Information

The information provided below indicates the primary contact information for each PARTY to this AGREEMENT. PARTIES will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this AGREEMENT.

CALTRANS

Javed Iqbal, Project Manager

1031 Butte Street

Redding, CA 96001

Office Phone: (530) 945-1932

Email: javed.iqbal@dot.ca.gov

TEHAMA COUNTY TRANSPORTATION COMMISSION

James N. Simon, Director of Public Works

9380 San Benito Ave

Gerber, CA 96035

Office Phone: (530) 385-1462

Email: jsimon@tcpw.ca.gov

SIGNATURES

PARTIES are authorized to enter into this AGREEMENT and have delegated to the undersigned the authority to execute this AGREEMENT on behalf of the respective agencies and hereby covenants to have followed all the necessary legal requirements to validly execute this AGREEMENT. By signing below, the PARTIES each expressly agree to execute this AGREEMENT electronically.

The PARTIES acknowledge that executed copies of this AGREEMENT may be exchanged by facsimile or email, and that such copies shall be deemed to be effective as originals.

**STATE OF CALIFORNIA DEPARTMENT
OF TRANSPORTATION**

Kristen A. Kingsley
Deputy District Director, D2 Program, Project
and Asset Management

Verification of Funds and Authority:


Sarah Sanders (Dec 20, 2024 12:47 PST)

District 2 Project Control Officer

Certified as to financial terms and policies:



Percy Ramil
HQ Accounting Supervisor

**TEHAMA COUNTY TRANSPORTATION
COMMISSION**

James N. Simon
Director of Public Works Executive Director
Tehama County Transportation Commission
(TCTC)

Attest:

Jessica Riske-Gomez
Deputy Director of Public Works-Transportation

Margaret Long
County Counsel

Cooperative Agreement 02-0237 Execution Process

Final Audit Report

2024-12-20

Created:	2024-12-11
By:	Caltrans.Coop Execution (Caltrans.Coop.Execution@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAaqrtigxaeWqjy0qJ4Og6LlqRshaYfyAV

"Cooperative Agreement 02-0237 Execution Process" History

-  Document created by Caltrans.Coop Execution (Caltrans.Coop.Execution@dot.ca.gov)
2024-12-11 - 9:20:12 PM GMT - IP address: 149.136.25.246
-  Document emailed to Jorge Villagomez (jorge.villagomez@dot.ca.gov) for approval
2024-12-11 - 9:20:41 PM GMT
-  Email viewed by Jorge Villagomez (jorge.villagomez@dot.ca.gov)
2024-12-11 - 9:22:47 PM GMT - IP address: 149.136.17.249
-  Document approved by Jorge Villagomez (jorge.villagomez@dot.ca.gov)
Approval Date: 2024-12-11 - 9:24:46 PM GMT - Time Source: server- IP address: 149.136.17.249
-  Document emailed to Javed Iqbal (javed.iqbal@dot.ca.gov) for approval
2024-12-11 - 9:24:49 PM GMT
-  Email viewed by Javed Iqbal (javed.iqbal@dot.ca.gov)
2024-12-11 - 10:35:27 PM GMT - IP address: 172.225.88.177
-  Document approved by Javed Iqbal (javed.iqbal@dot.ca.gov)
Approval Date: 2024-12-17 - 5:34:05 PM GMT - Time Source: server- IP address: 149.136.17.247
-  Document emailed to Kerry Molz (kerry.molz@dot.ca.gov) for approval
2024-12-17 - 5:34:09 PM GMT
-  Email viewed by Kerry Molz (kerry.molz@dot.ca.gov)
2024-12-20 - 8:07:05 PM GMT - IP address: 149.136.17.250
-  Document approved by Kerry Molz (kerry.molz@dot.ca.gov)
Approval Date: 2024-12-20 - 8:07:20 PM GMT - Time Source: server- IP address: 149.136.17.250



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 Document emailed to d2pmsu@dot.ca.gov for signature

2024-12-20 - 8:07:22 PM GMT

 Email viewed by d2pmsu@dot.ca.gov

2024-12-20 - 8:43:57 PM GMT- IP address: 149.136.17.250

 Signer d2pmsu@dot.ca.gov entered name at signing as Sarah Sanders

2024-12-20 - 8:47:28 PM GMT- IP address: 149.136.17.250

 Document e-signed by Sarah Sanders (d2pmsu@dot.ca.gov)

Signature Date: 2024-12-20 - 8:47:30 PM GMT - Time Source: server- IP address: 149.136.17.250

 Document emailed to Vinh Hoang (vinh.hoang@dot.ca.gov) for approval

2024-12-20 - 8:47:32 PM GMT

 Email viewed by Vinh Hoang (vinh.hoang@dot.ca.gov)

2024-12-20 - 8:52:18 PM GMT- IP address: 104.28.123.94

 Document approved by Vinh Hoang (vinh.hoang@dot.ca.gov)

Approval Date: 2024-12-20 - 9:09:49 PM GMT - Time Source: server- IP address: 149.136.17.252

 Document emailed to Percy Ramil (percy.ramil@dot.ca.gov) for signature

2024-12-20 - 9:09:51 PM GMT

 Email viewed by Percy Ramil (percy.ramil@dot.ca.gov)

2024-12-20 - 9:25:36 PM GMT- IP address: 172.226.212.10

 Document e-signed by Percy Ramil (percy.ramil@dot.ca.gov)

Signature Date: 2024-12-20 - 9:37:32 PM GMT - Time Source: server- IP address: 149.136.17.250

 Agreement completed.

2024-12-20 - 9:37:32 PM GMT



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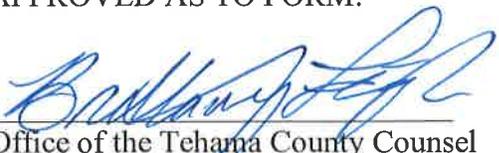
E-Contract Review
Approval as to Form

Department Name: Tehama County Transportation Commission

Contractor Name: CALTRANS

Contract Description: Cooperative Agreement (Agreement No. 02-0237 in Project No. 022400006)

APPROVED AS TO FORM:


Office of the Tehama County Counsel
Brittany T. Ziegler, Deputy County Counsel

Date: 03/12/2025



Tehama County

Agenda Request Form

File #: 25-0486

Agenda Date: 5/19/2025

Agenda #: 7.

EV Oasis North Project - Caltrans District 2

Requested Action(s)

Informational Presentation by Tamy Quigley, Division Manager, Office of Transportation Planning, Caltrans District 2, on the bp pulse EV Oasis North Project Installation in Petro Corning.

Financial Impact:

See background information for regional benefit.

Background Information:

Tamy Quigley of Caltrans District 2 will provide an informational update on the bp pulse EV Oasis North Project, with a focus on the proposed installation at Petro Corning, a designated TravelCenters of America (TA) location. This project is a northern California component of the statewide EV Oasis initiative funded in part through the Trade Corridor Enhancement Program (TCEP) and implemented by BP Products North America Inc. (“bp pulse”).

The EV Oasis Project aims to establish a network of high-capacity, zero-emission vehicle (ZEV) charging stations for medium- and heavy-duty trucks along key freight corridors, including I-5. The Petro Corning location is identified as one of four shovel-ready Northern California sites.

Each site, including Petro Corning, will feature:

- Total site capacity of 10.2 MW
- Six 850 kW DC Fast Charging Ports with MW capacity
- 400 kW solar canopy
- 1 MW/3.9MWh Battery Energy Storage System (BESS)
- Pull-through charging stalls for Class 8 trucks

This initiative supports state climate goals and aligns with the California Sustainable Freight Action Plan and the West Coast Clean Transit Corridor Initiative, contributing to:

- Reductions in diesel fuel consumption and greenhouse gas emissions
- Improved grid resiliency
- Expanded clean transportation infrastructure in rural and underserved regions

The installation of bp pulse’s EV Oasis infrastructure at Petro Corning is anticipated to generate significant and lasting economic benefits for Tehama County and the surrounding North State region.

The project represents a capital investment of approximately \$7 million per site, which will directly support local contractors, skilled laborers, electricians, and equipment providers during the construction phase. It will also create long-term green collar employment opportunities in electric vehicle (EV) charger operations, high-voltage infrastructure maintenance, solar canopy management, and battery energy storage system (BESS) oversight.

This project aligns with local workforce development priorities, creating an opportunity for collaboration with community colleges, IBEW training programs, and local economic development agencies to provide specialized training for zero-emission vehicle infrastructure and maintenance. These jobs are expected to offer livable wages and pathways to careers in clean energy and transportation sectors.

Additionally, the EV Oasis installation supports the objectives of the Clean California initiative by promoting sustainable goods movement, reducing diesel emissions, and improving roadside environments along critical freight corridors like I-5. As freight operators transition to zero-emission vehicles, the region will benefit from reduced greenhouse gas emissions, lower public health costs due to improved air quality, and increased resiliency in the transportation and logistics sectors.

The project enhances Tehama County's role in California's statewide transition to clean freight infrastructure, positioning the region as a strategic connector in the 1,300-mile West Coast Electric Truck Highway. Over the project's 20-year lifespan, the cumulative regional benefit in emissions reductions, fuel savings, job creation, and air quality improvements is expected to contribute to a strong return on investment for both the public and private sectors.



EV OASIS NORTH

The EV Oasis North Project by bp pulse will deploy 850kW ultra-fast charging infrastructure with CCS and Megawatt Charging System (MCS) ports for Medium-Heavy Duty (MHD) trucks at strategically located TravelCenters of America (TA) sites along California’s critical freight corridors, Interstate-5 (I-5) and California Highway 99 (CA-99). The site includes the installation of three 850kW dual-port ultra-fast chargers with CCS and MCS connectors per, six pull-through bays, a solar canopy, battery energy storage systems, and microgrid technology to ensure reliable and sustainable charging. Once operational by 2028, the project aims to support 23,000 charging sessions annually.

This project builds on the success of the TCEP Cycle 3-funded EV Oasis South initiative and is the second phase in expanding bp pulse’s public MHD charging network. All selected sites are located within three miles of major freight corridors as outlined in the California Freight Mobility Plan, providing crucial infrastructure to support the movement of goods and the state’s zero-emission vehicle (ZEV) goals. The total project budget is \$28 million, with bp pulse requesting \$10.9 million from the Trade Corridor Enhancement Program (TCEP) and contributing a \$17 million match. The project aims to enhance freight efficiency, reduce emissions in key corridors, and support California’s Sustainable Freight Action Plan and the West Coast Clean Transit Corridor Initiative.



EV Oasis North project aims to reduce the following pollutants:

Pollutant	Estimated Reduction	Units
Greenhouse Gases (GHG)	188.0	Short Tons
Carbon Monoxide (CO)	487.6	Pounds (lb)
Nitrogen Oxides (NOx)	762.1	lb
Particulate Matter (PM10)	6.5	lb
Particulate Matter (PM2.5)	6.0	lb
Volatile Organic Compounds (VOC)	33.9	lb

*All pollutant estimates based on v1.1 AFLEET

**2024 TRADE CORRIDOR ENHANCEMENT PROGRAM
APPLICATION RECEIPT LOG
(\$1000s)**

Note: Projects are not listed in priority order and have not been evaluated for programming. A fact sheet is hyperlinked from each project title.

Project ID	County	Project Title	Nominating Agency	Implementing Agency	Applicant's Project Priority	Total Project Cost	Total TCEP Request	TCEP Funds by Fiscal Year		TCEP Funds by Project Phase				
								2025-26	2026-27	PS&E	R/W Sup	R/W	Con Sup	CON
1	Solano, Sonoma	State Route 37 Searns Point to Mare Island Improvement Project	Caltrans, Metropolitan Transportation Commission, Sonoma County Transportation Authority, Solano Transportation Authority, Napa Valley Transportation Authority	Caltrans	Tier 1	\$ 251,000	\$ 73,000	\$ -	\$ 73,000	\$ -	\$ -	\$ -	\$ 15,000	\$ 58,000
2	Santa Barbara	Santa Barbara Multi-Modal Corridor Project	Caltrans, Santa Barbara County Association of Governments	Caltrans	Tier 1	\$ 140,038	\$ 9,000	\$ 9,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000
3	Los Angeles	Port of Los Angeles Rail System Efficiency/Emission Reduction Program – Terminal Island Rail Infrastructure Project	Caltrans, Port of Los Angeles	Port of Los Angeles	Tier 1	\$ 20,700	\$ 13,391	\$ -	\$ 13,391	\$ -	\$ -	\$ -	\$ 1,750	\$ 11,641
4	Alameda	Alameda County Rail Safety Enhancement Program – Phase A	Caltrans, Alameda County Transportation Commission	Alameda County Transportation Commission	Tier 1	\$ 96,742	\$ 30,000	\$ 8,697	\$ 21,303	\$ -	\$ -	\$ -	\$ -	\$ 30,000
	Alameda	Alameda County Rail Safety Enhancement Program – Phase A (Package 1)	Caltrans, Alameda County Transportation Commission	Alameda County Transportation Commission		\$ 28,230	\$ 8,697	\$ 8,697	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,697
	Alameda	Alameda County Rail Safety Enhancement Program – Phase A (Package 2)	Caltrans, Alameda County Transportation Commission	Alameda County Transportation Commission		\$ 43,780	\$ 14,087	\$ -	\$ 14,087	\$ -	\$ -	\$ -	\$ -	\$ 14,087
	Alameda	Alameda County Rail Safety Enhancement Program – Phase A (Package 3)	Caltrans, Alameda County Transportation Commission	Alameda County Transportation Commission		\$ 24,732	\$ 7,216	\$ -	\$ 7,216	\$ -	\$ -	\$ -	\$ -	\$ 7,216
5	Santa Cruz	Watsonville-Santa Cruz Multimodal Corridor Program - State Park to Freedom Improvement Project	Caltrans, Santa Cruz County Regional Transportation Commission	Caltrans	Tier 1	\$ 231,844	\$ 5,600	\$ -	\$ 5,600	\$ -	\$ -	\$ -	\$ -	\$ 5,600
6	Stanislaus	Tuolumne River Bridge and Track Extension Project	Caltrans, San Joaquin Regional Rail Commission	San Joaquin Regional Rail Commission	Tier 1	\$ 59,170	\$ 54,674	\$ -	\$ 54,674	\$ -	\$ -	\$ -	\$ -	\$ 54,674
7	Riverside	State Route 60 / World Logistics Center Parkway Interchange Replacement Project	Caltrans, City of Moreno Valley	City of Moreno Valley	Tier 1	\$ 116,000	\$ 25,300	\$ -	\$ 25,300	\$ -	\$ 1,700	\$ 23,600	\$ -	\$ -
8	San Mateo	State Route 84 / United States Route 101 Interchange Reimagined Project	Caltrans, Metropolitan Transportation Commission, San Mateo County Transportation Authority, City of Redwood City	Caltrans	Tier 1	\$ 384,421	\$ 14,165	\$ -	\$ 14,165	\$ -	\$ -	\$ -	\$ -	\$ 14,165
9	Riverside	Pennsylvania Avenue Grade Separation Project	Caltrans, City of Beaumont	City of Beaumont	Tier 1	\$ 73,700	\$ 50,400	\$ 50,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,400
10	Lake	Konocti Corridor – Segment 2B	Caltrans, Lake Area Planning Council	Caltrans	Tier 1	\$ 138,041	\$ 88,500	\$ -	\$ 88,500	\$ -	\$ -	\$ -	\$ 9,000	\$ 79,500
11	Various	BP Pulse – Electric Vehicle Oasis North Project	Caltrans	bp Products North America	Tier 1	\$ 28,004	\$ 10,924	\$ 10,924	\$ -	\$ 424	\$ -	\$ -	\$ -	\$ 10,500
	Merced	EV Oasis North - Livingston	Caltrans	bp Products North America		\$ 7,001	\$ 2,731	\$ 2,731	\$ -	\$ 106	\$ -	\$ -	\$ -	\$ 2,625
	Merced	EV Oasis North - Santa Nella	Caltrans	bp Products North America		\$ 7,001	\$ 2,731	\$ 2,731	\$ -	\$ 106	\$ -	\$ -	\$ -	\$ 2,625
	Shasta	EV Oasis North - Redding	Caltrans	bp Products North America		\$ 7,001	\$ 2,731	\$ 2,731	\$ -	\$ 106	\$ -	\$ -	\$ -	\$ 2,625
	Tehama	EV Oasis North - Corning	Caltrans	bp Products North America		\$ 7,001	\$ 2,731	\$ 2,731	\$ -	\$ 106	\$ -	\$ -	\$ -	\$ 2,625
12	Various	Tesla – California Truck Electrification Corridor Project	Caltrans	Tesla, Inc.	Tier 1	\$ 32,200	\$ 16,100	\$ -	\$ 16,100	\$ -	\$ -	\$ -	\$ -	\$ 16,100
	Alameda	California Truck Electrification Corridor - Fremont	Caltrans	Tesla, Inc.		\$ 7,556	\$ 3,778	\$ -	\$ 3,778	\$ -	\$ -	\$ -	\$ -	\$ 3,778
	San Bernardino	California Truck Electrification Corridor - Fontana	Caltrans	Tesla, Inc.		\$ 7,556	\$ 3,778	\$ -	\$ 3,778	\$ -	\$ -	\$ -	\$ -	\$ 3,778
	Kern	California Truck Electrification Corridor - Bakersfield	Caltrans	Tesla, Inc.		\$ 9,470	\$ 4,735	\$ -	\$ 4,735	\$ -	\$ -	\$ -	\$ -	\$ 4,735
	Fresno	California Truck Electrification Corridor - Firebaugh	Caltrans	Tesla, Inc.		\$ 7,618	\$ 3,809	\$ -	\$ 3,809	\$ -	\$ -	\$ -	\$ -	\$ 3,809
13	Various	Watt EV – Port to Border California Freight Electrification Project	Caltrans	WattEV, Inc.	Tier 1	\$ 27,488	\$ 13,744	\$ 13,744	\$ -	\$ 272	\$ -	\$ -	\$ -	\$ 13,472
	Los Angeles	Port to Border California Freight Electrification (P2B) Project - Long Beach	Caltrans	WattEV, Inc.		\$ 13,744	\$ 6,872	\$ 6,872	\$ -	\$ 136	\$ -	\$ -	\$ -	\$ 6,736
	San Diego	Port to Border California Freight Electrification (P2B) Project - Otay Mesa	Caltrans	WattEV, Inc.		\$ 13,744	\$ 6,872	\$ 6,872	\$ -	\$ 136	\$ -	\$ -	\$ -	\$ 6,736
14	Various	FirstElement Fuel – Multi-Use Hydrogen Refueling Network Project	Caltrans	FirstElement Fuel	Tier 1	\$ 75,600	\$ 28,200	\$ 28,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,200
	Sacramento	Multi-use Hydrogen Refueling Network - Sacramento	Caltrans	FirstElement Fuel		\$ 18,900	\$ 6,600	\$ 6,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,600
	Alameda	Multi-use Hydrogen Refueling Network - Livermore	Caltrans	FirstElement Fuel		\$ 18,900	\$ 8,700	\$ 8,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,700
	Fresno	Multi-use Hydrogen Refueling Network - Fresno	Caltrans	FirstElement Fuel		\$ 18,900	\$ 4,900	\$ 4,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,900
	Kings	Multi-use Hydrogen Refueling Network - Kettleman City	Caltrans	FirstElement Fuel		\$ 18,900	\$ 8,000	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000



**2024 TRADE CORRIDOR ENHANCEMENT PROGRAM
APPLICATION RECEIPT LOG
(\$1000s)**

Project ID	County	Project Title	Nominating Agency	Implementing Agency	Applicant's Project Priority	Total Project Cost	Total TCEP Request	TCEP Funds by Fiscal Year		TCEP Funds by Project Phase					
								2025-26	2026-27	PS&E	R/W Sup	R/W	Con Sup	CON	
15	Alameda	Forum Mobility – Beyond the Dock: Heavy-Duty Electrification of the Port of Oakland Priority Trade Corridors Project	Caltrans	Forum Mobility, Inc.	Tier 1	\$ 8,102	\$ 2,578	\$ 2,578	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,578
16	Various	Gage Zero – Accelerating Zero Emission Fleet Charging on Priority Freight Corridors Project	Caltrans	Gage Zero LLC	Tier 1	\$ 48,622	\$ 20,177	\$ 20,177	\$ -	\$ 232	\$ -	\$ -	\$ -	\$ -	\$ 19,945
	Alameda	Accelerating Zero Emission Fleet Charging on Priority Freight Corridors - Oakland	Caltrans	Gage Zero LLC		\$ 14,468	\$ 6,004	\$ 6,004	\$ -	\$ 58	\$ -	\$ -	\$ -	\$ -	\$ 5,946
	San Bernardino	Accelerating Zero Emission Fleet Charging on Priority Freight Corridors - Ontario	Caltrans	Gage Zero LLC		\$ 9,776	\$ 4,057	\$ 4,057	\$ -	\$ 58	\$ -	\$ -	\$ -	\$ -	\$ 3,999
	Fresno	Accelerating Zero Emission Fleet Charging on Priority Freight Corridors - Fresno	Caltrans	Gage Zero LLC		\$ 14,432	\$ 5,989	\$ 5,989	\$ -	\$ 58	\$ -	\$ -	\$ -	\$ -	\$ 5,931
	San Diego	Accelerating Zero Emission Fleet Charging on Priority Freight Corridors - San Diego	Caltrans	Gage Zero LLC		\$ 9,946	\$ 4,127	\$ 4,127	\$ -	\$ 58	\$ -	\$ -	\$ -	\$ -	\$ 4,069
17	Santa Barbara	Renewable Properties – Fairway Electric Vehicle Charging Depot Project	Caltrans	RPEV Infrastructure Holdings LLC	Tier 1	\$ 3,187	\$ 1,527	\$ 1,527	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,527
18	Los Angeles	Voltera – Wilmington Combined Charging Hub Project	Caltrans	Voltera Power, LLC	Tier 1	\$ 17,438	\$ 5,500	\$ 5,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,500
19	Los Angeles	EV Realty – South Bay Truck Charging Hub Project	Caltrans	EV Realty, Inc.	Tier 1	\$ 18,370	\$ 7,900	\$ 7,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,900
20	Kern	Air Products – Hydrogen Refueling Station Project	Caltrans	Air Products and Chemicals, Inc.	Tier 1	\$ 11,400	\$ 5,700	\$ 5,700	\$ -	\$ 715	\$ -	\$ -	\$ -	\$ -	\$ 4,985
21	Alameda	Prologis Mobility – Freight Logistics Electrifications for Emission-Free Transport Project	Caltrans	Prologis Mobility, Inc.	Tier 1	\$ 29,300	\$ 14,650	\$ 14,650	\$ -	\$ 398	\$ -	\$ -	\$ -	\$ -	\$ 14,252
22	San Bernardino	Interstate 10 / Riverside Avenue Freight Improvement Project	Caltrans, City of Rialto	City of Rialto	Tier 1	\$ 45,682	\$ 29,800	\$ -	\$ 29,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,800
23	Tulare	Tulare Six-lane and Paige Avenue Multi-Modal Interchange Improvement Project	Caltrans, Tulare County Association of Governments	Caltrans	Tier 1	\$ 226,143	\$ 62,670	\$ -	\$ 62,670	\$ -	\$ -	\$ -	\$ -	\$ 11,480	\$ 51,190
24	San Luis Obispo	State Route 46 Antelope Grade Corridor Improvements Project	Caltrans, San Luis Obispo Council of Governments	Caltrans	Tier 2	\$ 98,776	\$ 97,506	\$ -	\$ 97,506	\$ -	\$ -	\$ -	\$ -	\$ 10,280	\$ 87,226
25	Stanislaus	State Route 132 West Phase 3A Project	Caltrans, Stanislaus Council of Governments	Stanislaus Council of Governments	Tier 2	\$ 117,560	\$ 67,000	\$ 66,820	\$ 180	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ 61,000
	Stanislaus	SR 132 West Gates to Dakota	Caltrans, Stanislaus Council of Governments	Stanislaus Council of Governments		\$ 117,280	\$ 66,820	\$ 66,820	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,000	\$ 60,820
	Stanislaus	Modesto EV Charging	Caltrans, Stanislaus Council of Governments	Stanislaus Council of Governments		\$ 280	\$ 180	\$ -	\$ 180	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 180
26	Monterey	State Route 156 Castroville Boulevard Interchange Project	Caltrans, Transportation Agency for Monterey County	Caltrans	Tier 2	\$ 136,101	\$ 80,300	\$ 80,300	\$ -	\$ -	\$ -	\$ 32,100	\$ 9,100	\$ 39,100	
27	San Bernardino	High Desert Corridor Operational Efficiency Project	Caltrans	Caltrans	Tier 2	\$ 135,666	\$ 30,770	\$ 30,770	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,770
28	Los Angeles	Harbor Scenic Drive Enhancements Project	Caltrans, Port of Long Beach	Port of Long Beach	Tier 2	\$ 53,155	\$ 31,900	\$ -	\$ 31,900	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ 27,900
29	Los Angeles	State Route 71 Gap Closure Project – Phase 2	Caltrans, Los Angeles County Metropolitan Transportation Authority	Caltrans	Tier 2	\$ 309,400	\$ 80,000	\$ -	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ 12,300	\$ 67,700
30	Kern	Centennial Corridor Southbound State Route 99 to Westbound State Route 58 Connector Project	Caltrans, Kern Council of Governments	Caltrans	Tier 2	\$ 78,750	\$ 39,900	\$ -	\$ 39,900	\$ -	\$ -	\$ -	\$ -	\$ 7,000	\$ 32,900
31	Various	Interstate 5 Truck Parking Information Management Systems (TPIMS)	Caltrans	Caltrans	Tier 2	\$ 69,770	\$ 61,970	\$ 5,660	\$ 56,310	\$ 5,660	\$ -	\$ -	\$ -	\$ 5,920	\$ 50,390
	Siskiyou, Shasta, Tehama	I-5 Truck Parking Information Management System (TPIMS) (District 2)	Caltrans	Caltrans		\$ 11,490	\$ 9,477	\$ 1,310	\$ 8,167	\$ 1,310	\$ -	\$ -	\$ -	\$ 1,377	\$ 6,790
	Sacramento, Yolo, Colusa, Glenn	I-5 Truck Parking Information Management System (TPIMS) (District 3)	Caltrans	Caltrans		\$ 29,530	\$ 26,197	\$ 2,400	\$ 23,797	\$ 2,400	\$ -	\$ -	\$ -	\$ 2,797	\$ 21,000
	Kern, Fresno, Merced	I-5 Truck Parking Information Management System (TPIMS) (District 6 and 10)	Caltrans	Caltrans		\$ 28,750	\$ 26,296	\$ 1,950	\$ 24,346	\$ 1,950	\$ -	\$ -	\$ -	\$ 1,746	\$ 22,600
32	San Luis Obispo	Route 46 East/Union Road Intersection Improvements	City of El Paso de Robles	City of El Paso de Robles	1 of 1	\$ 69,000	\$ 14,000	\$ 14,000	\$ -	\$ -	\$ -	\$ 14,000	\$ -	\$ -	

**2024 TRADE CORRIDOR ENHANCEMENT PROGRAM
APPLICATION RECEIPT LOG
(\$1000s)**

Project ID	County	Project Title	Nominating Agency	Implementing Agency	Applicant's Project Priority	Total Project Cost	Total TCEP Request	TCEP Funds by Fiscal Year		TCEP Funds by Project Phase				
								2025-26	2026-27	PS&E	R/W Sup	R/W	Con Sup	CON
33	Los Angeles	I-710 South Early Action Project - Shoemaker Bridge Replacement	City of Long Beach	City of Long Beach	1 of 1	\$ 51,000	\$ 25,000	\$ 25,000	\$ -	\$ 25,000	\$ -	\$ -	\$ -	\$ -
34	Solano	I-505/Vaca Valley Parkway Corridor Multimodal Improvements Project	City of Vacaville	City of Vacaville	1 of 1	\$ 38,428	\$ 17,508	\$ -	\$ 17,508	\$ -	\$ -	\$ -	\$ -	\$ 17,508
35	San Diego	Advanced Back Office and Freight Technology Integration - Otay Mesa East Port of Entry	San Diego Association of Governments	San Diego Association of Governments	1 of 1	\$ 33,000	\$ 33,000	\$ 33,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,000
36	Contra Costa	I-680/SR 4 Interchange Improvement – Phase 2A and 4	Contra Costa Transportation Authority	Contra Costa Transportation Authority	1 of 1	\$ 235,500	\$ 58,000	\$ 58,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 58,000
37	Orange	Santa Ana Boulevard Grade Separation Project	City of Santa Ana	City of Santa Ana	1 of 1	\$ 126,432	\$ 12,409	\$ 12,409	\$ -	\$ -	\$ -	\$ 12,409	\$ -	\$ -
38	Ventura	Hueneme Road Widening – Edison Drive to Rice Avenue	Ventura County Transportation Commission	Ventura County	1 of 1	\$ 17,372	\$ 11,340	\$ -	\$ 11,340	\$ 840	\$ -	\$ 10,500	\$ -	\$ -
39	San Joaquin	Grant Line Road Realignment Project	San Joaquin County	San Joaquin County	1 of 1	\$ 73,968	\$ 28,033	\$ -	\$ 28,033	\$ -	\$ -	\$ -	\$ -	\$ 28,033
40	Ventura	Bridge Replacement at Las Posas Road and Ventura Blvd	City of Camarillo	City of Camarillo	1 of 1	\$ 25,000	\$ 12,500	\$ 12,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,500
41	Sacramento	Grant Line Road Safety and Freight Mobility Project	Capital Southeast Connector Joint Powers Authority	Capital Southeast Connector Joint Powers Authority	1 of 1	\$ 57,859	\$ 20,000	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000
42	San Bernardino	Baker Boulevard Bridge Zero-Emission Truck Infrastructure Project	San Bernardino County Transportation Authority	San Bernardino County Transportation Authority, San Bernardino County	1 of 1	\$ 44,856	\$ 28,912	\$ 28,912	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,912
	San Bernardino	Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project - Bridge Component	San Bernardino County Transportation Authority	San Bernardino County		\$ 29,795	\$ 18,369	\$ 18,369	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,369
	San Bernardino	Baker Boulevard Bridge and Zero-Emission Truck Infrastructure Project - Zero-Emission Component	San Bernardino County Transportation Authority	San Bernardino County Transportation Authority		\$ 15,061	\$ 10,543	\$ 10,543	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,543
43	Los Angeles	Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project	Los Angeles County Metropolitan Transportation Authority	Forum Mobility, Inc., MN8 Energy Operating Company LLC	1 of 1	\$ 38,123	\$ 13,653	\$ 13,653	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,653
	Los Angeles	Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project (Forum Mobility)	Los Angeles County Metropolitan Transportation Authority	Forum Mobility, Inc.		\$ 28,414	\$ 10,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000
	Los Angeles	Long Beach-East Los Angeles Corridor Zero-Emissions Truck Project (MN8 Energy)	Los Angeles County Metropolitan Transportation Authority	MN8 Energy Operating Company LLC		\$ 9,709	\$ 3,653	\$ 3,653	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,653

Total 2024 TCEP Applications Received:	43
Total 2024 TCEP Funding Available:	\$ 749,238
Total 2024 TCEP Funding Requested:	\$ 1,347,201
Total 2024 TCEP Project Costs:	\$ 3,882,908



DOCKETED	
Docket Number:	24-EVI-01
Project Title:	U.S. Department of Transportation's Charging and Fueling Infrastructure Grant Program
TN #:	256748
Document Title:	BP Products North America Inc. (bp pulse) Comments - bp pulse's Response to CEC's RFI Docket 24-EVI-01 - Ideas and Considerations for Tri-State USDOT CFI
Description:	N/A
Filer:	System
Organization:	BP Products North America Inc. (bp pulse)
Submitter Role:	Applicant
Submission Date:	6/7/2024 2:33:55 PM
Docketed Date:	6/7/2024



bp pulse's response to:
California Energy Commission's
RFI Docket No. 24-EVI-01
Ideas and Considerations for Tri-State USDOT CFI

To: California Energy Commission
Docket Unit, MS 4
715 P Street, Sacramento, CA 95814-5512
docket@energy.ca.gov

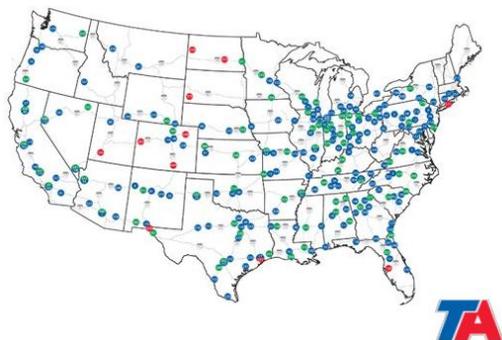
RFI RESPONSE DUE: June 10, 2024 at 5:00 p.m.

This RFI seeks feedback on the following questions (you need only to answer questions applicable to you or your organization):

1. Please disclose your business type and vehicle class, if applicable. Are you a driver, fleet operator, truck stop operator, installer, manufacturer, utility, public agency, or other? Are you part of a small, veteran-owned, woman-owned, or minority-owned business?

bp pulse is the global electrification and charging solution brand for bp. bp pulse US operates within the legal entity BP Products North America Inc. (interchangeably WJKJWWJI YT MJWJNS FX fGU UZQXJg FSI fGUg Gdn UZQXJ Q TK (MFWLJRFXYJW 1YI NS YMJ :SNYJI 0NSLITR :0 <NYM YMJ energy sector as an integrated energy company, as well as our strong brand presence and extensive resources, bp pulse has already become a global leader in EV charging solutions. Today, bp pulse is the largest public EV charging network in the UK and continues to expand across Europe, China, Australia, and the US. Over the last 6 years, bp pulse has continued to evolve our offer and has built a global network of more than 29,000 publicly available charge points around the world, which includes hundreds of public charging locations across the globe designed to give drivers a convenient, safe, and reliable charging experience. bp aims to be a net zero company by 2050 or sooner and aims to help the world get to net zero as soon as possible.

bp pulse entered the US market in 2021 after the acquisition of Amply Power. In the US, bp pulse is investing \$1B in public charging infrastructure, with the goal of deploying more than 3,000 fast and reliable charge points across the US by 2025. Today we have over 150 operational public charge points in California, Oregon, Washington, Texas, New York, and New Jersey and are developing additional public EV charging networks in other states across the US. Our legacy is rooted in developing, operating, and maintaining customer-centric solutions through our network of more than 8,000 retail fuel locations in the US. bp retail fuel locations span several brands, including: bp, Amoco, ampm, Thorntons, and TravelCenters of America (TA). bp recently completed our purchase of TravelCenters of America (TA), which adds an additional 300 strategically located travel centers along US highway systems to our portfolio of brands. Our TA locations span across 44 states and are essential refueling spots for professional drivers, destination spots for travelers taking road trips, and staples in our local communities. TA properties are located along highways and are uniquely large compared to our competitors, meaning we have the properties and the real estate needed to allow for EV and other low carbon fueling infrastructure to be built while also allowing for traditional diesel and gas lanes .



Our TA sites are strategically positioned to help alleviate range anxiety by providing a safe, reliable spot for fast charging. TA sites serve both motorists and professional drivers, so we are not just working to add EV infrastructure for motorists but also looking into alternative fueling options for fleet companies who are moving to adopt low carbon mobility solutions.

2. Would you consider applying for CFI grant funding for site development if state agencies are awarded funding?

Yes, pending review of the requirements and conditions of the award.

3. Do you already operate or are you planning to use zero-emission battery electric MDHD vehicles in the next five years? Please use a rating scale where 1= least likely and 5= most likely. Please add additional information regarding your (planned) use of zero-emission battery electric MDHD vehicles as desired.

. K f T U J a W F Y e a r s operating electric MDHD charging infrastructure, then yes. As a charge point operator (CPO) and turnkey charging infrastructure provider, bp pulse aims to help make the transition to EVs as easy as possible by providing safe and reliable charging stations. However, bp pulse does not own our own fleet of EVs.

4. What type of MDHD ZEV public charging do you anticipate being most important in the next three years (2024-2027) en route or overnight charging? For what purposes do you anticipate needing public charging infrastructure (drayage, last mile, delivery, long-haul freight, other)?

bp pulse anticipates en route charging to be most important but is considering accommodations for both en route and overnight charging. We anticipate that our MDHD charging stations can accommodate all classes of MDHD EVs. In our site designs, we allow for ample truck stacking in the event all MDHD charging bays are full. We also require truck charging bays to be pull-through (not reverse in), except in cases where overnight charging is preferred (we will likely require reverse-in parking to access those chargers for safety reasons).

bp aims to be the truck decarbonization partner of choice to help all types of MDHD fleets on their decarbonization journey. bp pulse intends to build a cohesive network of public truck charging locations focusing on the MDHD routes across the US. We plan to have public fast truck charging locations approximately every 100 miles in locations where our customers, network, and government support are aligned. In parallel, we are also investing in depot charging so that bp can offer a holistic digital and infrastructure

As a global energy provider, bp is investing in eTruck networks across Europe, China, Australia, New Zealand, and, of course, the US. Our strategy in Europe is already in action, as we currently have 23 live truck charging stations in Germany. We expect to deploy megawatt (MW) charging on our sites in 2025. Our intention is to learn from our various global MDHD pilots, including our first US domestic deployment at TA Ontario (CA), as we build our MDHD charging network across the US.

As previously mentioned, bp pulse has agoal of deploying more than 3,000 fast and reliable charge points across the US by 2025. A significant milestone in this effort was our 2023 acquisition of the leading travel center operator, TravelCenters of America (TA). The agreement added a network of 300 travel centers strategically located on major highways across 44 US states nationwide. In August, bp pulse announced the deployment of 8 accessible truck charging stations for MDHD vehicles in Ontario, CA. This pilot project, in partnership with the California State University (CSU) system, aims to support fleet customers adopting zero-emission trucks. We are also utilizing solar

panels and a battery energy storage system, in conjunction with microgrid controls, to provide sustainable, off-grid power to help control costs and provide backup power to enhance system reliability. This will be one of the first deployments of a MW charger system.

TA Ontario is in a prime location to serve early-adopter electric truck fleet operators ^the site will have two 400kW chargers go live in Q1 2025, with an additional lane for one 1MW charger to go live mid-2025 (once the hardware becomes commercially available). Like most TA sites, TA Ontario offers several onsite amenities to support drivers including Country Pride full-service restaurant, Taco Bell, and Pizza Hut, as well as 549 truck parking spaces, 76 car parking spaces, 8 diesel fueling lanes, 10 gasoline fueling positions, TA Truck Service with 6 bays, and a mobile maintenance facility. The deployment of TA Ontario NX OZXY YMJ GJLNSSNSL TK 9 & FSD - G UJ M X G Q J c X MFSWJLFN \$ W X 9 already a strategy in place to develop projects at 6 other California locations, while we also look at developing other corridors in the US with demand for EV truck charging.

bp pulse envisions offering comprehensive services at MDHD corridor charging sites, including:

- x Fast Charging Solutions: High-speed charging options tailored for MDHD vehicles to minimize downtime and maximize efficiency.
 - x Site Management: Complete site management including maintenance, customer support, and real-time monitoring.
 - x Energy Management: Advanced energy management systems to optimize power distribution and reduce operational and utility distribution system upgrade costs.
5. From 2024-2027, what is your first priority for power level and number of charging ports for public en route charging at a station? For public overnight charging? Do you have a second or third configuration preference?

bp pulse intends to start with smaller MDHD charging stations that have the optionality to expand with growing MDHD EV adoption. For example, we begin by deploying MW charging on a distributed charging system such that one MW charger is connected to two bays. As MDHD EV adoption grows, we can then add more MW chargers to the site, so the ratio is one MW charger to one bay without disrupting the overall site. Another option is beginning with 400kW chargers and then adding in MW chargers ^as mentioned above, this is the configuration we are piloting at TA Ontario (the site will have two 400kW chargers go live in Q1 2025, with an additional lane for one 1MW charger to go live mid-2025).

bp also has strategic relationships with the major truck charging hardware providers and actively works to test hardware in our technology research centers prior to deploying the equipment at scale. As an early mover in eTrucks, we believe MW truck charging at scale has a significant role to play globally. We are over halfway in a significant investment program into MW charging at our R&D center in Pangbourne (UK) ^ completing onboarding in 1H 2025. We believe MW charging will be a key requirement for futureproofing truck sites. bp is also piloting low carbon mobility hubs. These hubs will offer a combination of the following fuels: hydrogen, EV, LNG, RNG, CNG, HVO, renewable diesel, and traditional hydrocarbon fuels.

6. Please identify the percentage of pull or pull through parking preferred and other desired station configurations at a given site. Describe the vehicle class and vocation considered when making this recommendation if it differs from the information provided in question 1.

In our MDHD charging station designs, we allow for ample truck stacking in the event all MDHD charging bays are full. We also require truck charging bays to be pull through (not reverse in), except in cases where overnight charging is preferred (we will likely require reverse-in parking to access those chargers for safety reasons). Safety is of the utmost importance to bp and serves as the main focus at each of our locations, including our TA sites. We take pride in returning every traveler back to the road better than they arrived and, to that end, we pay attention to safe operations on our sites. Each TA site has dedicated areas for trucks, separated from passenger vehicles. Each site has a dedicated and advertised ingress and egress point, allowing a predictable traffic pattern. Specifically for MDHD vehicles, there is only one way in and one way out of the truck fueling island. Traffic patterns are clearly laid out on the ground with speed limits clearly marked onsite. Safety on each site is reviewed by leadership and a dedicated TA safety team to ensure standardization across all our TA sites. Lot lay-out, including turning radiuses, signage, lighting, parking angles, etc. is key for avoiding safety problems, from fender benders to security events. By the end of 2024, TA will have reengineered and updated all lots based on a safety traffic management plan, to include re-stripping, painting, and new signage. A lighting survey of all locations is also occurring to help identify those sites that need to be upgraded. So far, the TA safety team has assessed 50 sites and made the determination to re-light 18 locations this year.

7. What distance should separate charging stations to support ~~2015~~ ⁵¹ trucks along the corridor? Provide description of typical route or ~~uses~~ ^{uses} considered when making this recommendation. Describe the vehicle class and vocation if it differs ~~from~~ ^{from} information provided in question 1.

We plan to have fast public truck charging locations approximately every 100 miles in locations where our customers, network, and government support are aligned.

8. What amenities are you seeking at a charging facility? Is there a desire for additional parking at a facility beyond charging stalls? Is there a desire for reservation options?

All our TA sites are open 24/7/365 and offer various amenities such as:

- x Safety-centric features , including full -time staff, lighting, surveillance, etc.
- x Restrooms + shower facilities
- x Hot food options + grab and go meal options
- x Additional truck parking spaces + passenger car parking spaces
- x Mobile maintenance facility
- x Roadside assistance
- x Travel/convenience store

- x Other nice-to-have amenities: CAT scale, driver lounge, game room, WiFi, laundry room, ministry services, TRANSFLO Express scanning/Western Union, and fitness room/ walking trail.
 - x We also intend to have an energy and load management system on all our sites to manage high demand events.
 - x On the digital side, we are piloting a reservation system so vehicles can reserve a charging bay in advance. This will help drive ratable demand. Also, TA already has an app for reserving truck parking spaces.
9. If possible, provide any general cost estimates for MDHD charging stations you have designed, built, or have experience with, including charger power levels and number of chargers installed. Please provide a range of public cost share as a percentage of project cost that would be necessary to support more public charging stations to serve zero-emission trucks along freight corridors.
10. Use the maps under the National Zero-Emission Freight Corridor Strategy hubs also identified in the map segments below) you anticipate needing EV charging in the next three years (2024). You may identify sites where you plan to or would be interested in building charging stations or where you would like to see charging as a consumer. Please detail preferred locations across California, Oregon, and Washington. For each location, please provide desired characteristics including number of chargers, power levels, type of charging desired (overnight or en route), and vehicle class and vocation if the information differs across locations or differs from the information provided in the questions above.

bp has 3 TravelCenters of America (TA) sites that fall within 1 mile of the target AFCs outlined in this Tri-State CFIRFI (1 in OR and 2 in CA). Please note: All sites are subject to a feasibility review prior to submitting an official proposal. Below are details for each site:

- x TA Aurora: 21856 Bents Road NE, Aurora, OR 97002 on I-5, Exit 278
 - o Restaurants/Food Options: Popeyes and in-store grab and go meal options
 - o Number of Truck Parking Spaces: 275
 - o Number of Diesel Fueling Lanes: 8
 - o Number of Gasoline Fueling Positions: 12 (passenger cars)
 - o Number of TA Truck Service Bays: 2 shop bays / 1 shop pit
 - o Safety-Centric Features: Fulltime staff, lighting, surveillance, etc.
 - o Other Onsite Amenities: Site is open 24/7/365 and offers restrooms + shower facilities, mobile maintenance facility, roadside assistance, travel store, Amazon lockers, CAT scale, driver lounge, game room, WiFi, laundry room, ministry services, TRANSFLO Express scanning, Western Union, and STAYFIT bean bag toss and fitness room .

- x TA Corning: 3524 S Highway 99W, Corning, CA 96021 on I-5, Exit 630
 - o Restaurants/Food Options: Arby c X 8 Z and in-store grab and go meal options
 - o Number of Truck Parking Spaces: 254
 - o Number of Diesel Fueling Lanes: 14
 - o Number of Gasoline Fueling Positions: 16 (passenger cars)
 - o Number of TA Truck Service Bays: 4 shop bays / 2 shop pits
 - o Safety-Centric Features: Fulltime staff, lighting, surveillance, etc.
 - o Other Onsite Amenities: Site is open 24/7/365 and offers restrooms + shower facilities, mobile maintenance facility, roadside assistance, travel store, ATM, CAT scale, check cashing services, driver lounge, game room, WiFi, laundry room, ministry services, pet area, TRANSFLO Express scanning, Western Union, and STAYFIT bean bag toss.

- x TA Petro Corning: 2151 South Avenue, Corning, CA 96021 on I-5, Exit 630
 - o Restaurants/Food Options: Iron Skillet Restaurant and in-store grab and go meal options
 - o Number of Truck Parking Spaces: 120
 - o Number of Diesel Fueling Lanes: 12
 - o Number of Gasoline Fueling Positions: 6 (passenger cars)
 - o Number of TA Truck Service Bays: 6 shop bays / 4 shop pits
 - o Safety-Centric Features: Fulltime staff, lighting, surveillance, etc.
 - o Other Onsite Amenities: Site is open 24/7/365 and offers restrooms + shower facilities, mobile maintenance facility, roadside assistance, travel store, ATM, CAT scale, check cashing services, driver lounge, game room, WiFi, laundry room, pet area, TRANSFLO Express scanning, Western Union and STAYFIT bean bag toss.

As previously mentioned, we expect to deploy megawatt (MW) charging on our MDHD charging sites by 2025. Our intention is to learn from our various global MDHD pilots, including our first domestic deployment at TA Ontario (CA), as we build our MDHD charging network across the US.

11. identify locations within the National Zebra Commission Freight Corridor Strategy hubs along I (identified in the map segments below) where there may be capacity megawatts or more of power in the next five years. This information may be considered in the development for future Requests for Proposals.