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, AUGUST 25, 2025

8:30 AM

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. Announcement of Agenda Corrections

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 9/22/25, at 8:30 AM and 8:45 AM respectively.

Regular Items

5. Approval of Minutes - Associate Transportation Planner Houghtby **25-1510**

Waive the reading and approve the minutes from the July 28, 2025 Tehama County Transportation Commission regular meeting.

Attachments: TCTC July 28 Minutes

6. Approval of Claims - Accountant Jensen **25-1446**

Approve Tehama County Transportation Commission claims for July 2025, in the amount of $56,573.97.

Attachments: TCTC July Claims

7. Amend TCTC Bylaws, Section 4 (Term of Office) - Deputy Director Riske-Gomez **25-1520**

Adopt Resolution No. 06-2025 Amending Section 4 of the TCTC Bylaws.

Attachments: Draft Bylaws TCTC August 2025
06.2025 Bylaws

8. Consideration of Next Steps Toward Establishing the Tehama County Transportation Commission (TCTC) as an Independent Agency - Deputy Director Riske-Gomez **25-1526**

Informational Presentation for consideration of next steps toward establishing the Tehama County Transportation Commission (TCTC) as an independent agency and possible direction to staff.

Attachments: RTPO_factsheet_master
RTPA Statutes and Definitions
Agreement_County_City_RTPA
Agreement_Planning_Admin

9. Update: Climate Implementation Program - Deputy Director Riske-Gomez **25-1524**

Informational presentation on the Vehicle Miles Traveled (VMT) & Carbon Reduction Plan (CRP) work program, including status of the Baseline VMT Data Source Evaluation Memo (Admin Draft) and the Tehama County Asset Assessment Analysis (Admin Draft).

Attachments: 9.20.19-Climate-EO-N-19-19
9.23.20-EO-N-79-20-Climate
VMT Take-away
Summery as of August 12 2025
Tehama County Asset Assessment Analysis - ADMIN DRAFT
Tehama County Baseline VMT Data Source Evaluation Memo - Admin Draft

10. Items for Future Agenda

11. Closing Comments

12. 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 #: 25-1510 **Agenda Date:** 8/25/2025 **Agenda #:** 5.

Approval of Minutes - Associate Transportation Planner Houghtby

Requested Action(s)
Waive the reading and approve the minutes from the July 28, 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, July 28, 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

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

The meeting was called to order at 8:30 AM.

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.
No Public Comment.

3. Announcement of Agenda Corrections

No agenda corrections.

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 8/25/2025, at 8:30 AM and 8:45 AM respectively.

Regular Items

5. Approval of Minutes - Associate Transportation Planner Houghtby

Waive the reading and approve the minutes from the June 23, 2025 Tehama County Transportation Commission regular meeting.

RESULT: APPROVE
MOVER: Pati Nolen
SECONDER: Tom Walker

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

ABSENT: Chairperson Bacquet

6. Approval of Claims - Accountant Jensen

Approve Tehama County Transportation Commission claims for June 2025, in the amount of $766,033.94.

RESULT: APPROVE
MOVER: Pati Nolen
SECONDER: Matt Hansen

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

ABSENT: Chairperson Bacquet

7. Governance Structures of Regional Transportation Planning Agencies - Deputy Director Riske-Gomez

Informational presentation on the organizational models used by RTPAs across California, including trends of governance structures, and the continued administration of the Tehama County Transportation Commission (TCTC).

Informational presentation given by Deputy Director Riske-Gomez.

8. Items for Future Agenda

Commissioner Walker - Will a presentation be brought to the Board of Supervisors?
Deputy Director Riske-Gomez - A presentation can be brought to the Commission first at the August regular meeting.

9. Closing Comments

No closing comments.

10. Adjourn

With no further business the meeting was adjourned at 9:33 AM.

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 #: 25-1446 **Agenda Date:** 8/25/2025 **Agenda #:** 6.

Approval of Claims - Accountant Jensen

Requested Action(s)
Approve Tehama County Transportation Commission claims for July 2025, in the amount of $56,573.97.

Financial Impact:
Click here to enter Financial Impact.

Background Information:
See attached claims summary for July 2025.

Tehama County Transportation Commission Claims

Meeting Date: 8/25/25

Claimant	Invoice Description	Amount
CLAIMS PAID IN JULY 2025		
CDW Government, Inc.	Adobe Acrobat and Photoshop Licenses	971.07
Green DOT	Professional Services 05/29-06/26/25	29,857.35
Ashley Fox	EE Reimb. - North State Transit Symposium	366.40
Tiffany Jensen	EE Reimb. - North State Transit Symposium	366.40
Mike's Heating & Air	AC Maintenance	469.83
Obsidian IT	IT Support Services Micosoft July	1,832.77
Stipends: Hansen, Nolen, Hurton, Walker, Demo	Meeting Stipends 07/28/25	500.00
Tehama County Public Works	TCTC Q1 Admin Fees - Revised	837.23
Tehama County Public Works	TCTC Q4 Admin Fees	19,758.99
Time Warner Cable	Fiber Internet July '25	699.00
UBEO	TCTC Lease Agreement 07/01-07/31/25	269.91
Wave Technologies	Phone Service - July '25	326.56
Wave Technologies	Phone Service - August '25	318.46
	GRAND TOTAL:	**$ 56,573.97**

Tehama County

Agenda Request Form

File #: 25-1520 **Agenda Date:** 8/25/2025 **Agenda #:** 7.

Amend TCTC Bylaws, Section 4 (Term of Office) - Deputy Director Riske-Gomez

Requested Action(s)
Adopt Resolution No. 06-2025 Amending Section 4 of the TCTC Bylaws.

Financial Impact:

None.

Background Information:

Staff recommends the Commission adopt Resolution No. 06-2025 to:

1. change officer terms from fiscal year (July 1-June 30) to calendar year (January 1-December 31), and
2. add language specifying the timing of officer elections and the process for filling vacancies.

Transition (recommended): Current officers continue through December 31, 2025. The first calendar-year election will occur at the first regular meeting in January 2026; thereafter, terms run January 1-December 31.

Background/Discussion

The bylaws currently state that terms run July 1 through June 30 with the fiscal year creating an internal timing conflict with the sub-committee elections. This amendment resolves the inconsistency by aligning office terms and elections to the calendar year.

Proposed Bylaw Text (Redline of Section 4: Term of Office)

- **Current:**

  “Terms of office shall be one (1) year, July 1 through June 30 with the fiscal year.”

- **Amended Section 4** (if adopted):

  “Terms of office shall be one (1) year, July 1 through June 30 with the fiscal year **January 1 through December 31**. **During the first meeting of the calendar year, a Chair and Vice Chair will be elected by the Commission and serve for one calendar year. If an officer resigns, a new officer shall be appointed at the next meeting.**”

  Note: Strikethrough = deleted; bold = added.

- **Clean final text (if adopted):**

"**Section 4: Term of Office.** Terms of office shall be one (1) year, January 1 through December 31. During the first meeting of the calendar year, a Chair and Vice Chair will be elected by the Commission and serve for one calendar year. If an officer resigns, a new officer shall be appointed at the next meeting."

BYLAWS OF THE
TEHAMA COUNTY TRANSPORTATION COMMISSION

ARTICLE I

NAME

SECTION 1: The name of this Commission shall be the "Tehama County Transportation Commission" (TCTC).

ARTICLE II

MISSION STATEMENT

SECTION 1: The mission of the Tehama County Transportation Commission is to maintain and improve mobility and access for the people, goods and services in and through Tehama County.

VISION STATEMENT

SECTION 2: To promote a reliable, flexible, efficient and safe transportation system throughout Tehama County.

VALUE STATEMENT

SECTION 3: The Tehama County Transportation Commission promotes the following value statements.

- Optimize the existing transportation system by improving trip quality, including safety, reliability and access.
- Build a transportation partnership with Federal, State, local, private, and community organizations for a better transportation system.
- Manage resources effectively to achieve the highest value for the taxpayers.
- Efficiently and effectively deliver capital improvements that enhance and improve the safe movement of people, goods and services.
- Use public transportation funds in a timely, cost-effective manner for the purposes intended and consistent with federal and state laws and regulations, and with Tehama County's social, economic, and environmental goals.
- Use new technologies and management strategies to improve the delivery of transportation services in Tehama County.

ARTICLE III

PURPOSE

SECTION 1: The Tehama County Transportation Commission is intended to act as the lead planning and administrative agency for transportation projects and programs in Tehama County. It is the duty of the Commission to establish rules and regulations to provide for administrating transportation planning and allocating the local transportation fund in accordance with the applicable sections of the Government Code (GC Sections 29530 et. seq), Public Utilities Code (PUC Sections 99200 et. seq.) and California code of Regulations (CCR Sections 6600 et. seq.).

ARTICLE IV

AREA OF SERVICE

SECTION 1: The principle area of service shall be Tehama County.

ARTICLE V

ORGANIZATION

SECTION 1: Authority

The TCTC is established by Section 29535 of the Government Code.

SECTION 2: Membership

The TCTC shall be composed of the following:

Three (3) members appointed by the Tehama County Board of Supervisors;

One (1) member from the City Council of Corning, Red Bluff and Tehama, to be appointed by the City Council they represent.

Total membership will be six (6) appointed officials.

Alternates: The appointing authority, for each regular member it appoints, may appoint an alternate member to serve in place of the regular member when the regular member is absent or disqualified from participating in a meeting of the Commission.

SECTION 3: Officers

Officers of the Tehama County Transportation Commission shall be:

Chairperson
Vice-Chairperson

SECTION 4: Term of Office

Terms of office shall be one (1) year., ~~July 1 through June 30 to coincide with the fiscal year.~~ During the first meeting of the calendar year, a Chair and Vice Chair will be elected by the Commission and serve for one calendar year. If an officer resigns, a new officer shall be appointed at the next meeting.

SECTION 5: Schedule and Notice of Meetings

Pursuant to the Brown Act, the Transportation Commission meets on the fourth Monday monthly at 8:30 AM., with the option of additional meetings as necessary. Transportation Commission meetings shall be held in the Board of Supervisors Chambers in the City of Red Bluff.

SECTION 6: Quorums

A quorum necessary to be present in order to conduct business shall consist of four (4) voting members.

SECTION 7: Commission Staffing

The Transportation Commission shall be served by the following staff:

a) Executive Director, who shall serve the Commission

b) Technical staff from the Tehama County Department of Public Works as needed

c) Technical Advisory Committee (TAC) consisting of the Public Works Directors from the Cities of Corning, Red Bluff, and County of Tehama, City Representative from Tehama, and a representative from Caltrans District 2

SECTION 8: Compensation

Commissioners, Executive Director, Staff and Technical Committee members shall receive compensation as specified in the Administration and Planning Services Agreement.

ARTICLE VI

DUTIES AND RESPONSIBILITIES

SECTION 1: It shall be the duty of the Tehama County Transportation Commission to establish rules and regulations to provide for administrating transportation fund in accordance with the applicable sections of the Government Code, Public Utilities Code and Administrative Code.

It shall be the duty of the Transportation Commission to adhere to the rules and regulations promulgated by the Secretary of the Business and Transportation Agency of the State of California.

SECTION 2: The annual claim filed by the applicant shall be consistent with the LTF Claim Form.

SECTION 3: The Cities of Corning, Red Bluff, and Tehama and the County of Tehama shall report annually to the Transportation Commission, at the time of their budget requests, the amounts of Local Transportation Funds expended during the current fiscal year, the projects on which they were expended and the status of those projects.

SECTION 4: The rules governing the administration of the Local Transportation Fund established by the California Business and Transportation Agency are made a part of the rules of the Tehama County Transportation Commission, and where conflicts may exist between these rules and the rules promulgated by the State, the State's rules shall supersede those of the Tehama County Transportation Commission.

ARTICLE VII

AMENDMENTS TO BYLAWS

SECTION 1: The Bylaws of the TCTC may be altered, amended or repealed by a majority vote of the TCTC an any meeting provided that written notice of the proposed action shall have been given to all Commissioners and the Executive Director fifteen (15) days prior to the date of the meeting.

SECTION 2: It is the intent of the TCTC to maintain compliance with the Transportation Development Act (TDA) statutes related to the legal responsibilities of the TCTC through revision of these Bylaws as necessary.

Approved by TCTC on March 18, 2003, in Red Bluff, California.
Amended by TCTC on April 19, 2005, in Red Bluff, California.
Amended by TCTC on June 26, 2015, in Red Bluff, California.
Amended by TCTC on June 23, 2016, in Red Bluff, California.
Amended by TCTC on September 24, 2018, in Red Bluff, California.
Amended by TCTC on November 25, 2019 in Red Bluff, California
Amended by TCTC on August 2425, 2025 in Red Bluff, California

Chairperson:	Date:
Deputy County Clerk	Date

Tehama County Transportation Commission
RESOLUTION NO. 06-2025

RESOLUTION OF THE TEHAMA COUNTY TRANSPORTATION COMMISSION AMENDING SECTION 4 (TERM OF OFFICE) OF THE COMMISSION BYLAWS

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

WHEREAS, the Tehama County Transportation Commission ("Commission") maintains bylaws to govern its proceedings; **and**

WHEREAS, the current bylaws state that officer terms run July 1 through June 30 with the fiscal year, while the advisory committee elects officers during the first meeting of the calendar year, creating an inconsistency; **and**

WHEREAS, the Commission desires to align officer terms and elections to the calendar year and to clarify the process for filling vacancies.

NOW, THEREFORE, BE IT RESOLVED by the Commissioners of the Tehama County Transportation Commission that Section 4 (Term of Office) of the Commission Bylaws is amended to read in full as set forth in Exhibit A (Clean Text). Transition. Current officers shall continue to serve through December 31, 2025. Beginning January 1, 2026, officers shall serve on a calendar-year basis, and the officer election shall occur at the first regular meeting of each calendar year.

The foregoing Resolution was offered by Commissioner _____ and seconded by Commissioner _____on this ___ day of _____, 2025, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

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 Transportation Commission on this _____ day of _____ 2025.

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

By: _____
Deputy

Tehama County

Agenda Request Form

File #: 25-1526 **Agenda Date:** 8/25/2025 **Agenda #:** 8.

Consideration of Next Steps Toward Establishing the Tehama County Transportation Commission (TCTC) as an Independent Agency - Deputy Director Riske-Gomez

Requested Action(s)
Informational Presentation for consideration of next steps toward establishing the Tehama County Transportation Commission (TCTC) as an independent agency and possible direction to staff.

Financial Impact:

None at this time.

Background Information:

Discussion:

1. **Business as Usual - Core Duties Unchanged**
   - TCTC will continue to deliver state- and federally required planning products.
   - TCTC will continue to manage TRAX, ParaTRAX, and METS transit services.
   - TCTC will continue to provide specialized support services, including GIS, emergency coordination, and 'Flood' department support.

   Effect: The traveling public and community stakeholders will see no disruption to transportation services.

2. **Administrative Framework - MOUs Needed**
   - **Auditor (Payroll):** Services already paid for; establish processing and formalize MOU.
   - **County Counsel:** Services already paid for; formalize MOU.
   - **Personnel:** Currently not regularly utilized; formal MOU needed and small revenue benefit to County.
   - **Public Works:** Services already paid for; updated MOU for coordinated efforts.

   Effect: Ensures continuity of administrative support while formalizing cost transparency.

3. **Employee Impacts**
   - Minimal impacts: only change is removal of four employees from County health care group and establishing new carrier through outside party.
   - Employee benefits options to be explored (County pool, RCTC model, CSDA options).
   - Ongoing discussions with PERS to confirm seamless continuation of retirement benefits now that they sever small local agencies.

   Effect: Retains existing staff, protects benefits, clarifies benefit administration.

4. **Facilities & Operations**
   - TCTC/TRAX campus purchased with 100% transit/transportation funds and owned by

Transit Board & TCTC.
- Building costs are already covered through Public Works at weighted overhead rate; Facilities Maintenance has not provided services.
- Public Works assistance is reimbursed at a weighted rate for TRAX support services (shelter repairs).

Effect: No new costs, no disruption to operations.

5. **Transit Assets & Agreements**
   - TRAX fleet purchased with federal/state funds; no County financial liability.
   - Flood and Sheriff locations remain unchanged ($1 annual rents).

   Effect: Asset ownership and obligations remain entirely within TCTC purview.

6. **County Assumption of Transit Program (if not separated)**
   - County would inherit multiple construction projects (Rio & Walnut, Red Bluff, charging stations).
   - County would need to provide new management staff from the General Fund, with no offsetting administrative funds.

   Effect: Creates additional fiscal burden for the County and jeopardizes timely project delivery.

Conclusion:
Separation provides clarity, stability, and accountability without disrupting ongoing services. It ensures that transportation-dedicated revenues remain fully aligned with transportation purposes, while minimizing financial and administrative risks to the County.

Staff Recommendation:
Option to direct staff to prepare a resolution formally initiating the process to establish the Tehama County Transportation Commission as an independent agency, with the following direction:

1. Draft Memorandums of Understanding (MOUs) with Auditor, County Counsel, Personnel, and Public Works.
2. Finalize discussions with PERS and employee benefits providers.
3. Prepare transition agreements for facilities and transit assets.
4. Return to the Commission with draft resolution language and implementation schedule, financial plan, staff organization, and for adoption.

U.S. Department of Transportation
Federal Highway Administration

U.S. Department of Transportation
Federal Transit Administration

What Is a Regional Transportation Planning Organization?

A Regional Transportation Planning Organization (RTPO) is an organization that identifies local transportation needs, conducts planning, assists local governments, and supports the statewide transportation planning process in non-metropolitan regions of a State. States are provided the opportunity to designate RTPOs as a method for formalizing the engagement of officials from areas with a population size less than 50,000 as they incorporate rural transportation needs in the statewide transportation planning process. This Fact Sheet will explain the essential elements of RTPOs and their functions.

The Development of RTPOs

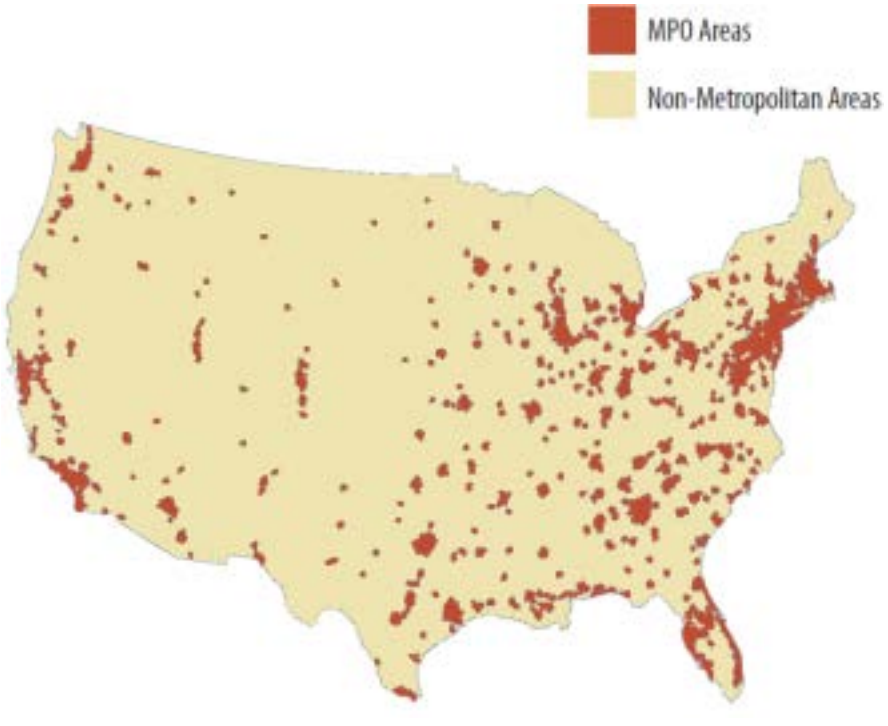
1. The transportation planning discipline has progressed over the last fifty years since Congress created the requirement for a Continuing, Cooperative, and Comprehensive (3C) transportation planning process in urbanized areas.

2. In the past decade, Congress has increased the level of coordination of how States will address the transportation needs of non-metropolitan areas. In Moving Ahead for Progress in the 21st Century (MAP-21), States are required to cooperate with non-metropolitan local officials, a higher level of engagement than the previous requirement of consultation.

> In carrying out planning...with respect to non-metropolitan areas, each State shall cooperate with affected local officials with responsibility for transportation or, if applicable, through regional transportation planning organizations.
> 49 U.S. Code § 5304 (e)(1)

MAP-21 and Non-Metropolitan Areas

States are provided the opportunity to designate RTPOs as a method of formalizing engagement from non-metropolitan area officials as they incorporate rural transportation needs in the Statewide transportation planning process. Non-metropolitan areas constitute a significant amount of the United States' geographic area. Representation of these areas is critical in the statewide planning process to ensure that regions have an established process.



For more information go to:

www.planning.dot.gov/focus_rural.asp

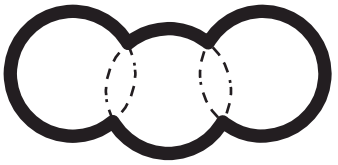
www.fhwa.dot.gov/planning/processes/rural

RTPOs will carry out the following planning tasks:

- Preparation of a Regional Long-Range Transportation Plan (LRTP).
- Preparation of a Regional Transportation Improvement Program (TIP).
- Coordination of local planning, land use, and economic development.
- Provision of technical assistance to local officials.
- Participation in national, multi-State, and State policy and planning development processes.
- Facilitation of a forum for public participation in regional and Statewide planning.
- Coordination of plans and programs with neighboring RTPOs and Metropolitan Planning Organizations and tribal organizations.

Designating an RTPO

Once a State chooses to designate RTPOs, those organizations must meet certain requirements. The extent to which these organizations perform transportation planning varies, depending on their history and charter. However, if each can be modified to meet the requirements shown below, then States can designate them as RTPOs.



- Be established as a multi-jurisdictional organization of non-metropolitan local officials and representatives of local transportation systems.

- Have a policy committee, with a majority of members being non-metropolitan local officials, and as appropriate, representatives from the State, private business, transportation service providers, economic development practitioners, and the public in the region.

- Have a fiscal and administrative agent to provide professional planning, management, and administrative support.

Funding for RTPOs

At States' discretion, FHWA Statewide Planning and Research (SP&R) and FTA Section 5304 program funds and/or FHWA Surface Transportation Program funding may be used to support RTPOs.

Federal funds require a match; it may be variable but in most cases 20%.

In many cases, there are already organizations conducting or assisting with regional planning. These may be known as Regional Planning Commissions, Regional Planning and Development Commissions, Regional Planning Agencies, Councils of Governments or Regional Planning Organizations.

Benefits that can be Achieved by RTPOs

- Conducting duties that support and enhance the Statewide planning process;
- Providing a forum for public participation in non-metropolitan areas;
- Insuring the regional and local input of non-metropolitan areas;
- Fostering coordination of local planning, land use, and economic development plans with transportation plans and programs at the State, regional, and local levels;
- Cooperating on the development of the Statewide Transportation Plan, and
- Consulting on the development of the Statewide Transportation Improvement Program in the non-metropolitan areas of the State.

SIDE TWO

U.S. Department of Transportation
Federal Highway Administration

U.S. Department of Transportation
Federal Transit Administration

How Do RTPOs Benefit States and Rural Regions?

The Federal transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21), created an opportunity for States to formally designate Regional Transportation Planning Organizations (RTPOs) as a means of formalizing their process for including non-metropolitan areas in statewide transportation planning processes. If you are an official of a State Department of Transportation (DOT), an existing Regional Planning Commission (RPC), or a local government official or professional staff, one may ask how the benefits of formalizing RTPOs will outweigh the efforts of designation.

MAP-21

In California, Regional Transportation Planning Agencies (RTPAs) were created by State statute in 1972. A representative of California DOT (Caltrans) says, "RTPAs play an important role in Caltrans' overall planning efforts. We realize that even at our District level, a local agency will be better informed about the region's transportation needs and priorities. We rely on the planning work of the RTPAs in developing our Statewide Transportation Improvement Program (STIP)".

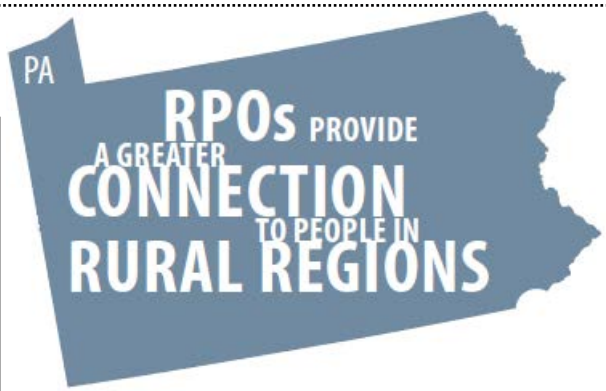
RTPOs develop the same transportation planning products as Metropolitan Planning Organizations. State DOTs are accustomed to accepting Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs) from MPOs to sustain the Statewide planning process. When regional planning organizations become RTPOs, they will produce the same documents to be incorporated in the Statewide planning and programming process.

The designation of RTPOs can assist strengthening rural and urban project proposals. For instance, instead of the State Department of Transportation (DOT) not understanding the significance of a bridge project that was proposed by the county highway superintendent, the State response to an RTPO with an established process may

Benefits of RTPOs to Rural Regions

1. Instill a systematic transportation planning process.
2. Involve local officials in Policy Committee decisionmaking.
3. Provide a means to establish transportation goals, objectives, and regionally unique priorities.
4. Improve the ability of prioritized projects to compete for funding.
5. Facilitate conversation and public involvement between local communities and the State DOT.

In Pennsylvania, there is a longstanding practice of Regional Planning Organizations (RPOs) covering the geography not covered by MPOs. A Pennsylvania DOT (PennDOT) representative states, "The RPOs provide a greater connection to people in rural regions and allow us to maintain a focus on needs-based planning with connections to municipal and county comprehensive plans."



Benefits of RTPOs to State DOTs

1. Facilitates quality conversation between agencies and with members of local communities across regions, which increases transparency and aids in coordinating transit planning.
2. Provides uniformity for planning and project inputs from rural and metropolitan regions of the State and promoting fairness in regional representation.
3. Creates a basis for fully integrating rural transportation needs into the State Transportation Plan and STIP, including a means for selecting regional priorities.
4. Provides an established source of information on rural economic development needs and opportunities, resource development, and transportation system resiliency, as they regions are often critical areas for valuable agriculture, mining, and natural resource production.
5. Can streamline outreach to local governments by bringing them together in a regional forum.

SIDE TWO

U.S. Department of Transportation
Federal Highway Administration

U.S. Department of Transportation
Federal Transit Administration

Work Program Development & Content

Regional Transportation Planning Organizations (RTPOs) that are designated by States as permitted by 23 United States Code (USC) 135(m) must meet specific requirements. To coordinate transportation planning activities, a Work Program provides a framework for organizing the annual workload of staff and partner agencies and for documenting how available planning funds will be spent. Many existing regional planning organizations (RPOs) are supported by their State Department of Transportation (DOT) with FHWA State Planning & Research (SP&R) and FTA's Section 5304 funds. In those instances, the projects will be included on the SP&R program. Provided below are examples where rural regional planning organizations demonstrate the work they are accomplishing.

Nevada County Transportation Commission

The Nevada County Transportation Commission (NCTC) was established as a result of the California Transportation Development Act of 1971. County transportation planning commissions and agencies are funded by the Local Transportation Fund and other sources. The State law requires that all designated agencies adopt an Overall Work Program (OWP) annually. This is an excellent example of both framework and content.

Annual Planning Budget $1.1 Million

Revenue Sources

State Transportation Improvement Program Planning Funds (Federal)
Federal Transit Administration (FTA) §5304 (Federal)
Local Transportation Fund from ¼ Cent Statewide Sales Tax (State)
Rural Planning Assistance Formula & Grants (State)

Key Work Tasks

Coordinated Public Transit-Human Services Transportation Plan Update
Western Nevada County Transit Development Plan Update
Rural Counties Task Force Performance Measures Data
Transportation Improvement Program Development
Coordination of Regional Planning

Coordinate local land use planning with regional planning
Analyze regional impacts of proposed development
Promote cooperation between regional planning agencies
Support Regional transportation services

Two Rivers-Ottauquechee Regional Council

The Two Rivers-Ottauquechee Regional Council (TRORC) informs local governments of a set number of activities that can be accomplished within the budget. Requests are prioritized based on each project's ability to mesh with existing programs and available funding. TRORC's annual transportation planning program is developed with the help of Vermont Agency of Transportation (VTRANS) staff and submitted to VTRANS in a well-established process.

Key Work Tasks

Local government assistance including: traffic counts/ pedestrian counts, culvert inventories, public involvement facilitation for local/state projects, High Risk Rural Roads safety programs, road surface management evaluation studies, pavement evaluations, and road conditioning scoring.

Assistance to VTRANS including highway inventory for suitability of traffic and geometry for an on-road bicycle facilities planning.

North Central Pennsylvania Regional Planning & Development Commission

Pennsylvania has a longstanding practice of coordinating transportation planning among the Pennsylvania Department of Transportation (PennDOT), the MPOs, and RPOs throughout the State. There is a Statewide UPWP Work Group that develops Planning Emphasis Areas. Each RPO identifies locally meaningful areas from the overall list. The North Central Pennsylvania Regional Planning and Development Commission (NCPRPDC) Executive Committee solicits ideas for assistance to local partners during UPWP development. They adopt a two-year work program that is matched to the two-year FHWA and FTA SP&R work program. After PennDOT and FHWA Division staff review the draft, the NCPRPDC Executive Committee approves the program.

Annual Planning Budget $301,000

Revenue Sources

FHWA SP&R (Federal)
Local Technical Assistance Program (Federal)
FTA Planning Funds (Federal)
Local Matching Funds (Regional)

Key Work Tasks

Coordinated Public Transit-Human Service Transportation Plan
Regional Action Strategy: Linking Land Use, Transportation, and Economic Development
Identification of the region's core highway network, following PennDOT's process, which is then used for:

- Safety corridor analysis of the core system, using State data for fatalities/serious injuries and public input to identify 25 projects.
- Traffic congestion analysis for DuBois and Sandy Township.
- Freight analysis and needs assessment as part of the PennDOT Regional Operations Plan.
- Economic analysis of the Route 219 corridor.
- Inland intermodal port/terminal study in relation to ARC Network Appalachia.
- Greenway planning as part of Community Development planning.

Boonslick Regional Planning Commission

Representing three counties northwest of St. Louis, Missouri, the Boonslick Regional Planning Council works to provide basic transportation planning services to its local governments. Economic plans are funded via Economic Development Administration (EDA) planning funds, and local planning funds. The Missouri Department of Transportation (MODOT) funds the safety studies using local dues.

Key Work Tasks

Economic Development-Related Freight Planning

Mapping Assistance

Traffic Studies & Counts At the Local Level

Safety Plans

Coordinated Public Transit-Human Services

Hazard Mitigation
The Hazard Mitigation Plan is part of the regional comprehensive plan to identify infrastructure at risk.

Economic Development Plans
The RPC economic development plans include economic resiliency by assessing which corridors would be impacted and to what effect. The RPC reaches out to businesses to survey potential risks and impacts with regard to their businesses.

U.S. Department of Transportation
Federal Highway Administration

U.S. Department of Transportation
Federal Transit Administration

Transportation Improvement Program Development

State Transportation Improvement Programs (STIPs) must cover a four-year period and include all projects funded by programs of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), as well as other regionally significant projects. The STIP must be fiscally constrained to agreed upon estimates of reasonably available revenue.

A Regional Transportation Planning Organization (RTPO) is required to develop a regional TIP (RTIP) for consideration by the State. The State must cooperate with RTPOs.

For affected nonmetropolitan local officials, the State must consult to determine projects that may be of regional significance.

This Fact Sheet illustrates examples of existing regional planning agencies that develop RTIPs and how projects from these plans have been incorporated into their STIPS.

Southeast Iowa Regional Planning Commission

The Southeast Iowa RPC (SEIRPC) prepares a four-year RTIP that is updated annually. SEIRPC is responsible for a portion of fund sources while the Iowa Department of Transportation (DOT) retains programming responsibility for other major funding sources.

Iowa DOT goes beyond requirements and accepts the RTIP for direct incorporation in the STIP, given fiscal constraint conditions are met.

Regional agencies, like the SEIRPC, are given an allocation of FHWA Surface Transportation Program (STP) funds based on which regional projects are selected in a manner reflecting fiscal constraint. Regional agencies also receive an allocation of FHWA Transportation Alternative Program (TA) funds for which a competitive award process is conducted. SEIRPC invites its member counties and cities to submit applications for STP funds. Projects selected are often related to pavement preservation.

THE SEIRPC RANKS CANDIDATE PROJECTS ON A POINT SYSTEM FOR SIX CRITERIA:

Iowa and Pennsylvania share similar perspectives on the benefits of developing RTIPs. These State DOTs recognize that a rural regional planning agency is in the best position to understand local and regional transportation needs. Having these agencies in place and giving them the resources and responsibility to develop a TIP saves the resources that the DOT would otherwise have to dedicate to outreach to non-metropolitan officials and to program development.

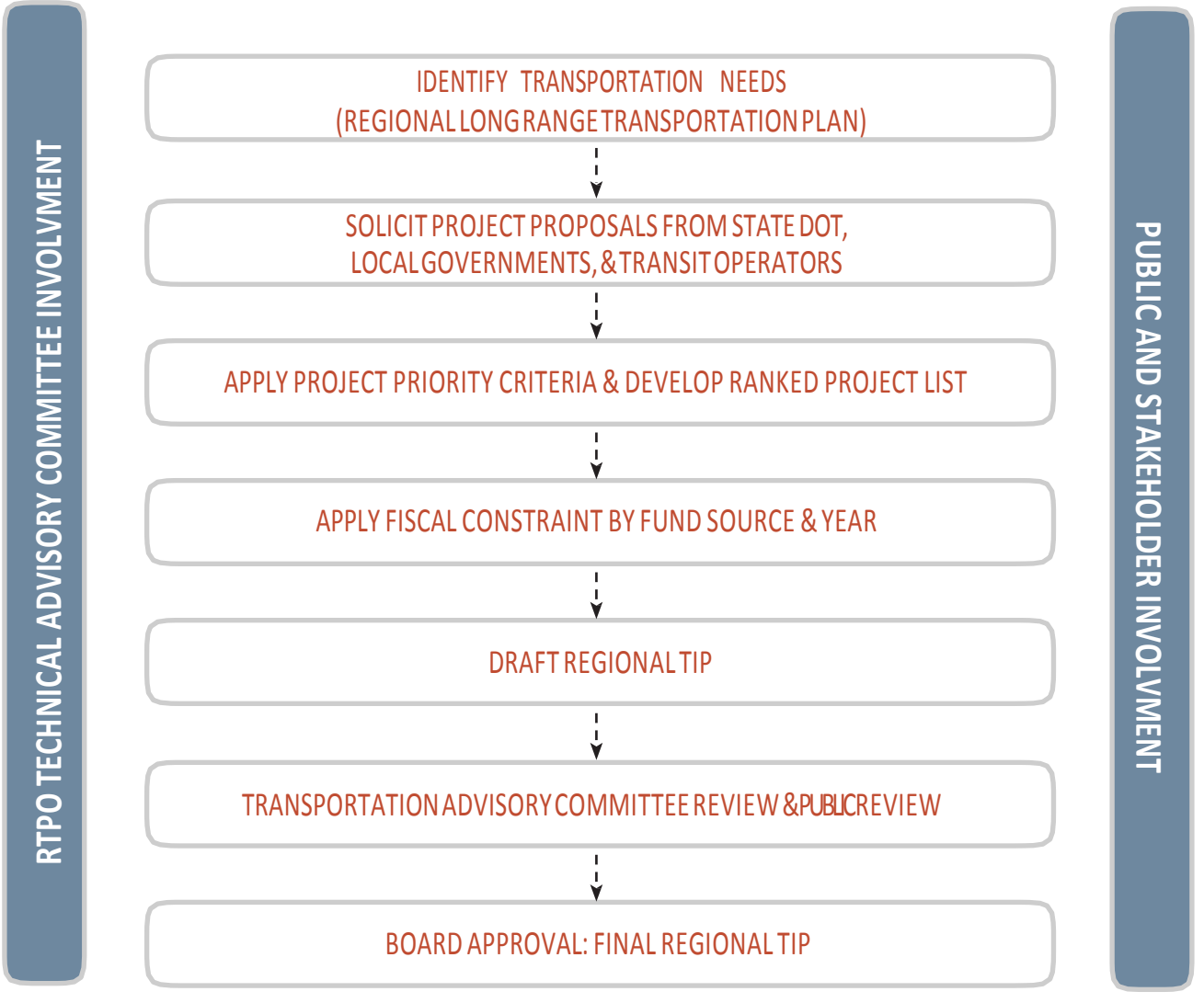
These States acknowledge that *the regionally developed TIP is the preferred product.*

North Central Pennsylvania Regional Planning & Development Commission

Pennsylvania is unique in how it determines allocations of Federal funds. The State has a Pennsylvania Planning Partners organization, which is comprised of members from the Pennsylvania Department of Transportation (PennDOT), all MPOs and RPOs in the State, the State Transportation Commission, FHWA, and FTA, to program Federal funding. The North Central Pennsylvania Regional Planning & Development Commission (NCPRPDC) prepares an RTIP that includes Federal, State, and local funding sources. Similarly, NCPRPDC has a Financial Guidance Working Group that develops allocation methodologies. NCPRPDC's Financial Guidance Working Group develops program guidelines and best practices.

PennDOT has a cooperative process for TIP development that is all-inclusive with regional agency input to methodologies and requirements. Therefore, the entire RTIP is incorporated into the STIP. NCPRPDC's website enhances transparency by making it easy for the public to locate TIP projects and find detailed project information.

DEVELOPING A REGIONAL TRANSPORTATION IMPROVEMENT PLAN (RTIP)



U.S. Department of Transportation
Federal Highway Administration

U.S. Department of Transportation
Federal Transit Administration

A Statewide Approach to Transportation Planning that Works

Moving Ahead for Progress in the 21st Century (MAP-21), the Federal surface transportation bill passed in 2012, creates an institutional framework for establishing Regional Transportation Planning Organizations (RTPOs) to perform transportation planning tasks in non-metropolitan areas. Many States already have regional planning partnerships established in their non-metropolitan areas. These organizations vary in how they address organizational structure and planning responsibilities. This Fact Sheet illustrates successful practices observed in existing non-metropolitan planning organizations based on five areas of approach.

ENHANCE
1.CONNECTIONS

PROMOTE
3.TRANSPARENCY

ACCOMMODATE
5.DIVERSITY

EXPAND
2.PARTICIPATION

ENSURE STATEWIDE
4.CONSISTENCY

1 ENHANCE CONNECTIONS

MAP-21 establishes that an RTPO shall establish, at a minimum: A) a policy committee, the majority of which shall consist of nonmetropolitan local officials, or their designees; and B) a fiscal and administrative agent, such as an existing regional planning and development organization, to provide professional planning, management, and administrative support. RTPOs duties also include participating in national, multistate, and State policy and planning development processes to ensure the regional and local input of nonmetropolitan areas. More importantly RTPOs provide a forum for public participation in the statewide and regional transportation planning process.

Boonslick Regional Planning Commission (RPC)

- The Missouri-based RPC attends local government meetings to make RPC staff available and hear issues directly from local entities.
- The RPC has a Transportation Advisory Committee (TAC) with representatives from several sectors from each of its three counties.
- The TAC has an executive board and voting membership comprised of local officials and holds four meetings per year to discuss transportation priorities.

The Missouri Department of Transportation (MoDOT) refers to its institutional framework for working with local governments and regional entities such as metropolitan planning organizations (MPOs) and non-metropolitan Regional Planning Commissions (RPCs) as the "Planning Partnership." Supporting positive relationships among these partners has been a goal since the mid-1990s, and the emphasis on connections has been beneficial to ensure local buy-in.

2 EXPAND PARTICIPATION

All States must have a formal, documented process for cooperating with local officials in statewide planning. RTPOs can formalize a process for identifying transportation problems and potential strategies to address those problems, as well as mechanisms for achieving consensus on priorities to advance to the State Department of Transportation (DOT). Using the RTPO to broadcast other information, solicit input outside of the planning process, or communicate more generally with local officials and stakeholders supports the position of the RTPO as an integral member of the planning process.

California Department of Transportation (Caltrans)

- Caltrans requires that its non-metropolitan regional agencies provide formal Transportation Improvement Programs (TIPs) to implement the vision and goals from the regional long-range plan.

Vermont Agency of Transportation (VTrans)

- A fiscally constrained TIP is not required for regional agencies, but the agency provides local priorities and feedback to VTrans.
- VTrans uses regional input as 20% of the weight in the Statewide project ranking process.

3 PROMOTE TRANSPARENCY

RTPOs provide a venue through which State DOTs can communicate with stakeholders. This outreach may include distributing information about RTPO products and plans, scheduling time in RTPO meeting agendas to discuss stakeholder issues, encouraging RTPO members and stakeholders to attend DOT public meetings, and other strategies.

North Central Pennsylvania Regional Planning & Development Commission (NCPRPDC)

- NCPRPDC's TIP is included in the State TIP, as the Pennsylvania Department of Transportation (PennDOT) allocates funding by region.
- The agency has a regional Transportation Planning Committee, which includes FHWA and PennDOT as active partners to enhance awareness of State and local priorities.

MoDOT

- MoDOT shares data with its RPCs to help project prioritization.
- Each MoDOT District serves more than one RPC, so projects are selected considering priorities from all RPCs in the District.
- Stakeholders are able to present large-scale projects to RPCs, MPOs, and MoDOT representatives to justify the need for State funding.

4 ENSURE STATEWIDE CONSISTENCY

Taking steps to achieve consistency in the work of RTPOs can help each State DOT know what to expect and to make best use out of RTPO deliverables and input. Some States have developed manuals for their non-metropolitan planning partners to use in conducting planning activities and administering agency operations. Communicating expectations, scheduling regular meetings, and forming work groups to support planning practices can help guide all agencies in the State to produce deliverables and execute processes with the same quality and content.

Iowa DOT

- Iowa DOT holds quarterly meetings to include representatives from all regional planning agencies in discussions on Statewide planning resources, requirements, and emerging issues.
- One meeting each year is held concurrently with staff training.

PennDOT

- PennDOT holds regular meetings with rural and metropolitan agencies.
- PennDOT formed working groups on specific topics involving representatives from rural to large metropolitan regions.
- Working groups develop guidance for all planning regions to follow.

5 ACCOMMODATE VARIABILITY

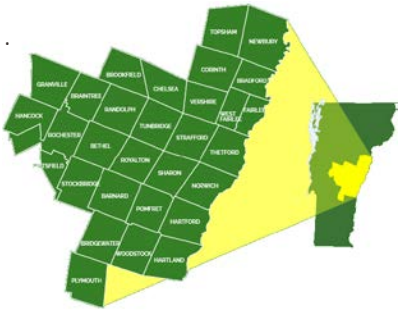
Although certain planning roles and products may be required for all RTPOs, States can create space for regional variation. Each region may have special transportation interests that should be included in committee institutions in addition to more universal roles, such as local officials. Different regions may have different planning priorities that would benefit from specialized analysis, so allowing for special planning studies such as corridor safety studies, bicycle and pedestrian studies, freight movement studies, etc. can help RTPOs identify projects to submit to their DOT.

Iowa DOT

- Many non-metropolitan regional planning affiliations are housed in organizations that complete other planning processes.
- Iowa DOT allows regional partners to combine plans where applicable. Neighboring regions have coupled regional economic development plans with long-range transportation plans.

Two Rivers-Ottauquechee Regional Commission (TRORC)

- TRORC piloted the first regional safety forum with VTrans to address stakeholder concerns.
- The safety forum established relationships between regional safety stakeholders, addressed resource sharing, and identified highway safety issues.



SIDE TWO

U.S. Department of Transportation
Federal Highway Administration

U.S. Department of Transportation
Federal Transit Administration

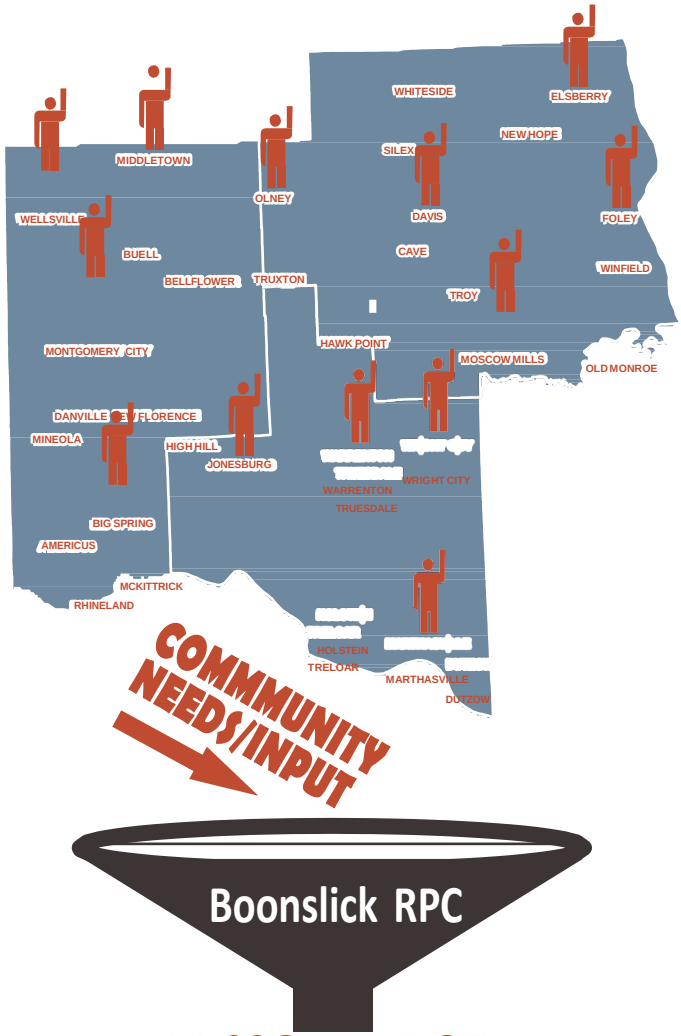
Public Participation in Transportation Planning

Public involvement remains a hallmark of the transportation planning process. It has always been important for planners to understand the perspective of their constituents, listen to the voices of elected officials, advocates, and stakeholders as they devise transportation plans and programs. Doing so is a challenge in the rural regions of our country. State Departments of Transportation (DOTs) often find it difficult to get input from rural residents, especially if they rely on traditional public involvement techniques.

RTPOs provide DOTs with a unique opportunity for more effective public participation and collaboration, since they are closer to their rural constituency. Some RPOs also provide public involvement services for their local agency members. This Fact Sheet illustrates effective public participation planning at three regional agencies.

COLLABORATION CREATES COHESIVE PLANS

Boonslick Missouri Regional Planning Commission



Public outreach in the Boonslick Regional Planning Commission (RPC) occurs during the creation of the comprehensive plans, economic development plans, as well was the strategic plan. The RPC specifically provides assistance by:

1. REACHING OUT TO LOCAL STAKEHOLDERS
2. ATTENDING COMMUNITY MEETINGS, AND
3. IDENTIFYING NEEDS GAPS.

Individual outreach is conducted with local community members. The RPC has 26 cities in three counties. The RPC acts as a liaison between local communities and the Missouri DOT (MoDOT) by staying in tune with the transportation issues in individual communities. To create this bridge, it is often the RPC attending public meetings of the local communities rather than the other way around. The RPC staff members make themselves available through attendance at these types of events, which plays a big role in communicating what individuals and businesses need and directly translates to recommendations of projects for consideration.

North Central Pennsylvania Regional Planning & Development Commission

OFFICIAL PUBLIC PARTICIPATION PLAN

Similar to an MPO, the North Central Pennsylvania Regional Planning and Development Commission (NCRPDC) has an official Public Participation Plan, which includes a Limited English Proficiency Plan. Public input opportunities are offered via five to six meetings per year and periodic survey efforts.

COUNTY-LEVEL FOCUS

There are 167 municipalities within NCRPDC's service area and most have small or non-existent staff and limited computer availability. Therefore, NCRPDC focuses its efforts on the county level, meeting with county planning offices on project status/schedule.

REGIONAL INPUT FOR STIP

When the Pennsylvania DOT develops its Statewide Transportation Plan and Statewide Transportation Improvement Program (STIP), they utilize the services of the RPO in publicizing public meetings in the region, and with other means to gather input.

"ENGAGE NORTH CENTRAL PA" ONLINE

NCRPDC has an online portal entitled, *Engage North Central PA*, as part of the public involvement activities by identifying needs and hypothetically programming dollars to get a sense of fiscal constraint. Engage North Central PA has been running for over a year.

Two Rivers Ottauquechee Regional Commission

Two Rivers Ottauquechee Regional Commission (TRORC) plays a critical role in coordinating the associated activities, people, and stakeholders in public hearings and input forums for the Vermont Agency of Transportation (VTrans). VTrans provides an opportunity for RPCs throughout the State to be involved in development of the Strategic Highway Safety Plan. They facilitate public outreach and data collection efforts and have organized sub-State gatherings on this topic.

The TRORC is also involved in STIP hearings by facilitating local discussions on regional modal plans. VTrans works with the public to facilitate these conversations through the Council's Transportation Advisory Committee (TAC). VTrans representatives attend TAC meetings, which provides then an awareness of regional issues.

The TRORC helps to facilitate State programs, like the *Go Vermont* commuter challenge, at the regional level by collaborating with employers and conducting employer outreach to internally develop the program by encouraging employees. The ability of RPCs to reach out to their regions is critical to these efforts. There is only one staff person at VTrans who works on the program, making this a great example of how VTrans' capacity is extended by their relationship with RPCs.

In the near-term all of Vermont's RPCs will be required to have a formal public participation plan that complies with Title VI of the Civil Rights Act and guides the organization beyond federal requirements and applies to all programs.

TRORC CONDUCTS PUBLIC INVOLVEMENT VIA:

- Traditional Public Meetings/Hearings
- Focus Group Sessions
- Community Surveys
- Information Distribution and Interaction at Community Events

AN EXTENSION OF VTRANS STAFF

TRORC considers itself to be an extension of VTrans staff that provides a quality relationship with the local areas. The existence of TRORC and the other RPCs saves VTrans both money and staff resources through its ability to get things done quickly and well at the local level which benefits both State-level agencies and constituents.

STATUTES AND DEFINITIONS:

REGIONAL TRANSPORTATION PLANNING AGENCIES (RTPA)

Section 29532 of the Government Code

...transportation planning agencies designated by the Director of Transportation as follows:

(a) For a county included within the jurisdiction of a statutorily created regional transportation planning agency, such agency.

(b) For a county which is not included within the jurisdiction of a statutorily created regional transportation agency but for which there is a council of governments, and an election has not been made pursuant to Section 29536, such council. For a county which is not included within the jurisdiction of a statutorily created regional transportation agency but for which there is a council of governments for which an election has been made under the provisions of Section 29536 to form a local transportation commission, such local transportation commission authorized in Section 29535.

(c) For a county not within the jurisdiction of a statutorily created regional transportation planning agency or a council of governments, the local transportation commission authorized in Section 29535.

LOCAL TRANSPORTATION COMMISSION (LTC)

Section 29535 of the Government Code

Within each county which is not within the jurisdiction of a statutorily created regional transportation planning agency or a council of governments, a local transportation commission shall be established and composed of three members appointed by the board of supervisors, three members appointed by the city selection committee of the county or by the city council in any county in which there is only one incorporated city, and, where applicable, three members appointed by a transit district and one member representing, collectively, the other transit operators in the county. However, in a county in which there are no incorporated cities, five members may be appointed to the commission by the board of supervisors.

The appointing authority, for each regular member it appoints, may appoint an alternate member to serve in place of the regular member when the regular member is absent or disqualified from participating in a meeting of the commission.

STATUTORY REGIONAL TRANSPORTATION PLANNING AGENCIES

- Metropolitan Transportation Commission*-- Title 7.1 of the Government Code (Section 66500 et al) is the act establishing and empowering this commission for the San Francisco Bay Area.

  *The Association of Bay Area Governments is the comprehensive planning organization of the MTC region.

- Tahoe Regional Planning Agency -- Title 7.4 of the Government Code (Section 66800 et al) is the act establishing and empowering this agency for the Tahoe Basin.

- Placer County Transportation Planning Agency -- Title 7.91 of the Government Code (Section 67910 et al) is the act establishing and empowering this agency for Placer County, excluding the Tahoe Basin.

- Nevada County Transportation Planning Agency -- Title 7.92 of the Government Code (Section 67920 et al) is the act establishing and empowering this agency for Nevada County.

- Transportation Agency of Monterey County -- Title 7.93 of the Government Code (Section 67930 et al) is the act establishing and empowering this agency for Monterey County.

- The Santa Cruz County Regional Transportation Commission -- Title 7.94 of the Government Code (Section 67940 et al) is the act establishing and empowering this agency for Santa Cruz County.

- The El Dorado County Transportation Planning Agency -- Title 7.95 of the Government Code (Section 67950 et al) is the act establishing and empowering this agency for El Dorado County.

COUNCIL OF GOVERNMENTS (COG)

- Joint Exercise of Powers -- Title 1, Chapter 5 of the Government Code (Section 6500 et al) is the basis of all existing COGs in California.

TRANSPORTATION MANAGEMENT AREA (TMA)

As defined by the Intermodal Surface Transportation Efficiency Act (ISTEA), a TMA is designated by the Secretary of Transportation for all urbanized areas

over 200,000, with boundaries contiguous to that of the MPO. TMAs must include a congestion management system in their planning process and are responsible for project selection under the STP program.

METROPOLITAN PLANNING ORGANIZATION (MPO)

An organization designated by the Governor as a forum for cooperative transportation decision making for the metropolitan planning area. Federal provision requires an MPO in urbanized areas.

CONGESTION MANAGEMENT PROGRAM AGENCY (CMA)

CMAs develop the Congestion Management Program in consultation with other agencies. CMAs can be either the Local Transportation Commission (as defined by Public Utilities Code 130000) or another public agency, as designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county. If the county and cities agree, they can either designate an existing agency or form a new agency to develop and monitor the CMP.

AGREEMENT FOR TRANSIT SERVICES IN TEHAMA COUNTY

BETWEEN THE COUNTY OF TEHAMA AND THE INCORPORATED CITIES

OF CORNING, RED BLUFF AND TEHAMA

This agreement dated 2-25-03, by and between the County of Tehama herein called County, City of Corning, herein called Corning, the City of Red Bluff, herein called Red Bluff, the City of Tehama, herein called Tehama is hereby established.

RECITALS

WHEREAS, in 1971, the California Legislature passed the Transportation Development Act (TDA) to provide funds for transportation services, and

WHEREAS, the County, Corning, Red Bluff, and Tehama, desire to continue the current transit program through this Agreement establishing the Tehama County Transit Service Agency, and

WHEREAS, the four parties desire to continue funding the Program solely from each entity's annual allocation of available transit funding sources, and

WHEREAS, the parties hereto desire to utilize the Tehama County Transportation Commissioners as the membership of the Tehama County Transit Service Agency Board of Directors, and

WHEREAS, the goals of the parties to this Agreement are as follows:

a. Provide a public bus transit service to the general public at a reasonable fare and in the most effective and efficient manner,

b. Provide convenient routing and scheduling of the bus transit system within the participating jurisdictions,

c. Provide a public bus transit system that is complimentary to the private taxi service,

d. Provide Para-transit service to seniors and disabled residents of the County, also, complimentary to the private taxi service,

2003 Miscellaneous Agreement
63-2003

e. Provide non-emergency medical transportation services, and

WHEREAS, the desired efforts shall be culminated through the actions and recommendations of the Transit Policy Advisory Committee and the Tehama County Transit Service Agency to ensure the implementation of safe and effective transit service as required by law, and

WHEREAS, it is the purpose of the Transit Policy Advisory Committee to make recommendations to the Tehama County Transit Service Agency.

NOW, THEREFORE, THE PARTIES MUTUALLY AGREE AS FOLLOWS:

1. PURPOSE:

The purpose of this Agreement is to provide for the operation and maintenance of TRAX public bus transit system in the County and Para-TRAX transit service primarily for the seniors and disabled in Tehama County, including non-emergency medical transportation as provided by METS.

2. FUNDS:

The parties hereto shall submit LTF claims to the Tehama County Transportation Commission for each agency's proportionate share of funds to operate and maintain said bus transit system and said Para-TRAX transit service. Said application shall be made on an annual basis and shall request sufficient funds to maintain and operate said bus transportation system and said Para-TRAX transportation service within the assigned areas.

3. OPERATION:

The operation of said transportation services shall be under the control and management of the Department of Public Works of the County of Tehama, State of California. Said management shall include daily operational authority which shall be defined as follows:

a. The management of the transit contract for the operation of TRAX and Para-TRAX,

b. The operation of METS,

c. To acquire equipment and construct, manage, maintain and operate any buildings, works or improvements pertaining to the transportation services upon the concurrence of the Transit Service Agency Board.

4. TRANSIT POLICY ADVISORY COMMITTEE:

There is hereby established a Transit Policy Advisory Committee (TPAC) appointed by the Tehama County Transit Service Agency Board made up of the Public Works Directors and City Managers from the cities of Corning and Red Bluff, the City representative for Tehama, the Public Works Director of Tehama County, the Transit Manager of the County of Tehama, the Transit Contractor's General Manager, and a representative from the Social Services Transportation Advisory Committee (SSTAC). Voting members of TPAC will be the Public Works Directors from the City of Red Bluff, City of Corning, County of Tehama, and the City representative from Tehama. Said Transit Policy Committee shall have the following responsibilities:

a. Recommend transit fares in accordance with the Transit Development Plan.

b. Recommend level of service and bus routes.

c. Monitor public response.

d. Recommend on proposed purchases of additional vehicles.

e. In conjunction with public response, to recommend adjustments in the program in order to serve the public efficiently and safely.

f. Review and recommend the annual transit budget to be used by each party in applying to the Tehama County Transportation Commission as stated in Section 2.

g. To recommend to the County, Commission or Agency to apply for grants for operation and/or for demonstration projects.

h. To recommend cost allocations.

i. Review the Transit Development Plan.

5. ADMINISTRATION OF THE TRANSIT PROGRAM

The Tehama County Department of Public Works will provide staffing and administrative functions for the Transit Service Agency and the Transit Policy Advisory Committee, as shown in the organizational chart labeled exhibit A.

The administration of the program(s) to be carried out pursuant to this Agreement shall comply with the current provisions of the Transportation Development Act as described in the Recitals set out above.

The Tehama County Department of Public Works will receive reimbursement from the Transit Service Agency for the cost of providing services and supplies to the Agency as reflected in the Agency's annual budget.

6. ACQUISITION OF VEHICLES:

The acquisition of vehicles, equipment, buildings and supplies shall be under the purchasing authority of the Board of Supervisors of Tehama County through its Department of Public Works.

7. TERMINATION OF CONTRACT:

a. Any party to this Agreement may terminate its participation and its responsibility under this Agreement with respect to subsequent fiscal years only, i.e. no party may

unilaterally terminate its participation or responsibility during any fiscal year, which is covered by this Agreement without the consent of all of the remaining participants.

In order to terminate responsibility and participation herein, the terminating entity shall give written notice, on or before January 1 prior to the effective date of termination, to all of the remaining participant-entities. Such termination shall be effective on June 30, following the receipt notice.

The fiscal year referred to herein shall be July 1 through June 30.

If a party terminates participation said party is still responsible to meet "unmet transit needs" in accordance with the TDA.

b. In the event of final termination of transit services and after all monetary obligations have been met, any remaining funds shall be returned to the Tehama County Transportation Commission and credit shall be given to each party of this Agreement in the proportion that each party contributed allocated funds to the program. Vehicles and/or equipment, which were included in the public transit program, shall be sold to the highest bidders and the proceeds of such sale shall be given to the Tehama County Transportation Commission.

8. BUS TRANSPORTATION SYSTEM AND PARATRAX TRANSPORTATION SERVICE JURISDICTION:

The TRAX transit system shall be operated within the city limits of Corning, Red Bluff and Tehama, and the unincorporated areas within the jurisdiction of Tehama County. The Transit Policy Advisory Committee as stated in Section 4 will review routes. Additional routes may be selected by the participating entities upon recommendation of the Transit Policy Advisory Committee.

9. DISTRIBUTION OF COSTS TO INDIVIDUAL JURISDICTIONS:

The distribution of actual costs of operating said transportation services shall be determined on a fair basis by the Transit Policy Advisory Committee. The initial distribution of cost shall be recommended by a two-thirds majority vote of said committee by June 1, 2003 and adopted by the Agency before July 1, 2003. The distribution of costs, which may result from future changes in transit services, shall be determined by the TPAC as necessary, and recommended by two-thirds majority vote to the Transit Agency, prior to implementation of the change in transit services. Each entity's proportion of the program's cost should be based on one or more of the following options:

a. Their share of the County population within the bus service area.

b. Transit service hours by jurisdiction.

c. Origin and Destination survey.

d. Residence location of riders.

10. NOTICES:

Notices hereunder shall be sufficient if delivered to:

City Clerk, City of Corning

City Clerk, City of Red Bluff

City Clerk, City of Tehama

Tehama County Department of Public Works

Executed on the 25th day of February, 2003

Date 2-5-03

City of Corning Mayor

Date 2/18/03

City of Red Bluff Mayor

Date 1/29/03

City of Tehama Mayor

Date FEB 2 5 2003

County of Tehama
Chairperson of Board of Supervisors

APPROVED AS TO FORM:

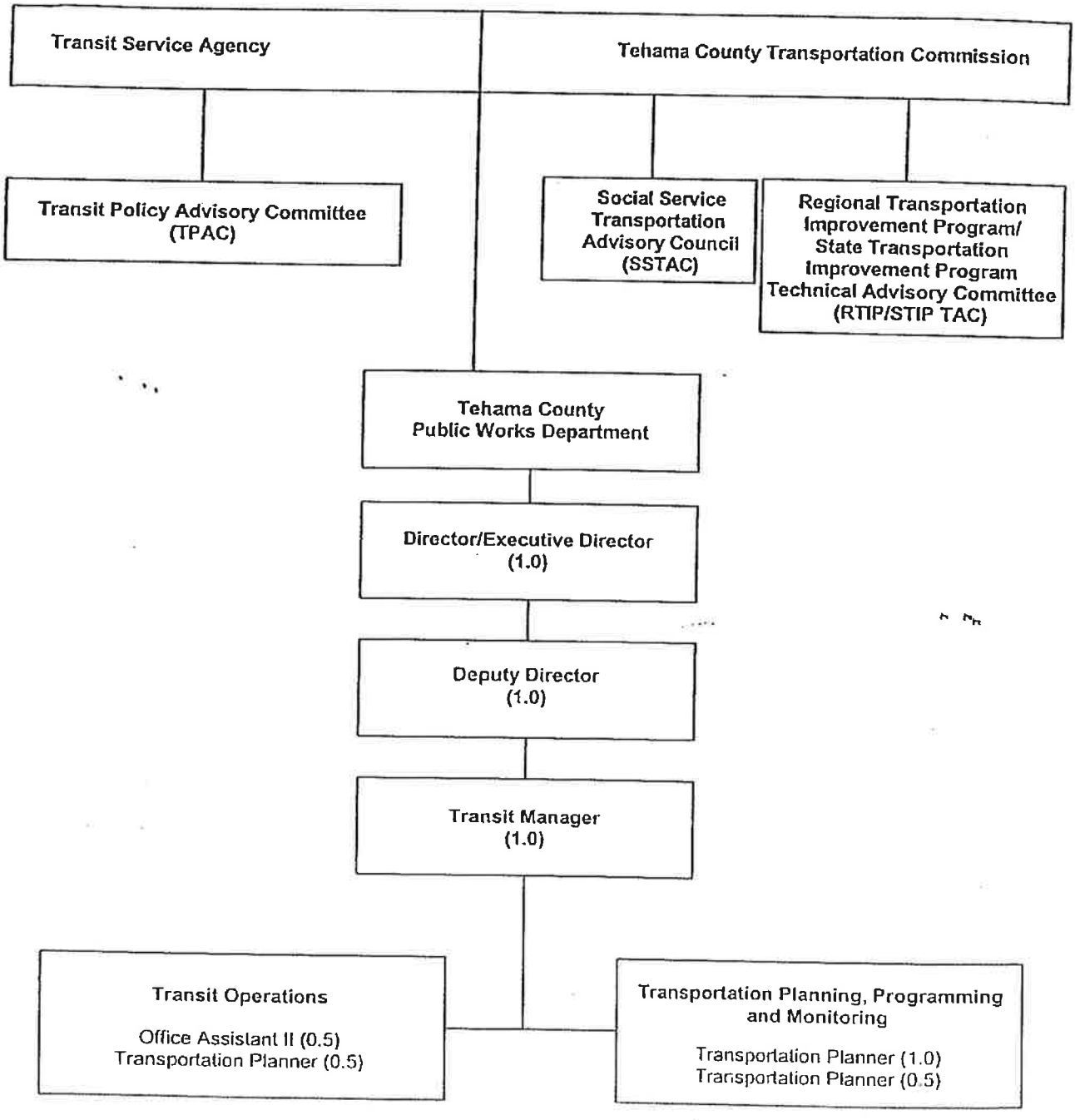
Date FEB 2 0 2003

RON KEMP

County Counsel Deputy County Counsel

EXHIBIT A

Tehama County Transportation /Transit Organizational Chart



Note: (0.0) Position Allocation

MINUTE ORDER
BOARD OF SUPERVISORS
COUNTY OF TEHAMA, STATE OF CALIFORNIA

R E G U L A R A G E N D A

AGREEMENT / TEHAMA COUNTY PUBLIC WORKS DEPARTMENT / TRANSPORTATION – With the Incorporated Cities of Corning, Red Bluff and Tehama For Transit Services in Tehama County

A motion was made by Supervisor Turner, seconded by Supervisor Russell and carried by the unanimous vote of the Board to approve and authorize the Chairman to sign the agreement for transit services in Tehama County with the incorporated cities of Corning, Red Bluff and Tehama.

(2003 Miscellaneous Agreement Book, #63-2003)

STATE OF CALIFORNIA)
) ss
COUNTY OF TEHAMA)

I, MARY ALICE GEORGE, 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 a full, true and correct copy of an order adopted by said Board of Supervisors on the 25th day of February, 2003.

DATED: March 3, 2003

MARY ALICE GEORGE, County Clerk and
Ex-officio Clerk of the Board of Supervisors
of the County of Tehama, State of California

by Angela L Reed
Deputy

AGREEMENT BETWEEN THE COUNTY OF TEHAMA AND THE TEHAMA COUNTY TRANSPORTATION COMMISSION FOR THE PURPOSE OF PROVIDING ADMINISTRATION AND PLANNING SERVICES

1. INTRODUCTION

The Tehama County Transportation Commission (TCTC) is established by Section 29535 of the Government Code. Section 29535 establishes a local transportation commission that is designated as a Regional Transportation Planning Agency (RTPA) responsible for area wide transportation planning in Tehama County. These responsibilities include:

- Administration and Management of the Local Transportation Fund (LTF)
- Transportation Planning and Regional Coordination
- Transportation Alternatives and Improved Air Quality
- Local Transportation Fund Claimant Funding and Oversight
- Transportation Grant Applications and Management

The goal of the TCTC is to achieve: *a coordinated and balanced regional transportation system*. The intent includes, but is not limited to, streets and highways, public transportation, specialized transportation, pedestrian, bicycle, aviation and rail facilities and planning services. A key focus is the decaying condition of the region's local streets and roads and the shortfall of funding needed to provide the level of maintenance necessary to prevent further decay as identified in the 2001 Regional Transportation Plan (RTP).

Rules and Regulations of the TCTC include composition, meetings, duties, responsibilities, budgets, and claims. These rules and regulations are adopted by Resolution.

2. TEHAMA COUNTY TRANSPORTATION COMMISSION OVERVIEW

A. Creation

The TCTC was formed as the LTC/RTPA in 1971 as a result of the Transportation Development Act (TDA), California Senate Bill 325, which created the Local Transportation Fund (LTF). LTF revenues are derived from ¼ cent of the retail sales tax on motor fuel.

B. Purpose

The TCTC (also known as The Regional Transportation Planning Agency (RTPA) is intended to act as the lead planning and administrative agency for State Transportation Improvement Program (STIP) and LTF transportation projects and programs in Tehama County. It is the duty of the TCTC to establish rules and regulations to provide for administrating transportation planning and allocating the local transportation funds in accordance with the applicable sections of the Government Code (GC Sections 29530 et.

seq), Public Utilities Code (PUC Sections 99200 et. seq) and California Code of Regulations (CCR Sections 6600 et. seq).

C. TCTC Membership

The TCTC is comprised of six members: Three from the Tehama County Board of Supervisors and an appointed representative from each of the three incorporated cities. The Commission elects a Chairperson and Vice-Chairperson each fiscal year (July – June).

1) Commissioners are entitled to a stipend of $100 for each monthly Commission meeting they attend.

2) Commissioner's stipend is based on the 2003 survey of the California Commission/RTPA stipends, county populations, annual Local Transportation Funds, and 2000 State Transportation Improvement Program (STIP) Allocation.

3) The Commission may choose to review and adjust the stipend as needed.

4) Commissioner's may chose to not to receive a stipend, in which case they can notify the Executive Director in writing to cancel payment of stipend.

D. Staffing

Executive Director. The Executive Director is the Tehama County Director of Public Works who is responsible for the general administration of the TCTC. The authority and duties of the Executive Director are:

1) To serve as Administrator to the TCTC.

2) To supervise and direct the preparation of the annual budget for the TCTC and be responsible for its administration after adoption by the TCTC.

3) To supervise, and direct the preparation/submittal of TCTC periodic financial reports and, as soon as practical after the end of each fiscal year.

4) Prepare the Department of Public Work's annual report, which denotes the annual planning and transit activities.

5) To formulate and direct the presentation of information and/or plans on TCTC activities and the means to finance them.

6) To supervise the planning and implementation of all TCTC activities.

7) To attend meetings of the TCTC.

8) To perform such duties as the TCTC may require in carrying out the policies and directives when directed to do so by the Chair of the TCTC, including but not limited to: signing of contracts and/or agreements, management of grants, and state and federal funds.

9) Direct the development and review of the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP).

10) To supervise the staff services for the Social Service Transportation Advisory Council (SSTAC) and the STIP/RTIP Technical Advisory Committee (TAC).

Technical Staff – Transportation planning services for the TCTC are provided by the Tehama County Department of Public Works. Additional staff assistance may also be requested from City and County staff at the discretion of the Executive Director.

E. Committees

STIP/RTIP Technical Advisory Committee (TAC) – The TAC is advisory to the TCTC and consists of the Public Works Directors from the Cities of Corning and Red Bluff, as well as, the County of Tehama. A city representative from Tehama and a representative from Caltrans District 2 are also appointed to the TAC. Representatives from Native American affiliations are represented and encouraged to attend TAC meetings. The TAC provides coordinated technical expertise to the TCTC regarding:

- Review and update of the Regional Transportation Plan (RTP)
- The regional project screening process
- The regional project ranking process
- Programming of projects consistent with the program level performance measures identified in the RTP.

The TAC also makes modifications to project lists to be consistent with review and comments. Specific responsibilities of the TAC include:

1) Recommending the distribution of STIP Funds.

2) Developing the storm damage inventory and streets/roads assessment for their respective jurisdiction.

3) Recommending the programming of RTIP/ITIP projects for the region.

4) Making recommendations regarding the Transportation Enhancement Activities (TEA) program.

5) Establishing performance measures for Transportation Projects.

6) Promoting a cooperative effort regarding planning for the Tehama County region.

7) Recommendations regarding legislation and transportation policy (state and federal).

Social Service Transportation Advisory Council (SSTAC) – Legislation was passed in 1987 to establish a Social Services Transportation Advisory Council (SSTAC) per Section 99238 of the Public Utilities Code. The purpose of the Council is to provide input to the Unmet Transit Needs process.

The SSTAC is comprised of nine members who serve 3-year terms on a staggered basis. The make-up of the membership normally includes:

- One representative of potential transit users who is 60 years of age or older.
- One representative of potential transit users who is disabled.
- Two representatives of the local social service providers for seniors.
- Two representatives of local social service providers for the disabled, including one representative of a social service transportation provider, if one exists.
- One representative of a local social service provider for persons of limited means.
- Two representatives from the local consolidated transportation service agency, if one exist.
- Additional members as deemed necessary by the RTPA to attain geographic and minority representation.

This group meets at various times of the year and serves as the Citizens Advisory Committee on transit and transportation needs including input on the Transit Development Plan (TDP). A member of the SSTAC, appointed by the SSTAC, will participate in the Transit Policy Advisory Committee (TPAC).

F. Organizational Chart

Refer to Exhibit A for the organizational chart of the TCTC.

3. RESPONSIBILITIES OF THE TRANSPORTATION COMMISSION

A. Meetings

Date - Meets on the third Tuesday of every month unless otherwise specified.

Time - 8:00 AM.

Location - Board of Supervisors Meeting Room, at the City of Red Bluff.

It should be noted that all TCTC, TAC and SSTAC meetings are publicly posted and noticed. In addition all meetings provide an opportunity for public comment and interaction. The TAC and the SSTAC Committee meet as needed.

B. Agendas

Deadline for Submission of Agenda Items – All items to be placed on the agenda shall be presented to the Executive Director of the TCTC no later than seven calendar days prior to the respective TCTC meeting date.

Agenda Backup Material Requirements – In order for an item to be placed on the agenda, the following materials are to be submitted per the deadline identified above:

1) The exact title of the agenda item.

2) The name of the petitioner.

A brief summary explaining the desired recommendation and/or action of the TCTC and a notation of any related staff reports and/or documents, which will be, included in the TCTC packets.

Development & Dissemination of Final Agenda – The Executive Director of the TCTC shall direct and approve the assembling and disseminating the final TCTC agenda and meeting packet.

Agendas and meeting packets shall be distributed to the following no later than four calendars days prior to the respective TCTC meeting.

- TCTC Members
- City of Corning Public Works Director
- City of Red Bluff Public Works Director
- City of Tehama Representative
- Transit Contractor
- Caltrans District 2
- Tehama County Department of Public Works

FAX Agenda to the following:

- Tribal Council, Greenville Rancheria
- Tehama County Planning Department

POST:

- Tehama County Courthouse
- Tehama County Public Works

EMAIL:

- clerk@redbluffdailynew.com, Editor@redbluffdailynew.com, kpeters@tehamacountyadmin.org, leslielohse@aol.com, alnvs@tco.net, sprice@ci.redbluff.ca.us, stevek@corning.org, glocke@snowcrest.net, corningObserver@dm-tech.net , planning@snowcrest.net, deborah_m_Pedersen@dot.ca.gov , dexter@tehama.net , venita@tco.net , hayden@ci.redbluff.ca.us , lynnnvs@aol.com

- Additions can be made to this list by contacting the Executive Director.

4. DUTIES AND PLANNING FUNCTIONS

A. General

The TCTC shall have the authority to establish and administer LTF and STIP funded area-wide transportation programs and in the exercise of that authority; the TCTC is authorized in its own name to:

1) Provide funding to Tehama County for the Director of Public Works to be the Executive Director including funding for County Public Works and other technical staff to manage and implement transportation planning programs.

2) Make and enter into contracts and expend revenues, leases and other agreements, including contracts with federal, state, and other governmental agencies.

3) Allocate LTF and State Transit Assistance (STA) funds to cities and the county in accordance with the TDA statutes and Administrative Code.

4) Adopt an annual budget.

5) Apply for and accept contributions, grants, or loans from any public or private agency or individual, or the United States or any department, instrumentality, or agency thereof, for the purpose of financing its activities.

6) Consider plans, claims and budgets submitted by applicants to the TCTC and take appropriate action.

7) Do all other acts reasonable and necessary to carry out the purpose of this Agreement.

The TCTC shall be held strictly accountable for all funds received, held and disbursed by it.

B. Administrative Functions

Administration of Transportation Development Act (TDA) Funds – The TCTC is responsible for the allocation, payment and proper record keeping associated with the TDA and its funding mechanisms. TDA provides two major funding sources: The Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA).

The LTF can be used by the TCTC, City of Red Bluff, City of Corning, City of Tehama, and the County of Tehama for the following:

- Public transit.
- Transportation planning.
- Expenses related to administering TDA.
- Pedestrian and bicycle facilities.
- Street and road purposes.

State Transit Assistance (STA) funds are allocated to the RTPA based on the population of the area under the jurisdiction of the county in proportion to the total State Population. STA funds are available for allocation to claimants for transit purposes under Article 4 and 8 of the Transportation Development Act generally in the same manner as LTF funds. Unlike LTF funds, however, STA funds may not be allocated for fund administration, planning, pedestrian and bicycle facilities, streets and highways. STA funds are primarily for public transit purposes.

The County Auditor maintains accounting records and makes disbursements in accordance with Sections 6620 through 6623 of the California Code of Regulations (CCR).

Oversight of Federal Grants/Funds – The TCTC is responsible for the general oversight and coordination of federal grant projects generated from within the County. These grants provide funding, for capital and/or operating costs associated with both seniors/disabled (specialized) and public transportation programs. The TCTC reviews such grants to determine the following:

- Type of clientele being served by each program.
- The extent to which such programs have coordinated services with other programs.
- Whether or not the services provided are consistent with the Regional Transportation Plan (RTP).

C. Planning Functions

Regional Transportation Plan (RTP) – Consistent with SB 45, the RTPA in non-urban regions must adopt and submit an updated Regional Transportation Plan (RTP) to Caltrans and the California Transportation Commission (CTC) every four years. The

RTP serves as the planning blueprint to guide transportation investments in Tehama County involving local, state, and federal funding over a 20-year period.

Overall Work Program (OWP) – The OWP is the TCTC's means of securing funding and staffing in order to create, implement and expand upon those policies and actions outlined in the RTP. Maintaining an updated OWP is critical to the TCTC's functioning as the RTPA in Tehama County. Draft OWP's are due annually on March 1 and must be approved by Caltrans for the expenditure of State Rural Planning Assistance (RPA) Funds.

Transit Development Plan (TDP) – While not specifically required by either the California Government Code or the TDA, the TCTC may develop a TDP to guide future growth and/or changes in transit service to be provided in the County. The TDP forms the basis for the TCTC's annual findings regarding "unmet transit needs" within the County as required by PUC Section 99401.5

AB120 Coordination/Consolidation Action Plan – The 1979 (AB 120) Social Service Transportation Improvement Act required that each RTPA develop an Action Plan for the best possible coordination of social service transportation programs within each region. The TCTC is responsible for reviewing and updating this plan.

OTHER PLANS - The TCTC may also prepare a Bicycle Transportation Plan (BTP) and/or other plans such as Airport, Rail and/or Truck. The BTP is usually a short-range plan over a five-year period that provides for the improvement of bicycle facilities in the RTPA's jurisdiction. The State requires that the RTPA adopt a BTP in order to be eligible for state Bicycle Transportation Account (BTA) funding for bicycle projects.

5. FUNDING MECHANISMS & APPLICATION/CLAIM PROCEDURES

A. Local Transportation Fund (LTF)

Description - LTF funds may be used for transportation planning, the TCTC's expenses related to administering the TDA, pedestrian and bicycle facilities, transit systems and/or for streets and road projects. LTF revenues are derived from ¼ cents of the 7¼ -cent retail sales tax collected statewide. The ¼ cent is returned by the State Board of Equalization to each County according to the amount of total sales tax collected in that county.

Apportionment/Allocation Process – The apportionment and allocation process for LTF funds follow the following timeline:

1) Prior to February 1 of each fiscal year, the County Auditor shall furnish to the Executive Director of the TCTC an estimate of moneys to be available for apportionment and allocation during the next fiscal year.

2) Prior to March 1, the TCTC shall determine and advise all prospective claimants (the Cities and County) of all area apportionment LTF funds for the following fiscal year. The final amount of LTF funds available for apportionment to the Cities and County will be derived per procedures outlined in CCR Section 6644(a) and PUC Section 99233. The resulting balance of LTF dollars will be apportioned per the most recent population figures published by the State Department of Finance.

3) Each year, each claimant (Cities and County) shall submit to the Executive Director of the TCTC its annual LTF claims per the form and priorities set forth in CCR Section 6630 and PUC Section 99400. Claim forms to be provided by RTPA staff.

4) Prior to TCTC approval of these claims, a finding must be made that all formerly unmet transit needs that are deemed "reasonable to meet" have been met. (See PUC Section 99400 and CCR Section 6658).

5) Prior to July 1 of each fiscal year, the Executive Director of the TCTC shall convey allocation instruction to the County Auditor by written memorandum accompanied by a copy of the resolution authorizing the action. (PUC Section 99235 and CCR Section 6659).

Payment/Reimbursement to Claimants – Payments to claimants for LTF funds will be made as money becomes available from the State. All quarterly reports on the status of LTF shall be made to the TCTC as detailed in CCR Section 6622. This rule is consistent with the allocation instructions conveyed to the County Auditor (see CCR Section 6621).

B. State Transit Assistance Fund (STA)

Fund Description – Chapter 161 of the Statutes of 1979 (SB 620) created the STA. STA is administered and/or controlled by guidelines set forth in the TDA. STA provides a second TDA funding source for transit systems. Funds for the STA are distributed to Tehama County by population formula.

Apportionment/Allocation Process – The apportionment/allocation process for STA funds follow the following timeline:

1) Prior to January 10 of each fiscal year, the State shall furnish to the TCTC a preliminary estimate of STA moneys to be available for apportionment and allocation during the ensuing fiscal year.

2) [NOTE: The TCTC does not receive STA funds under PUC Section 99314-99314.5]

3) Prior to April 2 of each fiscal year, each claimant shall submit to the TCTC its annual STA claims per the form and priorities set forth in CCR Sections 6730-

6732, PUC Sections 99313.3 and 99314.5 (including Section 5 of Chapter 322, Statutes of 1982-AB 2551).

4) Prior to approval of these claims, the TCTC shall complete the unmet transit needs hearings required for LTF funds and make those findings required for STA funds as outlined in CCR Section 6754.

5) Prior to July 1 of each fiscal year, the TCTC shall approve, and the Executive Director of the TCTC shall convey to the County Auditor, an allocation resolution as stipulated in CCR Sections 6752 and 6753.

Payments/Reimbursement to Claimants – Payments to claimants for STA funds will be made at the beginning of each fiscal year and/or as money becomes available from the State. All Claimants receiving STA funds will be required to supply the County Auditor with all reports and other information necessary for the proper and timely completion of the quarterly reports called for in CCR Section 6622. This rule will be consistent with the allocation instruction conveyed to the County Auditor (see CCR Section 6621).

C. State Rural Planning Assistance (RPA) Funds

Preparation & Approval of the OWP – The allocation of Rural Planning Assistance (RPA) funds is tied directly to State acceptance of the TCTC's OWP. The OWP and OWP agreement is in essence a grant application for RPA funds. The TCTC must submit to the State its draft OWP by March 1 of each fiscal year. The final OWP is generally approved just prior to July 1 of each fiscal year. The annual OWP is adopted by resolution, and said resolution directs staff to perform or administer all other related work.

Staff has prepared the OWP in past years; however, the Executive Director can contract the preparation the OWP in the future, if necessary. Contract cost for preparation would be charged to the Administration work element.

Submission of Reimbursement Claims – As work is completed by those entities so specified in the OWP, claims for reimbursement of costs are submitted to the Executive Director. Claim forms, must identify products and tasks completed with LTF and RPA funds. In addition to the claim forms, all claimants for RPA shall, on an annual basis, submit to the Executive Director of the TCTC a summary report of completed planning tasks and funds expended per each work element of the OWP.

D. Federal Transit Administration (FTA) Section 5313 (b)

Fund Description – FTA Section 5313 (b) funds are available to the TCTC on a statewide competitive basis for use on a wide variety of transit planning activities. The amounts of Section 5313 funds awarded to the County will vary from year to year depending upon available funding and the relative importance of the proposed project on

a statewide basis. The application for FTA Section 5313 (b) funds is incorporated into the OWP process.

Submission of Reimbursement Claims – As work is completed by those entities so specified in the OWP, claims for reimbursement of cost under Section 5313 (b) can be submitted on a monthly basis to the Caltrans, District 2, Transportation Planner.

Monthly claim forms must include breakdowns for person-days expended, salary, benefits, overhead and contract cost. Attached to the claim forms should be appropriate backup documentation such as time sheets, invoices and purchase orders.

E. Federal Transit Administration (FTA) Section 5310

Fund Description – FTA Section 5310 provides funds for capital acquisition for transportation programs provided by private non-profit agencies supplying services for the disabled and seniors. These funds are available on a statewide competitive basis.

TCTC Review and Findings – While the TCTC is not a direct claimant or distributor of these funds, it is involved in reviewing each application generated from within the County in order to make the following findings:

1) That the agency applying for the grant has, to the maximum extent possible, coordinated its program with other transportation programs in the County.

2) That the program and grant are consistent with the RTP. These findings, in letter and/or resolution form, are later conveyed to Caltrans as part of the applicant's grant application.

F. Federal Transit Administration (FTA) Section 5311

Fund Description – FTA Section 5311 provides funds for both capital and operating expenses for public transit service. These funds are provided to the County in one of two possible ways:

1) Submission of a completed application, which stays within the County's projected annual allocation of FTA Section 5311 funds.

2) Submission of a completed application for competitive State Discretionary Reserve FTA Section 5311 funds.

TCTC Review and Findings – While the TCTC is not a direct claimant or distributor of these funds. The Executive Director and staff are involved in reviewing each application generated from within the County in order to make the following findings:

1) That the agency applying for the grant has, to the maximum extent possible, coordinated its program with other transportation programs in the County.

2) That the program and grant are consistent with the RTP. These findings, in letter and/or resolution form, are later conveyed to Caltrans as part of the applicant's grant application.

G. Public Hearing & Establishment of Program of Projects

The TCTC is required to establish a group of projects to define and apply for the region's annual Program of Projects. A program or project, which contains only an operating assistance request, does not require a public hearing In order to establish an annual Program of Projects, which contains capital grant projects, the TCTC must hold an advertised public hearing to discuss the projects. These results along with the TCTC's earlier findings are conveyed to Caltrans as part of each applicants grant application. .

6. REQUIRED RECORDS, REPORTS & AUDITS

A. Records & Reporting Requirements

TCTC – The County Auditor shall maintain accounting records of all TCTC funds in accordance with the State Controller's Manual of Accounting Standards and Procedures for Counties. Such records shall be kept for a minimum of four years. At quarterly intervals, the County Auditor shall report the status of all funds to the Executive Director of the TCTC. The reports shall conform to those standards established in CCR Section 6622.

Transit Service Claimants (the County) – Claimants shall keep and maintain accurate and complete records and shall prepare an annual report of their operations in accordance with the Uniform System of Accounts and Records adopted by the State Controller pursuant to PUC Section 99243. The report shall be submitted to the Executive Director of the TCTC and to the State Controller within applicable guidelines. (Refer to CCR Section 6637)

Non-transit Claimants (the Cities and the County) – The Cities and the County shall keep and maintain accurate and complete records per standard principles of accounting. Such records shall be kept for a minimum of four years. Expenditures of moneys received for any non-transit purposes shall be reported to the State Controller on or before October 1, of each fiscal year. (Refer to CCR Section 6665 and PUC 99406)

B. Annual Fiscal & Compliance Audits

TCTC – Annually, and within 180 days after the end of the fiscal year, the County Auditor shall submit a report of a fiscal audit of the financial statements of the Commission for LTF and STA accounts to the Executive Director of the TCTC and the State Controller. The audit shall be conducted in accordance with generally accepted auditing standards by the State Controller or by a certified public accountant who is not an officer or employee of the TCTC, the City of Red Bluff, the City of Corning, the City of Tehama, or the County of Tehama.

All Claimants (the Cities and County) – Annually, and within 180 days after the end of the fiscal year, each claimant shall submit a report of a fiscal and compliance audit to the Executive Director of the TCTC. Independent auditors will conduct the audit(s). (Refer to CCR Sections 6664, 6666 and 6667)

C. TCTC Triennial Performance Audit

The TCTC shall designate an independent entity to conduct a performance audit of its activities with respect to the TDA pursuant to Public Utilities Code Section 99246. The performance audit is required to be submitted to the Executive Director of the TCTC and the Director of the Department of Transportation by July 1, beginning in 1980, and by July 1 triennially thereafter. (Refer to CAC Section 6662.5)

7. TERM OF AGREEMENT

This agreement shall commence on the date of signing and shall continue in force until terminated by either of the parties hereto. In the event of termination, the part requesting termination shall provide written notice to the other party at least six months prior to the effective date of termination. Both parties agree to work cooperatively to facilitate a smooth transition in the event of termination. Failure to cooperate may result in a delay of termination for both parties.

8. ENTIRE AGREEMENT

This agreement supercedes all previous agreements and constitutes the entire understanding of the parties hereto. The parties specifically acknowledge that in entering into and executing this agreement, they each rely solely upon the provisions contained in this agreement and no others.

9. MODIFICATIONS

No changes, amendments or alterations to this agreement shall be effective unless in writing and signed by both parties hereto.

10. NON DESCRIMINATION

County shall not discriminate in employment practices or in the delivery of its services on the basis of race, color, creed, national origin, sex, age, marital status or physical or mental disability.

11. **PERFORMANCE**

The Tehama County Department of Public Works agrees to perform all responsibilities and duties necessary to provide administration and planning services for TCTC pursuant to the requirements of this agreement. Work shall be done on a reimbursement basis, at the Departments current hourly rates, including benefits and state approved overhead. .

Executed on the 11th day of February, 2003

By:

Tehama County Transportation Commission, Chair

Tehama County Board of Supervisors, Chair

APPROVED AS TO FORM:

County Counsel

MINUTE ORDER
BOARD OF SUPERVISORS
COUNTY OF TEHAMA, STATE OF CALIFORNIA

R E G U L A R A G E N D A

AGREEMENT / TEHAMA COUNTY PUBLIC WORKS DEPARTMENT / TRANSPORTATION - Between the County of Tehama and the Tehama County Transportation Commission for Administration and Planning Services

A motion was made by Supervisor Turner, seconded by Supervisor Willard and carried by the unanimous vote of the Board to approve and authorize the Chairman to sign the Agreement between the County of Tehama and the Tehama County Transportation Commission for the provision of administration and planning services to the Commission, to commence on the date of signing until terminated.
(2003 Miscellaneous Agreement Book, #44-2003)

STATE OF CALIFORNIA)
) ss
COUNTY OF TEHAMA)

I, MARY ALICE GEORGE, 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 a full, true and correct copy of an order adopted by said Board of Supervisors on the 11th day of February, 2002.

DATED: February 14, 2003

MARY ALICE GEORGE, County Clerk and
Ex-officio Clerk of the Board of Supervisors
of the County of Tehama, State of California

by _____
Deputy

Tehama County

Agenda Request Form

File #: 25-1524 **Agenda Date:** 8/25/2025 **Agenda #:** 9.

Update: Climate Implementation Program - Deputy Director Riske-Gomez

Requested Action(s)
Informational presentation on the Vehicle Miles Traveled (VMT) & Carbon Reduction Plan (CRP) work program, including status of the Baseline VMT Data Source Evaluation Memo (Admin Draft) and the Tehama County Asset Assessment Analysis (Admin Draft).

Financial Impact:

None.

Background:

On November 15, 2021, Congress enacted the Infrastructure Investment and Jobs Act (IIJA), which created the federal **Carbon Reduction Program (CRP)** at **23 U.S.C. §175** to fund projects and strategies that reduce transportation emissions. CRP funds are contract authority from the Highway Trust Fund and remain available for obligation for up to four years (the fiscal year of apportionment plus three), allowing small agencies to sequence planning and near-term implementation activities.

Tehama's Technical Advisory Committee received an informational briefing on CRP on **January 4, 2023** and discussed a regional allocation of **$116,471** to support a carbon-reduction strategy. The briefing outlined eligible uses-importantly including **development of a carbon reduction strategy** , intelligent transportation systems, active transportation, and support for zero-emission infrastructure-providing a flexible path for Tehama to advance planning and early actions.

Consistent with that direction, staff recommended utilizing CRP to complete a **regional Climate Implementation Program (CIP)** bundled with **VMT tool development** and a **Zero-Emission Rollout Plan** , so that planning, CEQA/SB 743 compliance tools, and transition strategies move in tandem. The recommendation also aligns with statewide policy drivers, Governor's climate executive orders (N-19-19 and N-79-20) on transportation decarbonization, and statutory greenhouse-gas targets, framing the County's need to cut emissions while maintaining essential services.

Two workstreams anchor this effort. First, **SB 743** requires lead agencies to evaluate transportation impacts using **Vehicle Miles Traveled (VMT)** rather than LOS; because Tehama lacks a locally calibrated travel demand model, the project evaluates alternative data sources to establish defensible VMT baselines and thresholds for CEQA. Second, the **Asset Assessment Analysis** establishes a countywide snapshot of facilities, fleet, roads/bridges, utilities, and parks to identify state-of-good-repair needs, climate risks, and candidate investments that reduce emissions and improve resilience-supporting SB 32/B-55-18 goals and CARB ZEV rules.
This item reports on progress across those tracks and sets up upcoming decisions (preferred VMT data source, late-August stakeholder session) to keep the **October** adoption target on schedule.

Progress to date (Admin Drafts completed):

- Baseline VMT Data Source Evaluation Memo (Aug 2025) : compares three pathways for establishing CEQA VMT baselines and thresholds in a rural county without a local travel model: CSTDM, VMT+ (StreetLight) , and Replica . Key takeaway: CSTDM is best for forecasting but too coarse locally; VMT+ is simple and shows pre/post-pandemic shifts but has metric limits; Replica provides finer local detail but needs careful use in CA contexts.
- Illustrative metrics in the drafts show: CSTDM 2015 home-based VMT/resident ≈ 9.1; VMT+ 2019→2022 declines; Replica 2019 vs. 2024 declines per resident/employee-demonstrating pandemic-era travel changes relevant to threshold setting.

- Tehama County Asset Assessment Analysis (Aug 2025) : inventories county facilities, fleet, roads/bridges, utilities, and parks; highlights state-of-good-repair gaps, climate risks, and funding opportunities. Snapshot findings include: ~60 facilities (~389k sq ft), aging systems and energy upgrades opportunities; ~200 on-road vehicles with many >10-15 years; average PCI ≈ 50 and 304 bridges county/citywide with significant rehab/replacement needs (order-of-magnitude estimate ~$172M per RTP context).
- The one-page “Summary as of Aug 12, 2025” condenses these numbers and frames near-term opportunities (e.g., LED/controls, ZEV transition, pavement/bridge grant strategy).

How today’s update connects to prior Commission direction:

The admin drafts operationalize the Commission’s prior CRP-aligned planning direction by (a) providing defensible VMT baselines/metrics for SB 743 implementation and (b) identifying asset condition gaps and climate-resilient investment priorities that can be packaged for competitive state/federal funding.

Next Steps

- Incorporate Commission and TAC feedback into the two admin drafts.
- If authorized, release for agency/stakeholder review and return with a comment matrix and final draft schedule.
- Coordinate with the Zero-Emission Rollout planning tasks so fleet/facilities electrification, charging siting, and capital programming align with the VMT/asset findings.

Fiscal Impact

No immediate fiscal action. Work to-date is planning/analysis and is consistent with using CRP funds to advance the region’s carbon-reduction strategy; additional implementation funding would be sought through applicable state/federal programs for project specific implementation.

EXECUTIVE DEPARTMENT
STATE OF CALIFORNIA

EXECUTIVE ORDER N-19-19

WHEREAS California is proof that a bold climate agenda is good for the economy, for workers, for health and for our future, as evidenced by our state having achieved record economic growth while reaching some of the strongest climate goals in the world; and

WHEREAS in the face of inaction on climate change from the federal government, California is a global leader in climate change mitigation efforts through bold climate goals and actions, as well as leadership in the US Climate Alliance and Under2 Coalition, using the state's power as the fifth largest economy in the world to drive positive action; and

WHEREAS California has ambitious and essential climate goals to transition to a healthier, more sustainable and more inclusive economy, including: reducing greenhouse gas emissions 40 percent below 1990 levels by 2030; providing 100 percent of the state's electricity from clean energy sources by 2045; reducing methane emissions and hydrofluorocarbon gases by 40 percent; and adding five million zero-emission vehicles to California's roads by 2030; and

WHEREAS California has made substantial, measurable progress on many of the goals enumerated above, but in recent years, direct tailpipe emission from cars, ships, diesel trains, airplanes, and other transportation sources have remained a stubborn driver of greenhouse gas emissions, totaling 40.1 percent of all greenhouse gas emissions statewide; and

WHEREAS the California Air Resources Board has a fifty-year history of leading the globe in addressing harmful pollution through innovative air pollution control standards, including the nation's first NOx emissions standards for motor vehicles; and

WHEREAS California's renewable energy targets have spurred innovation and private investment in new technologies with California leading the nation in clean technology patents and bringing in more than 50 percent of all clean energy investment in the nation; and

WHEREAS the state has made significant progress in lowering greenhouse gas emissions and mitigating climate risk in California's own state government operations and public schools; and

WHEREAS achieving California's climate goals will require concerted commitment and partnership by government, the private sector, and California residents.

NOW, THEREFORE, I, GAVIN NEWSOM, Governor of the State of California, by virtue of the power and authority vested in me by the Constitution and the statutes of the State of California, do hereby issue the following Order to become effective immediately to require that every aspect of state government redouble its efforts to reduce greenhouse gas emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy.

1. To leverage the state's $700 billion investment portfolio to advance California's climate leadership, protect taxpayers, and support the creation of high-road jobs, the Department of Finance shall create a Climate Investment Framework.

    a. The Framework shall include a proactive investment strategy for the state's pension funds that reflects the increased risks to the economy and physical environment due to climate change.

    b. The Framework shall provide the timeline and criteria to shift investments to companies and industry sectors that have greater growth potential based on their focus of reducing carbon emissions and adapting to the impacts of climate change, including but not limited to investments in carbon-neutral, carbon-negative, climate resilient, and clean energy technologies.

    c. The Framework shall align with the fiduciary responsibilities of the California Public Employees' Retirement System, California State Teachers' Retirement System and the University of California Retirement Program.

    d. The Department of Finance shall consult with the Governor's Office of Planning and Research, and the California Department of Human Resources on the Framework.

2. The State Transportation Agency shall leverage the more than $5 billion in annual state transportation spending for construction, operations, and maintenance to help reverse the trend of increased fuel consumption and reduce greenhouse gas emissions associated with the transportation sector. To accomplish this, the State Transportation Agency, in consultation with the Department of Finance, shall:

    a. Align the state's climate goals with transportation spending on planning, programming and mitigation to achieve the objectives of the state's Climate Change Scoping Plan, where feasible,

    b. Reduce vehicle miles traveled by strategically directing discretionary transportation investments in support of housing production near available jobs and in accordance with the state's smart growth principles, as defined in Government Code section 65041.1, and taking public health into account,

c. Reduce congestion through innovative strategies designed to encourage people to shift from cars to other modes of transportation,

d. Fund transportation options that contribute to the overall health of Californians and reduce greenhouse gas emissions, such as transit, walking, biking and other active modes, and

e. Mitigate increases in transportation costs for lower income Californians.

3. The Department of General Services shall leverage its management and ownership of the state's 19 million square feet in managed buildings, 51,000 vehicles and other physical assets and goods to minimize state government's carbon footprint. To accomplish this, the Department of General Services shall:

   a. Maximize reduction of greenhouse gas emissions, including harmful diesel emissions, from the state fleet,

   b. Develop and implement sustainable purchasing policies across state agencies that prioritize the purchase of environmentally preferable goods such as more sustainable food and recycled materials, consistent with state climate policies,

   c. Reduce greenhouse gas emissions and mitigate climate risk from the state's owned and future-leased buildings,

   d. Manage energy demand to maximize benefits to the grid, and

   e. Promote zero-emission vehicle purchasing in state and local government fleets.

4. To accelerate progress towards California's goal of five million zero emissions vehicles sales by 2030, the California Air Resources Board shall:

   a. Develop new criteria for clean vehicle incentive programs to encourage manufacturers to produce clean, affordable cars,

   b. Propose new strategies to increase demand in the primary and secondary markets for zero emissions vehicles, and

   c. Consider strengthening existing or adopting new regulations to achieve the necessary greenhouse gas reductions from within the transportation sector.

IT IS FURTHER ORDERED that as soon as hereafter possible, this Order shall be filed with the Office of the Secretary of State and that widespread publicity and notice shall be given to this Order.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its departments, agencies, or other entities, its officers or employees, or any other person.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 20th day of September 2019.

GAVIN NEWSOM
Governor of California

ATTEST:

ALEX PADILLA
Secretary of State

EXECUTIVE DEPARTMENT
STATE OF CALIFORNIA

EXECUTIVE ORDER N-79-20

WHEREAS the climate change crisis is happening now, impacting California in unprecedented ways, and affecting the health and safety of too many Californians; and

WHEREAS we must accelerate our actions to mitigate and adapt to climate change, and more quickly move toward our low-carbon, sustainable and resilient future; and

WHEREAS the COVID-19 pandemic has disrupted the entire transportation sector, bringing a sharp decline in demand for fuels and adversely impacting public transportation; and

WHEREAS as our economy recovers, we must accelerate the transition to a carbon neutral future that supports the retention and creation of high-road, high-quality jobs; and

WHEREAS California's long-term economic resilience requires bold action to eliminate emissions from transportation, which is the largest source of emissions in the State; and

WHEREAS the State must prioritize clean transportation solutions that are accessible to all Californians, particularly those who are low-income or experience a disproportionate share of pollution; and

WHEREAS zero emissions technologies, especially trucks and equipment, reduce both greenhouse gas emissions and toxic air pollutants that disproportionately burden our disadvantaged communities of color; and

WHEREAS California is a world leader in manufacturing and deploying zero-emission vehicles and chargers and fueling stations for cars, trucks, buses and freight-related equipment; and

WHEREAS passenger rail, transit, bicycle and pedestrian infrastructure, and micro-mobility options are critical components to the State achieving carbon neutrality and connecting communities, requiring coordination of investments and work with all levels of governments including rail and transit agencies to support these mobility options; and

WHEREAS California's policies have contributed to an on-going reduction in in-state oil extraction, which has declined by over 60 percent since 1985, but demand for oil has not correspondingly declined over the same period of time; and

WHEREAS California is already working to decarbonize the transportation fuel sector through the Low Carbon Fuel Standard, which recognizes the full life cycle of carbon in transportation emissions including transport into the State; and

WHEREAS clean renewable fuels play a role as California transitions to a decarbonized transportation sector; and

WHEREAS to protect the health and safety of our communities and workers the State must focus on the impacts of oil extraction as it transitions away from fossil fuel, by working to end the issuance of new hydraulic fracturing permits by 2024; and

WHEREAS a sustainable and inclusive economic future for California will require retaining and creating high-road, high-quality jobs through sustained engagement with communities, workers and industries in changing and growing industries.

NOW THEREFORE, I, GAVIN NEWSOM, Governor of the State of California by virtue of the power and authority vested in me by the Constitution and the statutes of the State of California, do hereby issue the following Order to pursue actions necessary to combat the climate crisis.

IT IS HEREBY ORDERED THAT:

1. It shall be a goal of the State that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It shall be a further goal of the State that 100 percent of medium- and heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. It shall be further a goal of the State to transition to 100 percent zero-emission off-road vehicles and equipment by 2035 where feasible.

2. The State Air Resources Board, to the extent consistent with State and federal law, shall develop and propose:

    a) Passenger vehicle and truck regulations requiring increasing volumes of new zero-emission vehicles sold in the State towards the target of 100 percent of in-state sales by 2035.

    b) Medium- and heavy-duty vehicle regulations requiring increasing volumes of new zero-emission trucks and buses sold and operated in the State towards the target of 100 percent of the fleet transitioning to zero-emission vehicles by 2045 everywhere feasible and for all drayage trucks to be zero-emission by 2035.

    c) Strategies, in coordination with other State agencies, U.S. Environmental Protection Agency and local air districts, to achieve 100 percent zero-emission from off-road vehicles and equipment operations in the State by 2035.

    In implementing this Paragraph, the State Air Resources Board shall act consistently with technological feasibility and cost-effectiveness.

3. The Governor's Office of Business and Economic Development, in consultation with the State Air Resources Board, Energy Commission, Public Utilities Commission, State Transportation Agency, the

Department of Finance and other State agencies, local agencies and the private sector, shall develop a Zero-Emissions Vehicle Market Development Strategy by January 31, 2021, and update every three years thereafter, that:

a) Ensures coordinated and expeditious implementation of the system of policies, programs and regulations necessary to achieve the goals and orders established by this Order.

b) Outlines State agencies' actions to support new and used zero-emission vehicle markets for broad accessibility for all Californians.

4. The State Air Resources Board, the Energy Commission, Public Utilities Commission and other relevant State agencies, shall use existing authorities to accelerate deployment of affordable fueling and charging options for zero-emission vehicles, in ways that serve all communities and in particular low-income and disadvantaged communities, consistent with State and federal law.

5. The Energy Commission, in consultation with the State Air Resources Board and the Public Utilities Commission, shall update the biennial statewide assessment of zero-emission vehicle infrastructure required by Assembly Bill 2127 (Chapter 365, Statues of 2018) to support the levels of electric vehicle adoption required by this Order.

6. The State Transportation Agency, the Department of Transportation and the California Transportation Commission, in consultation with the Department of Finance and other State agencies, shall by July 15, 2021 identify near term actions, and investment strategies, to improve clean transportation, sustainable freight and transit options, while continuing a "fix-it-first" approach to our transportation system, including where feasible:

a) Building towards an integrated, statewide rail and transit network, consistent with the California State Rail Plan, to provide seamless, affordable multimodal travel options for all.

b) Supporting bicycle, pedestrian, and micro-mobility options, particularly in low-income and disadvantaged communities in the State, by incorporating safe and accessible infrastructure into projects where appropriate.

c) Supporting light, medium, and heavy duty zero-emission vehicles and infrastructure as part of larger transportation projects, where appropriate.

7. The Labor and Workforce Development Agency and the Office of Planning and Research, in consultation with the Department of Finance and other State agencies, shall develop by July 15, 2021 and expeditiously implement a Just Transition Roadmap, consistent with the recommendations in the "Putting California on the High Road: A Jobs and Climate Action Plan for 2030" report pursuant to Assembly Bill 398 (Chapter 135, Statutes of 2017).

8. To support the transition away from fossil fuels consistent with the goals established in this Order and California's goal to achieve carbon neutrality by no later than 2045, the California Environmental Protection Agency and the California Natural Resources Agency, in consultation with other State, local and federal agencies, shall expedite regulatory processes to repurpose and transition upstream and downstream oil production facilities, while supporting community participation, labor standards, and protection of public health, safety and the environment. The agencies shall report on progress and provide an action plan, including necessary changes in regulations, laws or resources, by July 15, 2021.

9. The State Air Resources Board, in consultation with other State agencies, shall develop and propose strategies to continue the State's current efforts to reduce the carbon intensity of fuels beyond 2030 with consideration of the full life cycle of carbon.

10. The California Environmental Protection Agency and the California Natural Resources Agency, in consultation with the Office of Planning and Research, the Department of Finance, the Governor's Office of Business and Economic Development and other local and federal agencies, shall develop strategies, recommendations and actions by July 15, 2021 to manage and expedite the responsible closure and remediation of former oil extraction sites as the State transitions to a carbon-neutral economy.

11. The Department of Conservation's Geologic Energy Management Division and other relevant State agencies shall strictly enforce bonding requirements and other regulations to ensure oil extraction operators are responsible for the proper closure and remediation of their sites.

12. The Department of Conservation's Geologic Energy Management Division shall:

    a) Propose a significantly strengthened, stringent, science-based health and safety draft rule that protects communities and workers from the impacts of oil extraction activities by December 31, 2020.

    b) Post on its website for public review and consultation a draft rule at least 60 days before submitting to the Office of Administrative Law.

IT IS FURTHER ORDERED that as soon as hereafter possible, the Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given of this Order.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 23rd day of September 2020.

GAVIN NEWSOM
Governor of California

ATTEST:

ALEX PADILLA
Secretary of State

Get to Know SB 743

SB 743 changes the primary metric used in CEQA Transportation Analysis from Level of Service (LOS) to VMT (Vehicle Miles of Travel).

September 2013
Governor Signs Bill

December 2018
CEQA Guidelines Updated
OPR Finalizes Technical Advisory

July 1, 2020
Mandatory Compliance Begins

What is the legislative intent of SB 743?

- Encourage Infill Development
- Support State's GHG Goals
- Support Development of Multimodal Transportation Networks

Lead Agency Discretion
(with substantial evidence)

- Select a VMT Methodology
- Select a Significance Criteria
- Determine Feasible Mitigation

The County of San Diego will develop updated transportation impact analysis guidelines to implement SB 743 that include:

- ☐ **Screening Criteria**
- ☐ **Thresholds**
- ☐ **Mitigation**

The Office of Planning and Research (OPR) recommends thresholds of 15% below the existing regional or citywide average for VMT.

What is VMT?

VMT = Total Vehicle Trips x Average Vehicle Trip Length

For CEQA Transportation Analysis, OPR recommends VMT is analyzed by land use type:

Residential Projects

VMT/Capita
The daily VMT of all households in a geographic area divided by total population

Employment Projects

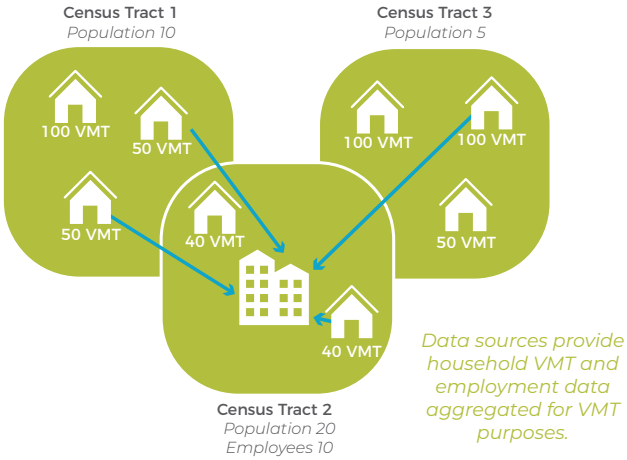
VMT/Employee
The average daily VMT of all employees in a geographic area divided by total employees

Retail Projects

Locally serving retail is presumed less than significant. For regional retail projects, VMT is measured as the effect that the retail has on regional VMT

* Or VMT/Service Population can be used to evaluate all land use types.

How are VMT metrics calculated?



Data sources provide household VMT and employment data aggregated for VMT purposes.

Resident VMT/Capita
For Census Tract 1 =

Total of 200 VMT
divided by
Total Population of 10

=
20
Resident VMT/Capita

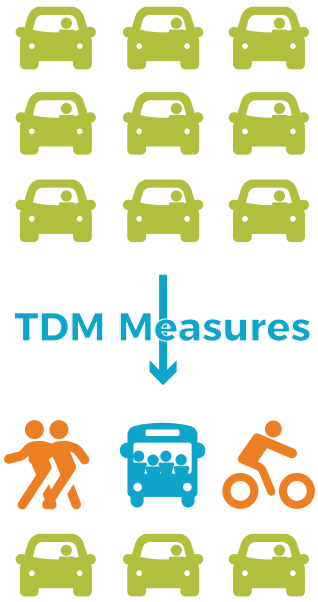
Employee VMT/Employee
For the business in Census Tract 2 =

Total of 240 VMT
divided by
10 Total Employees

=
24
Employee VMT/Employee

How do you mitigate VMT impacts?

- **By reducing automobile trips**
  - Providing pedestrian or bicycle network improvements (adding bicycle lanes or filling sidewalk gaps, etc.)
  - Expanding transit service or offering a workplace shuttle
  - Providing transit pass subsidies
  - Telecommuting or flexible work hours
  - Encouraging commuting by bike, walking, or transit (subsidizing costs, commute buddy programs, etc.)



- **By reducing the distance people drive**
  - Choosing VMT Efficient Locations
  - Incorporating Mixed-Use Components into Developments

FEHR PEERS

Baseline VMT Data Source Evaluation

Purpose:

Tehama County must comply with SB 743, which requires CEQA transportation impact analysis to shift from measuring "Level of Service" (LOS) to Vehicle Miles Traveled (VMT). The County lacks a locally developed and calibrated travel demand model, so alternative data sources are needed for baseline and threshold-setting.

Three data sources evaluated:

1. **California Statewide Travel Demand Model (CSTDM)**
    - Operated by Caltrans; forecasts statewide short/long-distance travel.
    - *Strengths:* Can produce forecasts by trip purpose and traveler type.
    - *Limitations:*
        - Only **seven large traffic analysis zones (TAZs)** for all of Tehama County – poor local sensitivity.
        - Calibrated to 2015 conditions; no post-pandemic adjustments.
        - Truncates trips at California borders.
    - Example metric: 2015 Home-based VMT per resident = **9.1**, Home-based work VMT per employee = **11.2**.

2. **VMT+ (StreetLight Data)**
    - Uses anonymized smartphone/connected vehicle data.
    - Provides **home-based VMT per capita** and **home-based work VMT per employee**.
    - Data for **2019 & 2022** show declines (pandemic effects, more telework, online shopping).
        - 2019: 29.4 VMT/resident, 18.5 VMT/employee.
        - 2022: 28.9 VMT/resident, 18.1 VMT/employee.
    - *Limitations:* Post-2022 changes in data privacy limit ability to identify trip purposes. Smaller rural sample sizes may reduce reliability. Cannot forecast.

3. **Replica**
    - Nationwide activity-based model simulating daily trip "tours" by residents, visitors, and freight.
    - Higher geographic resolution (census block group) than CSTDM.
    - Provides **Total resident-generated VMT**, **Home-based VMT**, **Home-based work VMT**, and **Total network VMT**.
        - 2019: 33.9 VMT/resident, 28.1 VMT/employee.
        - 2024: 30.7 VMT/resident, 19.4 VMT/employee.
    - *Limitations:* Not fully validated for California; requires careful filtering by user; cannot forecast long-term changes.

Conclusion:

- **CSTDM** best for forecasting but least locally accurate.
- **VMT+** is simple to use and captures pre/post-pandemic shifts but limited to certain metrics and years.
- **Replica** offers more local detail and broader metrics but less CA-specific calibration.
- All can establish CEQA baselines and thresholds, but trade-offs exist between geographic precision, forecast capability, and metric scope.

Asset Assessment Findings – Tehama County (Admin Draft, Aug 2025)

1. County Facilities (Buildings)

- **Inventory:** ~60 county-owned facilities, totaling **~389,000 sq ft**. Includes admin offices, courthouses, health clinics, public safety buildings, libraries, and community centers.

- **Largest Facilities:**
  - Tehama County Jail – 40,975 sq ft
  - Social Services Department Complex – 39,966 sq ft
  - Health Services Agency Clinic – 34,591 sq ft
  - Juvenile Hall – 34,233 sq ft
  - Old Courthouse – 28,962 sq ft

- **Age & Condition:** Many structures built 1920s–1980s. Deferred maintenance issues: outdated HVAC, poor insulation, single-pane windows, roofs nearing end of life. Overcrowding in some offices (e.g., Social Services).

- **Energy Performance:**
  - 2008 baseline: 4.96M kWh/year electricity use (~450 households' worth).
  - Annual cost ~$750k at $0.15/kWh.
  - 1,450 $MTCO_2e$/year from electricity use.
  - No on-site renewables; large rooftops suitable for solar PV.

- **Risks:** Wildfire exposure for some urban-wildland interface sites; extreme heat increasing HVAC demand; possible flooding for certain facilities.

2. Vehicle Fleet (Transportation & Equipment)

- **Inventory:** ~200 on-road vehicles; mix of passenger cars, SUVs, trucks, heavy-duty public works vehicles, emergency response units, and **17 TRAX buses** (diesel/gasoline).

- **Age & Reliability:** Many exceed 10–15 years of service; high maintenance downtime, especially older public works trucks and buses.
- **Fuel & Emissions:**
  - 2008 baseline: 180,000 gallons of fuel/year.
  - 2,360 $MTCO_2e$/year from operations; another ~2,100 $MTCO_2e$ from employee commuting.

- **Usage Patterns:**
  - Sheriff's patrol: high mileage and idling.
  - Public Works: seasonal heavy use (snow plowing, construction).

    - TRAX: tens of thousands of miles/year; reliable operation critical for public trust.

- **Regulatory Deadlines:**
    - **Advanced Clean Fleets Rule:** All light-duty county fleet purchases ZEV by Jan 1, 2027.
    - **Innovative Clean Transit Rule:** All new buses ZEV by 2029; entire fleet ZEV by 2040.

- **Opportunities:** Immediate transition of high-mileage light-duty vehicles to EVs; plug-in hybrids for longer routes; install Level 2 chargers at key county facilities; pursue HVIP & FTA Low/No-Emission grants.

3. Transportation Infrastructure (Roads, Bridges, Traffic Assets)

- **Road Network:** ~1,000 miles of county-maintained roads.
    - PCI (Pavement Condition Index) average = **50 ("Poor")**, down from 54 in 2018 and 65 in 2012.
    - Below statewide local road average (66 in 2022).
    - Poor roads increase safety risks, vehicle wear, and fuel use.

- **Bridges:** 304 total county & city-owned.

    - 59 eligible for replacement (structural/functionally obsolete).
    - 96 eligible for rehabilitation.
    - Estimated total bridge need: $172M (2020 RTP).

- **Traffic Assets:** Minimal county-maintained signals; street lighting accounts for ~1% of county electricity use (~58,830 kWh/year).

- **Risks:**
    - Extreme heat softening asphalt.
    - Wildfire damage to guardrails, signage, pavements.
    - Post-fire debris flows and flooding undermining roads/bridges.

- **Opportunities:** PCI improvement program; integrate climate-resilient materials/designs; target SB1, IIJA, FEMA BRIC funding.

4. County-Owned Utilities & Energy Systems

- **Electricity & Gas:** All grid-supplied (PG&E); no on-site generation except emergency diesel generators.

- **Water/Wastewater:** Limited direct management; wells and septic at remote sites; most supply from municipal/district providers.

- **Solid Waste:** Tehama County/Red Bluff Landfill = major methane source (~7,800 $MTCO_2e$/year in 2008 baseline).

- **Telecoms:** Radio towers for emergency services; wildfire/wind exposure risk; rely on battery backups.

- **Opportunities:** Methane capture or flare; EV charging infrastructure expansion; drought-resilient facility retrofits; smart monitoring systems.

5. Parks & Open Spaces

- **Key Sites:** River Park, Mill Creek Park, Ridgeway Park, smaller community spaces.

- **Condition:** Fair; targeted upgrades like ADA-compliant restrooms and picnic facilities.

- **Risks:**
  - 88% of county land = moderate+ wildfire hazard.
  - River Park flood risk from Sacramento River.
  - Extreme heat reducing summer usability.

- **Opportunities:** Wildfire defensible space, shaded seating, solar-powered lighting, resilient landscaping, integration into carbon sequestration programs.

6. Cross-Cutting Findings

- **Overall State of Good Repair:** Below benchmarks for all major asset categories.

- **Financial Exposure:** Deferred maintenance increases costs (road overlays ~$200k/mile vs. reconstruction ~$1M/mile).
- **Climate Hazards:** Direct and compounding effects from wildfire, extreme heat, flooding, drought.

- **Regulatory Pressures:** SB 32, EO B-55-18, CARB ZEV rules, Title 24 energy code, SB 1383 organic waste diversion.

- **Funding Gap:** Large unfunded needs (~$10M+ each for facilities & fleet; ~$172M for bridges/roads).

- **Opportunity:** Leverage state/federal grants, public-private partnerships, and energy savings performance contracts.

Draft for internal review

TEHAMA COUNTY ASSET ASSESSMENT ANALYSIS

Admin Draft, August 2025

Prepared by:

Green DOT Transportation Solutions

Prepared for:

Tehama County Transportation Commission

Table of Contents

List of Tables

List of Figures

EXECUTIVE SUMMARY

Tehama County has initiated this comprehensive asset assessment to support its emissions reduction strategy and enhance the resilience of critical infrastructure. This report inventories and evaluates county-owned assets, including buildings, vehicle fleets, transportation infrastructure, utilities, and parks, while identifying opportunities to reduce greenhouse gas (GHG) emissions and improve overall asset conditions. The findings are grounded in data from county records, stakeholder consultations, and benchmarks from comparable rural regions in Northern California, such as Butte and Glenn counties. This assessment aligns with state mandates, including Senate Bill 32 (SB 32), which requires a 40 percent reduction in GHG emissions below 1990 levels by 2030 (California Legislature 2016), and contributes to broader climate action planning efforts.

County facilities encompass approximately 60 buildings, totaling about 389,000 square feet and includes facilities such as administrative offices, courthouses, public safety structures and health clinics. Energy consumption in these facilities is substantial; for instance, county buildings used roughly 4.96 million kWh of electricity in the 2008 baseline year, generating approximately 1,450 metric tons of CO2 equivalent (MTCO2e) emissions based on Pacific Gas and Electric (PG&E) emission factors (Tehama County Air Pollution Control District 2010, 12). This equates to an annual electricity cost of around $750,000 at an average rate of $0.15 per kWh. Many facilities are aging, with structures like the Old Courthouse dating to the 1920s and others from the 1980s featuring outdated heating, ventilation, and air conditioning (HVAC) systems, lighting, and insulation. These inefficiencies present opportunities for energy upgrades, such as LED lighting retrofits, high-efficiency HVAC replacements, and on-site solar photovoltaic (PV) installations. The estimated replacement value of all facilities exceeds $100 million, emphasizing the need for proactive maintenance and modernization to prevent system failures and reduce operational costs, particularly in a region prone to public safety power shutoffs during wildfire events.

The county's vehicle fleet includes several hundred units supporting law enforcement, general government operations, public works, and transit services through the Tehama Rural Area eXpress (TRAX). In the 2008 baseline, the fleet consumed approximately 180,000 gallons of fuel, emitting about 2,360 MTCO2e, or roughly 15 percent of county government operations emissions (Tehama County Air Pollution Control District 2010, 15). Vehicles range from sedans and SUVs for administrative use to heavy-duty trucks and 17 TRAX buses, many of which are aging and approaching or exceeding their useful life. The county must prepare for California's zero-

emission vehicle (ZEV) mandates under the Advanced Clean Fleets rule, which requires 100 percent ZEV purchases by 2027 for low-population counties, and the Innovative Clean Transit rule, mandating a full transition to zero-emission buses by 2040 (California Air Resources Board 2023). Transitioning to electric and hybrid vehicles, particularly for high-mileage light-duty applications, offers potential reductions in fuel costs and emissions, supported by grants such as the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP).

Transportation infrastructure presents ongoing condition and funding challenges. The county maintains approximately 1,000 miles of roadways, with the average Pavement Condition Index (PCI) for county-maintained roads at 50 in 2020, classified as "poor" and declining from 54 in 2018, which is below the statewide local road average of 66 (Tehama County Transportation Commission 2024, 45; California Statewide Local Streets and Roads Needs Assessment 2022, 15). Deferred maintenance contributes to deterioration, increasing risks of potholes, higher repair costs, and elevated emissions from inefficient vehicle travel. Bridges fare somewhat better, with 304 structures county-wide (including those in cities); however, 96 are eligible for rehabilitation and 59 for replacement, with an estimated need of $172 million as of 2020 (Tehama County Transportation Commission 2024, 48). While safety ratings are generally adequate, investment is required to address deficiencies. Street lighting and traffic signals account for only about 1 percent of county electricity use, but upgrades to LEDs and smart controls could yield efficiency gains (Tehama County Air Pollution Control District 2010, 18).

Utilities and public lighting assets are relatively limited in scope but offer opportunities for optimization. County-managed water and wastewater systems are minimal, though facility-level retrofits for plumbing and landscaping can enhance drought resilience. The county's landfill is a significant emissions source, contributing approximately 7,800 MTCO2e from methane in 2008, or about 50 percent of government operations emissions (Tehama County Air Pollution Control District 2010, 20); improvements in gas capture and organic waste diversion under Senate Bill 1383 could mitigate this (California Legislature 2016). Parks and open spaces, such as Tehama County River Park, Mill Creek Park, and Ridgeway Park, are in fair condition and provide community benefits, but they face risks from wildfires (affecting 88 percent of the county's area in moderate or higher hazard zones) and extreme heat (California Department of Forestry and Fire Protection 2022). Strategies like defensible space maintenance and increased shading can protect these assets.

Tehama County faces increasingly stringent state policies and intensifying climate risks, including wildfires, extreme heat, and flooding. The county's 2008 community-wide GHG

emissions totaled 821,570 MTCO2e, with government operations contributing a substantial share (Tehama County Air Pollution Control District 2010, 5). Achieving alignment with SB 32 and Executive Order B-55-18, which targets carbon neutrality by 2045 (California Governor's Office 2018), demands action across multiple asset categories. Based on this assessment, we recommend five strategies:

1. Promote and implement energy efficiency and renewable energy, including HVAC upgrades and solar installations, and track progress via California's benchmarking program.
2. Modernize fleets through phased ZEV replacements, prioritizing high-use vehicles and complying with CARB rules using state grants.
3. Improve infrastructure resilience by increasing paving budgets to elevate PCI above 60 within five years and pursue federal funds for bridge upgrades.
4. Promote and implement climate adaptation, such as wildfire hardening and integration with the County Hazard Mitigation Plan (Tehama County 2022).
5. Implement improvements with funding and strategic phasing via grants, incentives, and capital reserves.

These recommendations, detailed below, equip county leadership to enhance asset performance, meet regulatory requirements, lower costs, and safeguard community services against climate change.

GOAL OF ASSESSMENT

This asset assessment was initiated by Tehama County in collaboration with the Tehama County Transportation Commission (TCTC) and local agencies as an integral component of a broader emissions reduction study and climate action planning initiative. Tehama County's rural character, characterized by dispersed communities, extensive roadway networks exceeding 700 miles of county-maintained roads, and a portfolio of aging public facilities, presents distinct challenges in achieving GHG reductions and adapting to climate impacts. These challenges are compounded by factors such as limited funding for infrastructure maintenance, vulnerability to extreme weather events, and the need to comply with evolving state regulations.

The primary objective of this study is to establish a baseline understanding of the current state of county-owned assets, including their physical condition, energy consumption patterns, and performance metrics, while identifying actionable strategies to align with state and local sustainability goals.

The assessment is a comprehensive inventory of assets under county jurisdiction, including facilities (buildings), fleet vehicles and equipment, transportation infrastructure (such as roads, bridges, and traffic signals), utility systems, and parks and open spaces. This inventory focuses exclusively on county-managed assets and does not extend to independently owned infrastructure by incorporated cities, except where joint facilities are explicitly noted. For each asset category, relevant attributes were documented, such as size, age, usage patterns, and available condition ratings.

The assessment also evaluates asset conditions and performance, drawing on data sources and stakeholder input to determine factors like building ages and known deficiencies, pavement condition indices (PCI) for roadways, bridge sufficiency ratings, vehicle ages and mileage, and energy or emissions-related metrics for buildings and fleets. Vulnerabilities were identified, including exposure to climate hazards such as facilities located in wildfire-prone areas or flood zones, informed by geospatial overlays from sources like Cal Fire severity zones and Federal Emergency Management Agency (FEMA) flood maps.

This work is contextualized within California's climate regulatory framework and Tehama County's specific risk profile. Key policies include the Global Warming Solutions Act (AB 32) and SB 32, which establish statewide GHG reduction targets to return to 1990 levels by 2020 and achieve a 40 percent reduction below those levels by 2030 (California Legislature 2006; California Legislature 2016). Additional requirements, such as the Advanced Clean Fleets regulation

for public fleets and the Building Energy Benchmarking Program for large facilities, necessitate local government action (California Air Resources Board 2023; California Energy Commission 2024). Concurrently, Tehama County must address climate hazards, including wildfires affecting 88 percent of its land area in moderate or higher severity zones, increasing extreme heat days that strain cooling systems and pavements, and localized flooding risks, particularly in areas like the City of Tehama, which lies entirely within a FEMA "A" flood zone (California Department of Forestry and Fire Protection 2022; Federal Emergency Management Agency 2023). This dual focus on mitigation (GHG reductions) and adaptation (resilience) informs the evaluation of assets.

The comprehensive report is designed to be used by county leadership, stakeholders, and decision-makers. It supports capital improvement planning, budget prioritization, and grant applications, incorporating visual aids such as charts and tables for accessible data presentation, along with appendices containing detailed inventories and source references. The intent is to serve as a reference tool for forthcoming planning efforts, such as updates to the County General Plan, Hazard Mitigation Plan, Regional Transportation Plan, and more.

Conducted over several months with input from multiple county departments, the assessment acknowledges certain data limitations, such as the absence of a formal facility condition index for buildings. Where gaps existed, reasonable assumptions or industry benchmarks were applied and clearly documented in the methodology section. Cost estimates and funding recommendations are provided at a high level and do not constitute detailed engineering designs or fiscal analyses; further feasibility studies will be required as the county advances from planning to implementation of the identified recommendations.

METHODOLOGY

The methodology for this asset assessment was designed to ensure a rigorous, data-driven evaluation of Tehama County's assets, integrating quantitative analysis with qualitative insights to support informed decision-making. The process combined document review, data compilation, and stakeholder engagement, drawing on established planning practices and benchmarks relevant to rural Northern California contexts. Key steps and data sources are outlined below, with an emphasis on transparency, reproducibility, and alignment with regulatory requirements such as those under the California Environmental Quality Act (CEQA) and state climate policies.

Data Collection

Data collection involved gathering existing documentation from Tehama County departments and partner agencies. Primary sources included the County Facilities List (an Excel spreadsheet detailing building addresses, square footage, and functions), the County Vehicle Inventory (a comprehensive list of vehicles by department, including make, model, year, and fuel type), and the TCTC Vehicle Replacement Schedule (focusing on transit assets) (Tehama County Facilities List 2025; Tehama County Vehicle Inventory 2025; Tehama County Transportation Commission 2025). Additional resources included the Tehama County GHG Inventory and Forecast Summary (Tehama County Air Pollution Control District 2010), which provided baseline energy and emissions data, and the latest Regional Transportation Plan (RTP) (Tehama County Transportation Commission 2024), which quantitatively assesses road and bridge conditions and PCI ratings. The assessment also included a review of geospatial data from Cal Fire for wildfire hazard zones and FEMA for flood risk mapping (California Department of Forestry and Fire Protection 2022; Federal Emergency Management Agency 2023).

Analyses

Using the collected data, multiple analyses were conducted, including aggregating building square footage and identifying high-energy users, categorizing fleet vehicles by type and age, and evaluating infrastructure conditions using metrics such as PCI for roads and sufficiency ratings for bridges. ArcGIS, a geospatial tool, was utilized to overlay asset locations with hazard layers for the purpose of assessing asset vulnerability to hazards. Energy and emissions calculations utilized standard conversion factors: PG&E's emission rate of approximately 0.000292 MTCO2e per kWh for electricity, and U.S. Environmental Protection Agency (EPA) factors of 8.89 kg CO2 per gallon for gasoline and 10.16 kg for diesel (Tehama County Air Pollution Control District 2010, 10; U.S. Environmental Protection Agency 2023). Where direct data

were unavailable, such as natural gas usage for certain buildings, estimates were derived from comparable facility types or Energy Use Intensity (EUI) benchmarks from the ENERGY STAR Portfolio Manager (e.g., 53 kBtu per square foot annually for office buildings) (U.S. Environmental Protection Agency 2024). Fleet mileage assumptions were based on typical rural usage patterns, such as 12,000 miles per year for sedans and 8,000 for light trucks, informed by odometer readings and departmental input.

Data Assumptions

Several assumptions underpinned the analysis to address data gaps. Facilities were presumed to rely primarily on grid electricity with minimal on-site generation beyond backup systems. Replacement cost estimates employed unit costs for planning purposes, including $300 per square foot for public building construction, $1 million per two-lane mile for road rehabilitation, and an average of $1.1 million per bridge based on RTP projections (Federal Highway Administration 2023; Tehama County Transportation Commission 2024, 48). These figures are high-level and subject to refinement through detailed engineering studies.

External benchmarks provided context for Tehama County's assets. Building energy performance was compared against California Building Energy Benchmarking Program data and national medians (California Energy Commission 2024). Fleet compliance timelines referenced California Air Resources Board (CARB) documents for the Advanced Clean Fleets regulation, noting Tehama's low-population deferral to 2027 (California Air Resources Board 2023). Infrastructure conditions were evaluated against Federal Highway Administration (FHWA) standards for bridges (Good: rating 7 or above; Fair: 5-6; Poor: 4 or below) and statewide PCI averages (California Statewide Local Streets and Roads Needs Assessment 2022, 15).

Data Management and Integrity

Throughout the process, data integrity and proper citation were prioritized. Factual statements are supported by references to county-provided data or authoritative sources, such as RTP bridge cost estimates (Tehama County

Transportation Commission 2024, 48) and CARB regulatory fact sheets (California Air Resources Board 2023). Complete references are included in the appendices for further verification. This methodology ensures the assessment is robust, adaptable, and positioned to inform subsequent planning and implementation phases.

DETAILED ASSET INVENTORY

This section provides a systematic inventory and evaluation of Tehama County's key assets, organized by category. The assessment draws on county-provided data, including inventories of buildings, vehicles, and infrastructure, to describe current conditions, energy performance, emissions contributions, and vulnerabilities. Each category includes an overview of inventory details, age and condition, energy use and efficiency, GHG emissions, and relevant observations, informed by sources such as the Tehama County Facilities List (2025), Vehicle Inventory (2025), and Regional Transportation Plan (Tehama County Transportation Commission 2024). The analysis highlights opportunities for improvements in efficiency, resilience, and alignment with state climate goals.

COUNTY FACILITIES (BUILDINGS)

Tehama County maintains approximately 60 facilities, totaling about 389,000 square feet, which support essential government operations and public services (Tehama County Facilities List 2025). These include administrative offices, courthouses, public safety buildings, health clinics, libraries, and community centers. The largest facilities by square footage are the Tehama County Jail (40,975 square feet), the Social Services Department Complex (39,966 square feet), the Health Services Agency Clinic (34,591 square feet), the Juvenile Hall (34,233 square feet), and the Old Tehama County Courthouse (28,962 square feet). Most are concentrated in or near Red Bluff, the county seat, with additional sites in communities such as Corning.

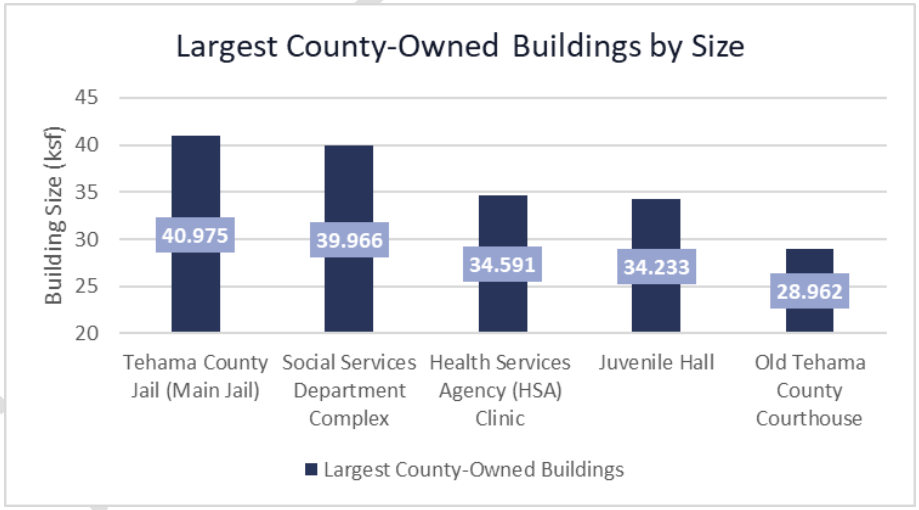


Figure 1 - Largest County-Owned Buildings by Size

Age and Condition

Many facilities are several decades old, contributing to functional and efficiency challenges. For example, the Old Courthouse dates to the 1920s, while the Jail and Juvenile Hall were constructed in the 1980s. Recent additions, such as the new Agricultural Center office from the 2010s, provide some modernization, but the overall portfolio reflects deferred maintenance issues, including outdated HVAC systems, single-pane windows in older structures, and roofs approaching the end of their service life. Although a formal Facility Condition Index (FCI) has not been established, departmental reports indicate needs for capital renewal to prevent disruptions, such as overcrowding in the Social Services office and potential system failures during extreme weather.

Energy Consumption

Energy consumption across facilities is significant, with electricity as the primary source and limited natural gas use for heating in select buildings. In the 2008 baseline year, facilities consumed approximately 4.96 million kWh of electricity, equivalent to the annual usage of about 450 average households (Tehama County Air Pollution Control District 2010, 12). At an average rate of $0.15 per kWh, this represents an annual cost of roughly $750,000. Energy intensity varies by facility type; 24-hour operations like the Jail and Juvenile Hall exhibit higher per-square-foot usage due to continuous lighting, HVAC, and equipment demands. Benchmarking against national medians, such as an office building EUI of 53 kBtu per square foot, suggests that many county facilities underperform due to age and construction standards (U.S. Environmental Protection Agency 2024). No on-site renewable energy systems, such as solar PV, are currently installed, though large rooftops (e.g., at the Jail or Social Services) offer viable opportunities for generation.

GHG emissions from facility energy use are driven primarily by electricity, estimated at 1,450 MTCO2e annually in the baseline year using PG&E's emission factor of approximately 0.000292 MTCO2e per kWh (Tehama County Air Pollution Control District 2010, 10). This accounts for about 10 to 15 percent of county government operations emissions, with minor additions from any on-site fuel combustion.

Mitigation and Adaptation

In summary, Tehama County's buildings are varied and often aging, consuming substantial energy while facing moderate climate risks, such as wildfire exposure for urban-wildland

Figure 2 - Tehama County Fire Department, Manton Station

interface sites (e.g., the Public Works yard) and increased cooling demands from rising temperatures. Incremental maintenance has been ongoing, but a strategic capital plan, potentially funded through energy savings performance contracts or grants, could yield operational savings, emissions reductions, and enhanced resilience.

VEHICLE FLEET (TRANSPORTATION AND EQUIPMENT)

Tehama County's vehicle fleet comprises a broad array of assets essential for supporting county operations, including law enforcement, administrative functions, public works, and public transit services. Based on the County Vehicle Inventory, the fleet includes approximately 200 on-road vehicles, excluding smaller equipment items (Tehama County Vehicle Inventory 2025). These assets are categorized by department and type: passenger cars and SUVs for administrative and inspection roles, patrol vehicles (primarily Ford Police Interceptor SUVs and trucks) for the Sheriff's Department, light- and medium-duty trucks (e.g., Ford F-150s and F-250s) for public works and general services, heavy-duty vehicles such as dump trucks and water trucks, specialty emergency response units, and the Tehama Rural Area eXpress (TRAX) transit fleet consisting of 17 buses, with up to 11 in active service during peak periods (Tehama County Transportation Commission 2025).

Age and Fuel Type

The fleet's average age is relatively high, with many vehicles exceeding 10 to 15 years of service life, leading to increased

maintenance demands and reduced reliability. For instance, several public works trucks date from the early 2000s, while Sheriff's patrol units are rotated more frequently due to high mileage and idling but still include models from the early 2010s. The TRAX fleet includes diesel and gasoline cutaway buses, some of which, like 2012 models, have surpassed their typical 10-year useful life and are slated for replacement as funding permits (Tehama County Transportation Commission 2025). Fuel types predominantly consist of gasoline for light vehicles and diesel for heavier trucks and buses, with a small number of hybrids noted in the inventory; however, no fully electric vehicles are currently in operation.

Utilization patterns vary by department: administrative sedans may accumulate only a few thousand miles annually, whereas Sheriff's patrol vehicles log higher mileage with extensive idling, necessitating more frequent replacements for operational safety. Public works trucks experience seasonal heavy use, such as snow plowing in eastern county areas during winter or construction support in summer. TRAX buses each cover tens of thousands of miles per year on fixed routes and demand-response services, underscoring the need for reliability to maintain public confidence in rural mobility options.

Energy Consumption

Fleet-related energy use and emissions represent a significant portion of the county's operational footprint. In the 2008 baseline year, the fleet consumed approximately 180,000 gallons of fuel, generating about 2,360 MTCO2e, or roughly 15 percent of total county government emissions (Tehama County Air Pollution Control District 2010, 15). This includes contributions from employee commutes, estimated at an additional 2,100 MTCO2e. Replacing a typical gasoline vehicle with an electric alternative could yield annual reductions of 5 to 8 MTCO2e per vehicle, depending on mileage, while also lowering fuel costs—potentially saving $720,000 annually at $4 per gallon. Condition assessments indicate rising maintenance needs for older vehicles, with reports of increased downtime and safety concerns, particularly for emergency response units. For transit, the Short-Range Transit Plan prioritizes replacing aging buses to avoid major mechanical failures (Tehama County Transportation Commission 2024).

Mitigation and Adaptation

Regulations are reshaping fleet management, with California's Advanced Clean Fleets regulation requiring public fleets in low-population counties like Tehama to transition to ZEVs, allowing a deferral until 2027 but mandating 100 percent ZEV

purchases thereafter (California Air Resources Board 2023). Exemptions apply to certain emergency vehicles, but light-duty options like electric SUVs are increasingly viable for administrative and inspection roles. The Innovative Clean Transit rule further mandates that all transit buses be zero-emission by 2040, necessitating early adoption of electric or hydrogen models for TRAX, potentially starting with pilots on shorter routes (California Air Resources Board 2023). Market limitations, such as range constraints for rural heavy-duty applications, may require alternative compliance paths, but emerging technologies offer promise.

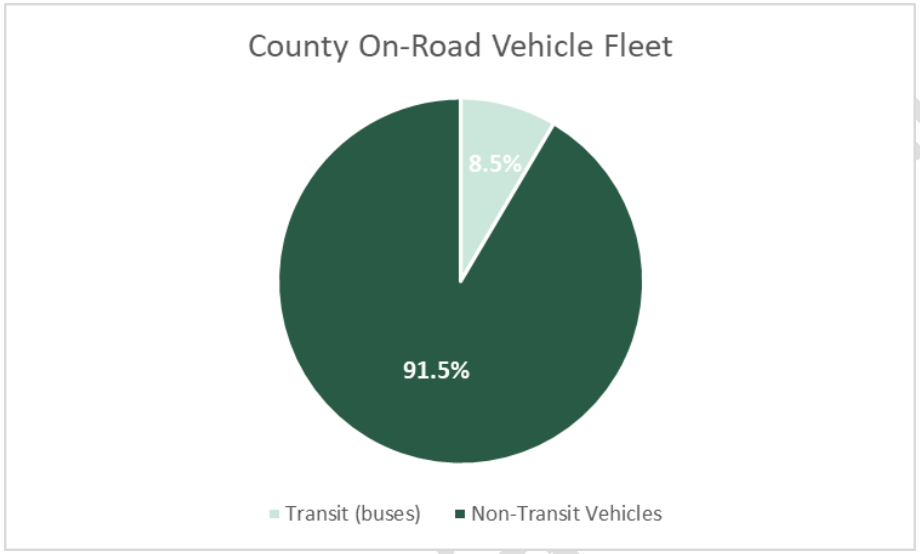


Figure 3 - County On-Road Vehicle Fleet

Opportunities for improvement include transitioning to ZEVs for predictable, shorter-range duties, where current battery capabilities suffice (e.g., under 100 miles daily). Plug-in hybrids could bridge gaps for extended needs. Funding through programs like the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) or Federal Transit Administration Low- or No-Emission grants can offset premiums for electric trucks and buses (California Air Resources Board 2023; Federal Transit Administration 2024). Efficiency measures for the existing fleet, such as anti-idling technologies for patrol vehicles or fleet management software to optimize usage and reduce underutilized assets, provide near-term benefits. In summary, the fleet's mixed age and high-emissions profile present challenges but also substantial potential for cost savings and regulatory compliance through targeted modernization and strategic funding pursuits.

TRANSPORTATION INFRASTRUCTURE (ROADS, BRIDGES, AND TRAFFIC ASSETS)

Tehama County's transportation infrastructure serves as a critical network for mobility, economic activity, and emergency response in a predominantly rural setting.

Roads

The county's Public Works Department is responsible for maintaining approximately 1,000 miles of roadways, including both paved and unpaved segments, with the majority under county jurisdiction outside incorporated areas (Tehama County Transportation Commission 2024, 42). Road conditions are evaluated using the Pavement Condition Index (PCI), a scale from 0 (failed) to 100 (excellent), with categories including Good (70-100), Fair (50-69), Poor (25-49), and Very Poor (below 25). In 2020, the average PCI for county-maintained roads was 50, placing it in the "Poor" category and reflecting a decline from 54 in 2018 and 65 in 2012 (Tehama County Transportation Commission 2024, 45; California Statewide Local Streets and Roads Needs Assessment 2022, 15). This deterioration stems from insufficient funding relative to aging and wear, resulting in widespread cracking, potholes, and the need for resurfacing or reconstruction beyond routine maintenance. Poor pavement quality not only affects driver safety and vehicle maintenance costs but also indirectly increases emissions, as vehicles consume more fuel on rough surfaces and unpaved sections generate particulate matter. The county's policy aims to maintain at least 50 percent of the system at fair or better condition, but current trends indicate a majority of roads are at the lower end of fair or in poor status, falling below the statewide local road average PCI of 66 in 2022 (California Statewide Local Streets and Roads Needs Assessment 2022, 15).

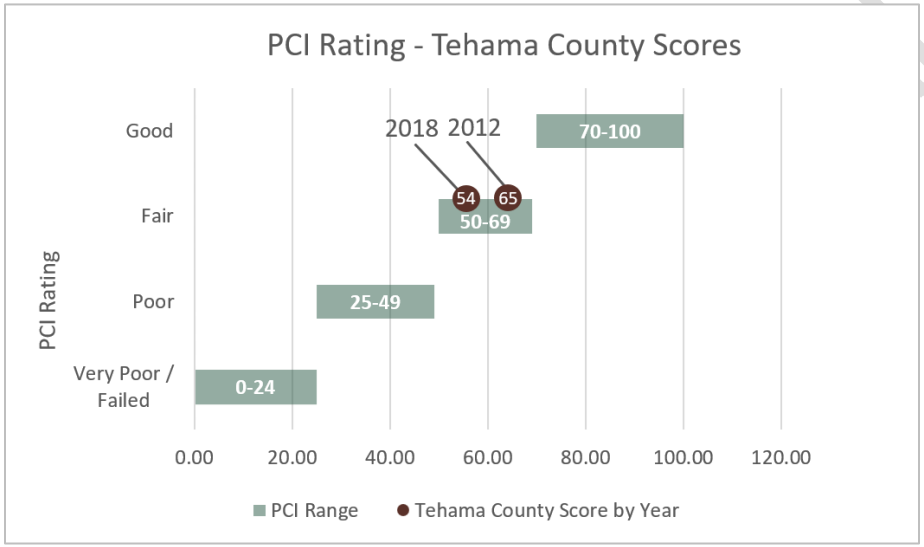


Figure 4 - Pavement Condition Index (PCI), Tehama County

Bridges

Of the 304 bridges in Tehama County (encompassing both county and city-owned structures), inspections by Caltrans occur biannually for most. Conditions are assessed using federal sufficiency ratings (SR) and component evaluations (e.g., deck, superstructure), classifying bridges as Good (structural elements scoring 7 or above), Fair (5-6), or Poor (4 or below) per Federal Highway Administration standards (Federal Highway Administration 2023). The average SR was 72 in 2020, down slightly from 74 in 2012, with 59 bridges scoring

below 50 (eligible for replacement as structurally deficient or functionally obsolete) and 96 between 50 and 80 (eligible for rehabilitation) (Tehama County Transportation Commission 2024, 48). This represents about 19 percent needing replacement and 32 percent rehabilitation, somewhat higher than statewide averages where approximately 5 percent of bridges are Poor and 30 percent Fair. Recent projects, such as the Chestnut Avenue bridge replacement under the federal Highway Bridge Program, demonstrate progress, but the estimated $172 million in needs highlights the scale of investment required, particularly for rural bridges with lower traffic volumes that may be deprioritized in funding allocations.

Other Traffic Assets

Traffic signals and public lighting under county management are limited, primarily consisting of flashing beacons and stop-controlled intersections in unincorporated areas, with most signals located in cities or on state highways managed by Caltrans. Street lighting in rural communities and county facility lots consumes about 58,830 kWh annually, representing just 1 percent of county operational electricity (Tehama County Air Pollution Control District 2010, 18). While modest in energy impact, these assets are vital for safety, and statewide trends toward LED conversions suggest potential reductions in consumption by up to 50 percent if not already implemented.

Figure 5 - Current Pavement Condition, Paskenta, CA

Active transportation infrastructure, though not the primary focus of this assessment, falls partly under county responsibility for bike lanes, sidewalks, and trails along county roads. The RTP and Regional Active Transportation Plan

identify gaps, such as connectivity issues between Red Bluff and surrounding areas, which could be addressed through grant-fun Tehama County like those California ıe Active Transportation Program (Tehama County Transportation Commission 2024, 62). Expanding these elements supports emissions reductions by encouraging mode shifts from vehicles.

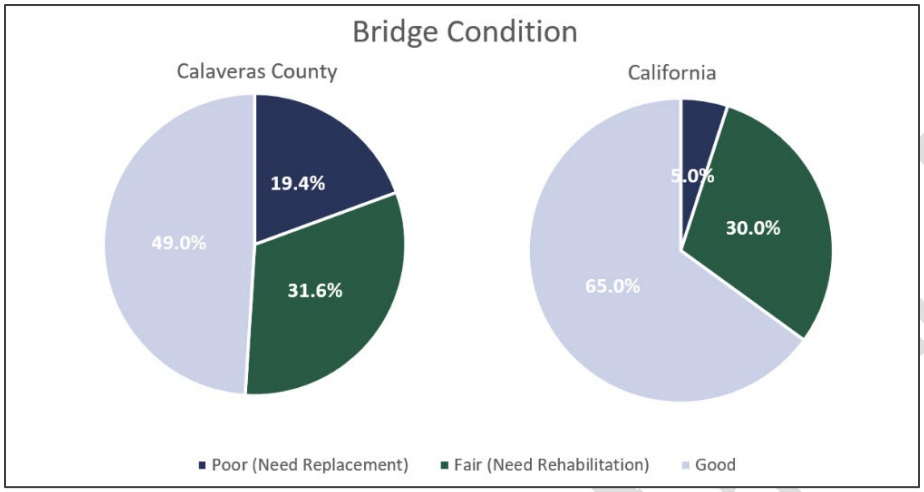


Figure 6 - Tehama County Bridge Conditions

Mitigation and Adaptation

Climate change exacerbates infrastructure vulnerabilities. Increasing extreme heat days can soften asphalt, accelerating degradation and requiring higher-temperature-grade materials in future designs. Wildfires pose direct threats, damaging guardrails, signage, and pavements, while post-fire debris flows can wash out roads. More intense storms heighten flooding risks, potentially undermining bridge foundations if culverts are undersized. To mitigate these, the county should incorporate resilience features, such as upsized drainage, roadside vegetation management for fire prevention, and integration with the Hazard Mitigation Plan (Tehama County 2022). Overall, the infrastructure's declining conditions underscore the urgency of targeted investments to maintain functionality, reduce indirect emissions, and enhance safety in a climate-stressed environment.

COUNTY-OWNED UTILITIES

Tehama County's involvement in utility infrastructure, including energy, water, wastewater, and related systems, is primarily as a consumer rather than a large-scale provider, with most services delivered by external entities such as Pacific Gas and Electric (PG&E) for electricity and natural gas, and local water districts for community supplies. Nonetheless, the county manages select utility-related assets and interfaces that influence energy efficiency, emissions, and resilience. This section inventories these assets, assesses their condition and performance, and identifies opportunities for optimization in alignment with state sustainability goals.

Electricity and Natural Gas

The county relies on PG&E for grid-supplied electricity and natural gas in serviced areas, such as Red Bluff, with no off-grid generation beyond backup systems at critical facilities. Operational electricity use is concentrated in buildings (approximately 99 percent), with minimal allocation to streetlights and traffic signals (Tehama County Air Pollution Control District 2010, 18). Backup diesel generators at sites like the Jail and Sheriff's dispatch contribute to localized emissions and air quality concerns during testing or outages. As the fleet transitions to electric vehicles, the county will need to develop charging infrastructure, effectively creating new utility assets to manage, including upgrades to electrical panels and transformers at maintenance yards. Funding for such installations is available through programs like the California Electric Vehicle Infrastructure Project (CALeVIP) for rural areas (California Energy Commission 2024).

Water

Water systems under direct county management are limited, consisting of wells and small-scale supplies at facilities such as parks (e.g., irrigation at River Park) and the Jail, which sources water from the City of Red Bluff. The county participates in Groundwater Sustainability Agencies under the Sustainable Groundwater Management Act (SGMA), emphasizing the importance of sustainable aquifer use amid drought risks (California Department of Water Resources 2023). Wastewater operations are similarly constrained, with septic systems at remote sites like ranger stations or vault toilets in parks

Figure 7 - Sacramento River from C Street bridge, Tehama County

requiring regular maintenance to prevent environmental impacts. Solid waste management includes the Tehama County/Red Bluff Landfill, operated under a joint powers agreement, which is a major GHG source due to methane emissions—approximately 7,800 MTCO2e in the 2008 baseline,

representing about 50 percent of county government operations emissions (Tehama County Air Pollution Control District 2010, 20). Regulatory compliance under Senate Bill 1383 mandates 75 percent organic waste reduction by 2025 to curb methane, potentially requiring investments in diversion programs or enhanced gas capture systems (California Legislature 2016).

Telecommunications

Telecommunications assets, such as radio towers for Sheriff's, fire, and public works dispatch, are critical for emergency coordination and often equipped with solar-battery backups at remote locations. These are vulnerable to wildfires or high winds, necessitating vegetation clearance and battery maintenance for reliability. Emerging smart infrastructure, like Internet of Things (IoT) sensors for bridge flood monitoring or generator status, could leverage these networks for improved asset management.

Mitigation and Adaptation

While not a traditional utility operator, the county's interactions with these systems emphasize resource efficiency and reliability. Energy and water conservation measures, such as low-flow fixtures and drought-resistant landscaping, can reduce costs and enhance resilience. The landfill offers potential for methane-to-energy conversion if not already implemented, aligning with state clean energy objectives. Overall, these assets present opportunities for modest but impactful upgrades, particularly in supporting fleet electrification and adapting to climate stressors like prolonged droughts or power disruptions.

PARKS AND OPEN SPACES

Tehama County's parks and recreational facilities represent valuable community assets that enhance quality of life, promote outdoor activities, and contribute to environmental sustainability, though they are modest in scale compared to other infrastructure categories. Key sites include Tehama County River Park (located near Woodson Bridge along the Sacramento River), Mill Creek Park, and Ridgeway Park, among several smaller recreation areas managed by the county (Tehama County General Plan 2009, 5-12). These facilities typically feature amenities such as picnic areas, playgrounds, boat ramps, and natural open spaces, serving both residents and visitors in a rural context where access to larger regional parks may be limited.

Condition

The condition of these parks is generally fair, with recent improvements noted at some locations, such as ADA-compliant remodeling of the recreation hall at Ridgeway Park and upgrades to picnic facilities at River Park (Tehama County

Hazard Mitigation Plan 2022, 4-15). However, ongoing maintenance is required for elements like playground equipment, restrooms, and pathways, which are subject to weathering, vandalism, and natural wear. Funding constraints have historically limited major enhancements, though volunteer groups and state grants have supported targeted projects.

Mitigation and Adaptation

Energy use in parks is minimal, primarily for security lighting or occasional community buildings, resulting in a negligible direct emissions footprint. Indirectly, these spaces support climate goals by preserving green areas that act as carbon sinks and providing shaded, low-emission venues for community gatherings.

Climate risks pose significant threats to these assets. Approximately 88 percent of Tehama County's land area falls within moderate or higher wildfire hazard severity zones, placing parks with heavy vegetation or undeveloped peripheries at elevated risk (California Department of Forestry and Fire Protection 2022). For instance, the Woodson Bridge area, including River Park and adjacent state lands, has experienced severe tree loss from drought and wind events, increasing fuel loads and ignition potential (Tehama West Fire Management Plan 2020, I-5). Flooding is another concern, particularly for River Park, which has been inundated during high-water events along the Sacramento River (Federal Emergency Management Agency 2023). Extreme heat exacerbates usability issues, potentially rendering unshaded areas unsafe during summer peaks and stressing vegetation. Ensuring infrastructure like restroom buildings or electrical systems can withstand floods or be quickly restored is essential.

Opportunities exist to integrate sustainability into park management. Solar-powered lighting or irrigation controls could demonstrate low-impact practices, while expanding multi-use trails might encourage non-motorized transportation, reducing vehicle emissions. Carbon sequestration through tree planting, using climate-resilient species, could offset a portion of county emissions, potentially qualifying for state reforestation programs (California Governor's Office 2018). In a region prone to wildfires, maintaining defensible space around structures and amenities is critical for protection and continued accessibility during extreme weather.

In summary, Tehama County's parks are in fair condition and provide essential community value, but they require targeted investments to address climate vulnerabilities and align with broader sustainability objectives. Strategies focusing on

resilience, such as fuel management and shade enhancements, will help preserve these assets for future use.

ANALYSIS OF ASSET CONDITION, COSTS, CLIMATE RISKS, AND REGULATORY FACTORS

This section synthesizes the inventory findings to evaluate the overall state of Tehama County's assets, considering their current condition relative to benchmarks for good repair, associated costs, exposure to climate risks, and implications of relevant regulatory frameworks. The analysis highlights interconnections among these factors, underscoring the rationale for targeted investments to achieve sustainability, compliance, and long-term fiscal efficiency. Data are drawn from county inventories, the Regional Transportation Plan (Tehama County Transportation Commission 2024), GHG baseline reports (Tehama County Air Pollution Control District 2010), and statewide assessments (California Statewide Local Streets and Roads Needs Assessment 2022).

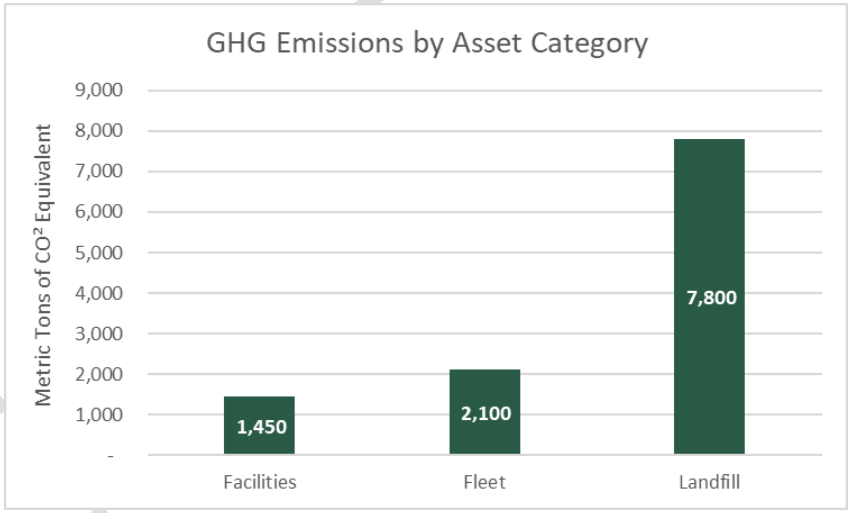


Figure 8 - Greenhouse Gas Emissions by Asset Category

Table 1 - State of Good Repair Benchmarks vs. Current Conditions

State of Good Repair Benchmarks Vs. Current Conditions		
Category	**State of Good Repair**	**Current Conditions**
Facilities	FCI (Facilities Conditions Index) in a low range - good condition	Some key buildings are outdated and not energy efficient. None of the buildings are zero-net-energy
Fleet	Fleet average age is under 8 years	Operating older vehicles with higher fuel and maintenance costs.
Roads & Bridges	all bridges in Fair or better condition	PCI 50 and dozens of deficient bridges

Assets across categories generally fall short of a state of good repair, as defined by industry standards such as low Facility Condition Indices (FCI) for buildings (target below 0.05 for "good" condition), fleet average ages under eight years, PCI scores above 70 for roads ("good"), and all bridges rated Fair or better with no structural deficiencies (Federal Highway Administration 2023; U.S. Army Corps of Engineers 2021). For facilities, aging structures exhibit efficiency gaps relative to current Title 24 energy codes, lacking features like net-zero readiness (California Energy Commission 2024). The fleet's high average age increases maintenance burdens, while roads and bridges show deferred needs that elevate future liabilities.

Costs of inaction are exponential; for roads, preventive overlays at $200,000 per mile are far less than full reconstruction at $1 million per mile (California Statewide Local Streets and Roads Needs Assessment 2022, 20). Portfolio-wide replacement values exceed $100 million for buildings alone, with fleet and infrastructure adding tens of millions more, necessitating phased capital planning to avoid emergency expenditures.

Table 2 - Cost Estimates: Infrastructure, Fleet, and Facilities Needs

Cost Estimates - Infrastructure, Fleet, and Facilities Needs		
Category	**Needs**	**Estimated Cost**
Facilities	Conduct major retrofits for over 1/2 of facilities by square footage and additional new construction	$10,000,000+
Fleet	Replace 200 vehicles with EVs (including transit buses)	$10,000,000+
Roads & Bridges	Bridge replacement / repair and road rehab	$172,000,000+

Climate risks act as a multiplier, exacerbating degradation and operational challenges. Extreme heat, projected to increase very hot days (above 100°F) by 50 percent by mid-century, stresses building HVAC systems and causes pavement rutting, potentially shortening asphalt life by 20-30 percent (California Climate Change Center 2018). Wildfires, affecting 88 percent of the county in moderate or higher severity zones, threaten buildings, utilities, and roads through direct damage or post-fire landslides (California Department of Forestry and Fire Protection 2022). Flooding from intensified storms risks bridge scour and road inundation, particularly in FEMA "A" zones like the City of Tehama (Federal Emergency Management Agency 2023). Drought may induce subsidence in groundwater-dependent areas, impacting foundations and pipelines (California Department of Water Resources 2023). These hazards intersect with assets; for instance, wildfire-prone facilities require defensible space, while heat-vulnerable roads demand resilient materials

Regulatory factors impose binding requirements that shape asset management. GHG targets under SB 32 (40 percent below 1990 levels by 2030) and Executive Order B-55-18 (carbon neutrality by 2045) apply pressure, with county operations contributing significantly to the 2008 baseline of 821,570 MTCO2e community-wide (California Legislature 2016; California Governor's Office 2018; Tehama County Air Pollution Control District 2010, 5). Fleet rules mandate ZEV transitions by 2027, while building codes evolve toward net-zero under Title 24 updates (California Air Resources Board 2023; California Energy Commission 2024). Non-compliance risks penalties or ineligible funding; conversely, alignment unlocks grants like those under the Infrastructure Investment and Jobs Act (IIJA)

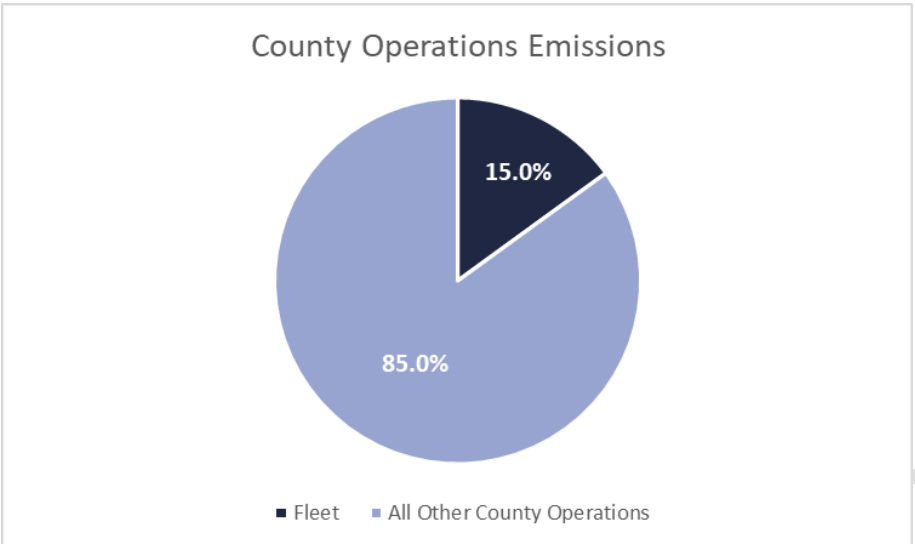


Figure 9 - County Operations Emissions

(Federal Highway Administration 2023). Funding landscapes show shortfalls—e.g., $172 million for bridges—but opportunities via SB1, FEMA BRIC, and CEC loans could bridge gaps, with operational savings from efficiency measures (e.g., 20-30 percent energy reductions) offsetting investments (California Energy Commission 2024).

In aggregate, this analysis reveals systemic underinvestment amplified by climate and regulatory pressures, with deferred costs potentially reaching hundreds of millions if unaddressed. Strategic interventions, detailed in the recommendations, are essential to transition toward resilient, low-emission assets.

Table 3 - Regulatory Framework and Requirements Summary

Regulatory Framework and Requirements Summary	
Category	**Requirement**
Greenhouse Gas Reduction	**SB 32** - 40% below 1990 levels by **2030** **E.O. B-55-18** - cabon neutrality by **2045**
Zero-Emission Vehicle Fleet	**Advanced Clean Fleets rule** - all new vehicle purchases by the county must be zero-emission vehicles (ZEVs) beginning **January 1, 2027** (emergency vehicles exempt). **Innovative Clean Transit rule** - all new bus purchases must be zero-emission beginning in **2029** and the entire bus fleet must be ZEV by **2040**.
Renewable Energy	**CA Title 24 Energy Code** - any major renovation or new construction needs to meet high-efficiency standards and solar standards as of **2023** with increased stringency each cyle. **AB 802 Benchmarking** - requires requires annual reporting of energy use for large facilities >50k sq ft.
Solid Waste	**SB 1383** - requires cities and counties to reduce landfill disposal of organics by 75% by **2025**.
Other	**MS4 Stormwater permit** - requires proper stormwater management from County yards. **CEQA** - considers vehicle miles traveled for new projects.

RECOMMENDATIONS AND FUNDING STRATEGIES

Based on the asset inventory and analysis, this section outlines strategic recommendations organized by asset category and overarching goals. These aim to achieve a state of good repair, ensure regulatory compliance, reduce GHG emissions, and enhance climate resilience. Each recommendation includes specific actions, expected outcomes, and funding strategies, drawing on current programs as of mid-2025. Recommendations reflect input from county departments and align with state initiatives, such as those under SB 32 and CARB regulations (California Legislature 2016; California Air Resources Board 2023). Cost estimates are high-level, based on benchmarks like those from the California Energy Commission (2024) and Federal Transit Administration (2024), and emphasize leveraging external funding to minimize local fiscal impacts.

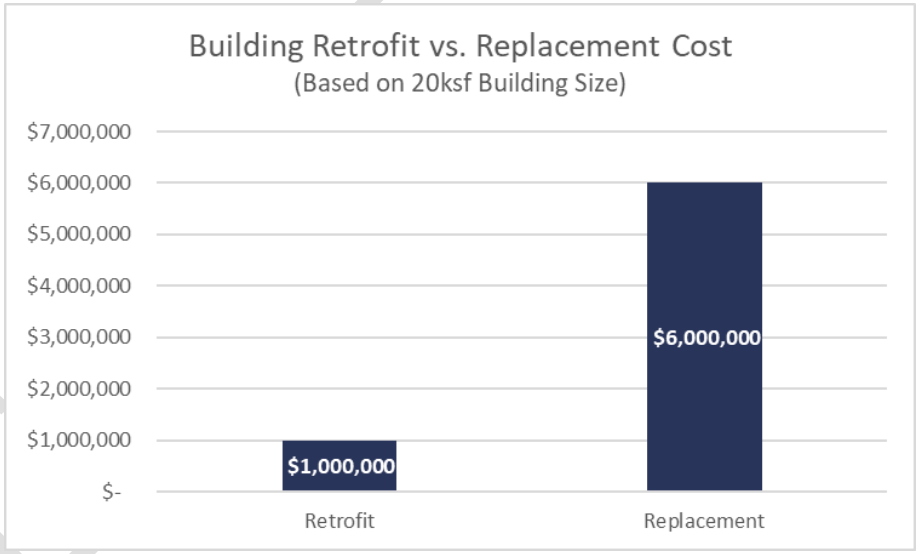


Figure 10 - Building Retrofit vs Replacement Cost

ESTABLISH A FACILITIES MODERNIZATION PROGRAM

Develop a multi-year program to address energy efficiency, renewable integration, and repairs in county buildings.

Recommended Actions

1. Conducting energy audits on the top 10 energy-consuming facilities (e.g., Jail, Social Services) by 2026.
2. Implement conservation measures such as LED lighting, smart HVAC controls, insulation upgrades, and heat pump installations targeting 20-30 percent energy reductions.

3. Instal solar PV on suitable rooftops (e.g., a 200 kW array at the Jail generating ~300,000 kWh annually).
4. Add battery storage at critical sites for backup and peak shaving.
5. Enhance resilience through wildfire hardening (e.g., ember-resistant materials) and floodproofing where applicable.

Expected outcomes include 20-30 percent lower energy bills, GHG reductions of 300-500 MTCO2e annually from efficiency and solar, and improved facility reliability. This positions buildings toward net-zero standards under Title 24 (California Energy Commission 2024).

Funding Strategies

Utilize Energy Conservation Assistance Act (ECAA) low-interest loans (1 percent rate, up to $3 million) for efficiency projects (California Energy Commission 2025); leverage the Self-Generation Incentive Program (SGIP) for battery incentives, especially in high-fire-threat areas (California Public Utilities Commission 2025); pursue federal solar tax credits via Direct Pay for tax-exempt entities under the Inflation Reduction Act. Bundle via Energy Savings Performance Contracts (ESPCs) to finance through guaranteed savings.

DEVELOP AND IMPLEMENT A FLEET ELECTRIFICATION AND EFFICIENCY PLAN

Create a 2025-26 Fleet Transition Plan with annual replacement targets and electrification goals.

Recommended Actions

- Adopt a policy prioritizing ZEVs for light-duty purchases starting immediately.
- Install 6-8 Level 2 chargers at key sites (e.g., administration campus, public works yard).
- Pilot EVs for admin and inspection roles.
- Implement anti-idling tech and fleet optimization software.
- For TRAX, acquire two electric buses by 2027 for shorter routes, scaling to full zero-emission by 2040.

Expected outcomes: Replace 30-50 light-duty vehicles with ZEVs in five years, cutting gasoline use by tens of thousands of gallons and 100-200 MTCO2e annually by 2030; reduced maintenance via fewer moving parts in EVs.

Funding Strategies

Access Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) for up to 90 percent vehicle costs (California Air Resources Board 2025); apply for Federal Transit Administration Low- or No-Emission grants (up to $1.5 billion in FY2025) for buses (Federal Transit Administration 2025); use

CALeVIP for rural charging infrastructure. Lease EVs to manage upfront costs and adapt to tech advances.

AGGRESSIVELY PURSUE TRANSPORTATION INFRASTRUCTURE GRANTS TO IMPROVE PCI AND BRIDGE SAFETY

Prioritize external funding to elevate road PCI and address bridge deficiencies.

Recommended Actions

1. Identify priority road segments for rehabilitation via shovel-ready plans, incorporating complete streets elements.
2. Package the 59 replacement-eligible bridges for bundled applications
3. Increase annual chip seals and overlays on fair-condition roads.
4. Integrate resilience like upsized culverts in flood-prone areas.

Expected outcomes: Raise PCI to mid-60s by 2030, eliminating weight-restricted bridges by 2035, improving safety and reducing emissions from smoother travel.

Funding Strategies

Leverage Senate Bill 1 (SB1) allocations (~$5.4 billion statewide annually) for rural road repairs (California Transportation Commission 2025); pursue IIJA's Bridge Investment Program for formula and competitive funds. Given FEMA's discontinuation of the Building Resilient Infrastructure and Communities (BRIC) program in 2025, shift to Hazard Mitigation Grant Program (HMGP) for resilience projects like culvert upgrades (Federal Emergency Management Agency 2025).

ENHANCE CLIMATE RESILIENCE OF ASSETS AND OPERATIONS

Embed resilience across assets.

Recommended Actions

1. Maintain 100-foot defensible space at wildfire-exposed facilities and roads.
2. Install portable generators or solar-battery trailers for outages.
3. Upsize drainage and elevate low roads in flood zones.
4. Plant climate-resilient shade trees in parks.
5. Update Emergency Operations Plans with asset contingencies.

Expected outcomes: Reduced damage and downtime during events, aiming for zero critical disruptions through redundancy.

Funding Strategies

Apply for Cal Fire Wildfire Prevention Grants (FY2025-26 cycle) for fuels reduction (California Department of Forestry and Fire Protection 2025); use HMGP for flood mitigation post-disaster (Federal Emergency Management Agency 2025); tap CalEPA Urban Greening grants for tree planting (California Environmental Protection Agency 2024).

STRENGTHEN POLICY FRAMEWORK AND FUNDING MECHANISMS

Institutionalize sustainability.

Recommended Actions

1. Adopt a county operations GHG target (e.g., 50 percent reduction by 2030).
2. Form an inter-departmental task force or hire a sustainability coordinator.
3. Integrate projects into capital plans with dedicated line items.
4. Explore bonds or public-private partnerships for major upgrades.

Expected outcomes: Enhanced accountability, higher grant success, and proactive budgeting yielding long-term savings.

Funding Strategies

Fund coordinator via CEC capacity-building grants; use revolving funds from efficiency savings; advocate through Rural County Representatives of California (RCRC) for rural-specific allocations.

KEY FINDINGS

This asset assessment provides a foundational evaluation of Tehama County's infrastructure, highlighting both vulnerabilities and opportunities for advancement in emissions reduction and climate resilience. The inventory reveals a portfolio of buildings, fleets, roadways, utilities, and parks that, while essential to public services, requires targeted investments to address aging conditions, regulatory compliance, and escalating environmental risks. By integrating data from county sources, stakeholder perspectives, and benchmarks such as those in the Regional Transportation Plan (Tehama County Transportation Commission 2024) and GHG Inventory (Tehama County Air Pollution Control District 2010), the analysis underscores the interconnected nature of these assets and their role in achieving state goals like those outlined in SB 32 and Executive Order B-55-18 (California Legislature 2016; California Governor's Office 2018).

Key insights include the substantial energy demands of facilities, the emissions footprint of an aging fleet, deteriorating road and bridge conditions, and the exposure of utilities and parks to wildfire and flooding hazards. These challenges are amplified by Tehama's rural context, where dispersed populations and limited resources constrain maintenance efforts. However, the recommendations—ranging from efficiency retrofits and ZEV transitions to infrastructure hardening and strategic funding pursuits—offer a practical roadmap for progress. Implementation will demand coordinated action across departments, leveraging grants such as those from the California Energy Commission (2024) and Federal Highway Administration (2023) to maximize returns on investment.

Ultimately, this assessment equips county leadership to prioritize actions that not only reduce GHG emissions and enhance asset performance but also safeguard community services against future uncertainties. Sustained monitoring of metrics like energy use, VMT reductions, and PCI scores will be essential to track advancements and adapt strategies. Through deliberate investment, Tehama County can transform its assets into a model of sustainability and resilience for rural Northern California.

APPENDICES

Appendix A – Detailed County Facilities Inventory: (A table listing all county facilities by name, address, function, size in square feet, and any relevant notes such as year built or major recent renovations.)

Appendix B – Tehama County Vehicle Replacement Schedule

Appendix C – Vehicle Fleet Inventory: (A comprehensive list of County-owned vehicles and equipment by department, including make/model, year, fuel type, and assignment. This could be summarized in tables, e.g., number of vehicles by department and average age, as well as a separate table for the transit fleet.)

REFERENCES

California Air Resources Board. 2023. *Advanced Clean Fleets Regulation Summary*. Sacramento: California Air Resources Board. https://ww2.arb.ca.gov/resources/fact-sheets/advanced-clean-fleets-regulation-summary.

California Climate Change Center. 2018. *California's Fourth Climate Change Assessment: Statewide Summary Report*. Sacramento: California Energy Commission.

California Department of Forestry and Fire Protection. 2022. *Fire Hazard Severity Zones in State Responsibility Areas*. Sacramento: California Department of Forestry and Fire Protection. https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/.

California Department of Water Resources. 2023. *Sustainable Groundwater Management Act Implementation Report*. Sacramento: California Department of Water Resources. https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management.

California Energy Commission. 2024. *Title 24 Building Energy Efficiency Standards*. Sacramento: California Energy Commission. https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards.

———. 2025. *Energy Conservation Assistance Act (ECAA) Loan Program Guidelines*. Sacramento: California Energy Commission. https://www.energy.ca.gov/programs-and-topics/programs/energy-conservation-assistance-act.

California Environmental Protection Agency. 2024. *Urban Greening Grant Program Guidelines*. Sacramento: California Environmental Protection Agency. https://calepa.ca.gov/grants/urban-greening/.

California Governor's Office. 2018. *Executive Order B-55-18*. Sacramento: Office of the Governor. https://www.gov.ca.gov/executive-orders/.

California Legislature. 2006. *Assembly Bill 32: Global Warming Solutions Act*. Sacramento: California State Legislature. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060AB32.

———. 2016. *Senate Bill 32: California Global Warming Solutions Act of 2006: Emissions Limit*. Sacramento: California State Legislature. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB32.

———. 2016. *Senate Bill 1383: Short-Lived Climate Pollutants*. Sacramento: California State Legislature. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB1383.

California Public Utilities Commission. 2025. *Self-Generation Incentive Program Handbook*. San Francisco: California Public Utilities Commission. https://www.cpuc.ca.gov/industries-and-topics/electrical-energy/electric-costs/demand-response/self-generation-incentive-program.

California Statewide Local Streets and Roads Needs Assessment. 2022. *California Local Streets and Roads Needs Assessment Update*. Sacramento: League of California Cities. https://www.ca-ilg.org/local-streets-and-roads-needs-assessment.

California Transportation Commission. 2025. *Senate Bill 1 (SB1) Road Maintenance and Rehabilitation Program Guidelines*. Sacramento: California Transportation Commission. https://catc.ca.gov/programs/sb1/road-maintenance-rehabilitation-program.

Federal Emergency Management Agency. 2023. *Flood Insurance Rate Maps for Tehama County, California*. Washington, DC: Federal Emergency Management Agency. https://msc.fema.gov/portal/home.

———. 2025. *Hazard Mitigation Grant Program Guidelines*. Washington, DC: Federal Emergency Management Agency. https://www.fema.gov/grants/mitigation/hazard-mitigation.

Federal Highway Administration. 2023. *National Bridge Inventory Condition Ratings*. Washington, DC: U.S. Department of Transportation. https://www.fhwa.dot.gov/bridge/nbi.cfm.

Federal Transit Administration. 2024. *Low or No Emission Vehicle Program Guidelines*. Washington, DC: U.S. Department of Transportation. https://www.transit.dot.gov/funding/grants/low-no-emission-vehicle-program.

———. 2025. *Low or No Emission Vehicle Program Guidelines*. Washington, DC: U.S. Department of Transportation. https://www.transit.dot.gov/funding/grants/low-no-emission-vehicle-program.

Tehama County. 2022. *Multi-Jurisdictional Hazard Mitigation Plan*. Red Bluff: Tehama County. https://www.co.tehama.ca.us/government/departments/planning/hazard-mitigation-plan.

Tehama County Air Pollution Control District. 2010. *Tehama County GHG Inventory and Forecast Summary*. Red Bluff: Tehama County Air Pollution Control District.

Tehama County Facilities List. 2025. *County Facilities Inventory Spreadsheet*. Red Bluff: Tehama County General Services.

Tehama County General Plan. 2009. *Tehama County General Plan Update*. Red Bluff: Tehama County Planning Department. https://www.co.tehama.ca.us/government/departments/planning/general-plan.

Tehama County Transportation Commission. 2024. *Tehama County Regional Transportation Plan*. Red Bluff: Tehama County Transportation Commission. https://www.tehamartpa.org/regional-transportation-plan.

———. 2025. *Vehicle Replacement Schedule*. Red Bluff: Tehama County Transportation Commission.

Tehama County Vehicle Inventory. 2025. *List of Vehicles – All County Departments*. Red Bluff: Tehama County Public Works.

Tehama West Fire Management Plan. 2020. *Tehama West Fire Management Plan*. Red Bluff: Tehama County Resource Conservation District.

U.S. Army Corps of Engineers. 2021. *Facility Condition Index Guidelines*. Washington, DC: U.S. Army Corps of Engineers. https://www.usace.army.mil/Missions/Civil-Works/Facility-Management/.

U.S. Environmental Protection Agency. 2023. *Greenhouse Gas Emissions from a Typical Passenger Vehicle*. Washington, DC: U.S. Environmental Protection Agency. https://www.epa.gov/greenvehicles/greenhouse-gas-emissions-typical-passenger-vehicle.

———. 2024. *ENERGY STAR Portfolio Manager Technical Reference*. Washington, DC: U.S. Environmental Protection Agency. https://www.energystar.gov/buildings/tools-and-resources/portfolio-manager-technical-reference.

APPENDIX A - COUNTY FACILITY INVENTORY

Facility	Address	City	Approx Square Feet
Admin Office	727 Oak	Red Bluff	19,877
Ag Center, New	1834 Walnut	Red Bluff	7,000
Ag Extension Office	1754 Walnut	Red Bluff	2,322
Ag Weed/Rodent Lab	1820 Walnut	Red Bluff	2,240
Ag Weights and Measures	1810 Walnut	Red Bluff	2,400
Animal Services	1830 Walnut	Red Bluff	4,171
Court Annex	444 Oak	Red Bluff	29,357
Camp Tehama	40550 HWY 172	Mill Creek	9,950
Child Support Services	1005 Vista	Red Bluff	N/A, LEASED
Courthouse, Corning	720 Hoag	Corning	4,500
Courthouse, Tehama County, Old	633 Washington	Red Bluff	28,962
District Attorney Investigators Office	725 Jefferson	Red Bluff	3,210
Facilities Maintenance Office	624 Washington	Red Bluff	3,290
Fire Station, Bend	22310 Bend Ferry	Red Bluff	2,080
Fire Station, Bowman	18355 Bowman	Cottonwood	3,840
Fire Station, Corning	988 Colusa	Corning	6,244
Fire Station, Dibble Creek	20230 HWY 36W	Dibble Creek	3,490
Fire Station, El Camino	9580 HWY 99W	Gerber	5,014
Fire Station, Lake California	22133 Riverview	Cottonwood	2,056
Fire Station, Los Molinos	7930 Sherwood	Los Molinos	4,125
Fire Station, Manton	31291 Manton	Manton	3,960
Fire Station, Mill Creek	40271 HWY 172	Mill Creek	525
Fire Station, Mineral	37900 HWY 36E	Mineral	1,600
Fire Station, Paynes Creek	29960 Plum Creek	Paynes Creek	1,380
Fire Station, Rancho Tehama	17195 Rancho Tehama	Corning	3,300
Fire Station, Richfield	6115 Grange	Corning	2,520
Fire Station, Ridgeway	19691 Ridge	Red Bluff	875
Fire Station, Vina	4560 Rowles	Vina	3,000
HSA - CCRU	1860 Walnut C	Red Bluff	3,630
HSA - Clinic	1850 Walnut	Red Bluff	34,591
HSA - Mental Health Adult Day Trt & Case Mgm	1445 Vista	Red Bluff	10,080
HSA - Public Health Modular	1860 Walnut D	Red Bluff	3,840
HSA - TAY Modular	1900 Walnut	Red Bluff	
HSA Admin Office	818 Main	Red Bluff	N/A, LEASED
HSA Public Health	1860 Walnut A	Red Bluff	4,802
HSA/Social Services Meuser Memorial Health C	275 Solano	Corning	N/A, LEASED
Jail	502 Oak	Red Bluff	40,975
Juvenile Hall	1790 Walnut	Red Bluff	34,233
Library, Corning	740 3rd	Corning	4,800
Library, Los Molinos	7881 HWY 99E	Los Molinos	1,840
Library,Tehama County, New	545 Diamond	Red Bluff	17,193
Library,Tehama County, Old	645 Madison	Red Bluff	

Los Molinos Senior Center	25199 Josephine	Los Molinos	
Probation - Adult	1840 Walnut	Red Bluff	2,932
Probation AB109 Modular	1862 Walnut	Red Bluff	672
Probation Day Reporting Center	780 Antelope	Red Bluff	3,001
Public Works Maint. Shop	1980 Walnut	Red Bluff	
Public Works Office	9380 San Benito	Gerber	~17500
Public Works Modular	9380 San Benito	Gerber	3,000
Red Bluff Community Center	1500 South Jackson	Red Bluff	19,130
Ridgeway Park Rec Building	19725 Ridge	Red Bluff	4,951
Ridgeway Park Shop	19725 Ridge	Red Bluff	~3500
Sheriff's Dept Search & Rescue	2010 Park	Red Bluff	
Sheriff's Main Office	22840 Antelope	Red Bluff	22,700
Social Services Dept	310 South Main	Red Bluff	39,966
Trax Maintenance Facility	1509 Schwab	Red Bluff	~4800
Vets Hall, Corning	1620 Solano	Corning	9,575
Vets Hall, Los Molinos	7980 Sherwood	Los Molinos	9,143
Vets Hall, Red Bluff	735 Oak	Red Bluff	9,425

APPENDIX B - COUNTY VEHICLE REPLACEMENT SCHEDULE

MFG. Date	Veh Description	Fuel	Veh #	VIN	License #	Co. Tag #	Mileage	Repl. Priority	#seat w/driver	# riders	BUS LENGTH	Use	Fund Sorce		Status	Replacement Schedule
2001	Dodge 1500 Pickup	Gas	SV-2	1B7HC13Y71J555301	1073413	22267	**268,754**		5	5	8'	Shop Truck	Local	1	FULL SERVICE	As needed
2008	Chevy, Uplander mini	Gas	RB-1	1GBDV13W28D151438	1308014	28052	**150,740**		5	5 or 2wc	8'	STAFF	5310	2	FULL SERVICE	
2014	FORD CUTAWAY	Gas	966	1FDFE4FS6EDA60470	1419725	30431	**191,751**		18	17-15+2	20'	ParaTRAX	PTMISEA	3	BACKUP SPARE	Has been Replaced in 2019
2016	FORD CUTAWAY	Gas	968	1FDFE4FS4HDC10211	1517287	31681	**235,978**		14	13-11+2	19'	TRAX	PTMISEA	4	BACKUP SPARE	Has been Replaced in 2019
2017	Dodge MINI VAN	Gas	970	2C7WDGBG0HR838633	1536672	32368	**131,855**		6	5 or 2wc	10'	ParaTRAX	PTMISEA	5	BACKUP SPARE	Has been Replaced in 2022
2018	Ford E-450 Cutaway	Gas	971	1FDFE4FSXJDC07562	1542992	32501	**290,131**		18	17-15+2	20'	TRAX	5311	6	BACKUP SPARE	Has been Replaced in 2020
2018	Ford E-450 Cutaway	Gas	972	1FDFE4FS0JDC07568	1542993	32502	**302,003**		18	17- 15+2	20'	TRAX	5311	7	BACKUP SPARE	Has been Replaced in 2020
2019	Ford E-450 Cutaway	Gas	973	1FDFE4FS4JDC41626	1558336	32572	**341,850**	**1**	18	17- 15+2	20'	TRAX	PTMISEA	8	FULL SERIVCE	Replace in FY 2022-2023
2019	Ford E-450 Cutaway	Gas	974	1FDFE4FS4JDC41609	1558337	32573	**282,401**	**4**	18	17- 15+2	20'	TRAX	PTMISEA	9	FULL SERIVCE	Replace in FY 2022-2023
2020	Ford E-450 Cutaway	Gas	975	1FDFE4FS4KDC68987	1060957	33400	**337,853**	**2**	18	17- 15+2	20'	TRAX	PTMISEA	10	FULL SERIVCE	Replace in FY 2026-2027
2020	Ford E-450 Cutaway	Gas	976	1FDFE4FS4KDC68990	1060958	33401	**324,661**	**3**	18	17- 15+2	20'	TRAX	PTMISEA	11	FULL SERIVCE	Replace in FY 2026-2027
2020	Ford Transit 350 HD	Gas	977	1FDES6PG8LKB31820	1613143	33670	**163,394**		9	8 - 4+2	21'	ParaTRAX	5311	12	FULL SERIVCE	Replace in FY 2027-2028
2020	Ford Transit 350 HD	Gas	978	1FDES6PG1LKB31822	1613144	33671	**158,880**		9	8 - 4+2	21'	ParaTRAX	5311	13	FULL SERIVCE	Replace in FY 2027-2028
2020	Ford Transit 350 HD	Gas	979	1FDES6PG6LKB31816	1613153	33672	**56,991**		11	10- 8+1	21'	RTR	5311	14	FULL SERIVCE	Replace in FY 2030-2031
2020	Freightliner Legacy S2C	DSL	980	4UZADRFDXMCMT5275	1613415	33683	**328,962**	**5**	27	26- 22+2	30'	GTC TRAX	PTMISEA	15	FULL SERIVCE	Replace in FY 2027-2028
2020	Hometown Trolly	Gas	T-1	1F66F5DN8L0A04896	1612910	33675	**134,852**		25	24 -12+4	29'	TRAX	5311	16	FULL SERIVCE	Replace in FY 2028-2029
2020	Hometown Trolly	Gas	T-2	1F66F5DN3L0A04899	1612911	33676	**169,653**		25	24 -12+4	29'	TRAX	5311	17	FULL SERIVCE	Replace in FY 2028-2029
2023	Ford Transit 350 HD	Gas	981	1FDVU4XG3NKA23994	CL00U92		**48,273**		9	8- 4+2	21'	ParaTRAX	Local	18	FULL SERIVCE	Replace in FY 2030-2031
2022	Toyota, Sienna	Hybric	METS1	5TDKSKFCXNS071467	1592359		**36,046**		6	5- 3+1	10"	METS	Local	19	FULL SERVICE	Replace in FY 2030-2031
2022	Toyota, Sienna	Hybric	METS2	5TDKSKFC8NS071225	1592360		**27,526**		6	5- 3+1	10'	METS	Local	20	FULL SERVICE	Replace in FY 2030-2031
New future Zero Emission Bus (ZEB) purchase requirements for small transit fleet agencies.																**After 2026-29**

*** Over Due for Replacement

Replacement Notes :

- Replace as needed from County Surplus
- Replaced in FY 2019-2020
- Replace in FY 2022-2023
- Replace in FY 2026-2027
- Replace in FY 2027-2028
- Replace in FY 2028-2029
- Replace in FY 2030-2031

ZEB Purchase Schedule
(ZEB Percentage of Total New Bus Purchases)

Yr	Lrg Transit Age	Small Transit Agencies	
2023	25% -		
2024	25% -		
2025	25%		
2026	50%	25%	
2027	50%	25%	
2028	50%	25%	
2029+	100%	100%	

APPENDIX C - COUNTY VEHICLE INVENTORY

Asset ID	Description	Group	Location	Service Date
22926	CHEVROLET PICKUP 2003 #462 - D	5 - VEHICLES	1023 - ASSESSOR	1/27/2003
24215	CHEV SILVERADO 1500 2004 #481	5 - VEHICLES	1023 - ASSESSOR	2/24/2004
27504	2011 FORD F-150 PICK UP #954	5 - VEHICLES	1023 - ASSESSOR	6/15/2011
31285	2015 CHEVROLET SILVERADO #576	5 - VEHICLES	1023 - ASSESSOR	6/26/2015
34122	2024 Jeep Ford	5 - VEHICLES	1023 - ASSESSOR	1/9/2024
34357	2024 JEEP FORD	5 - VEHICLES	1023 - ASSESSOR	1/9/2024
10897	1994 GMC VANDORA SERVICE TRK #151	5 - VEHICLES	1074 - FACILITES MAINTENANCE	3/1/2001
14690	TRACTOR , JOHN DEERE 4120 #499	5 - VEHICLES	1074 - FACILITES MAINTENANCE	4/25/2005
16742	PICKUP 3/4 TON 1994 #122	5 - VEHICLES	1074 - FACILITES MAINTENANCE	5/1/1994
25624	FORD PU 2005 1/2 TON F-150 #505	5 - VEHICLES	1074 - FACILITES MAINTENANCE	6/23/2005
25975	2008 CHEVY TRAIL BLAZER #851	5 - VEHICLES	1074 - FACILITES MAINTENANCE	3/6/2008
26737	FORD ESCAPE 2007 #616	5 - VEHICLES	1074 - FACILITES MAINTENANCE	1/10/2007
26857	FORD F350 2007 CAB & CHASSIS UTILITY BED #614	5 - VEHICLES	1074 - FACILITES MAINTENANCE	1/5/2007
27431	2008 FORD F250 PU W/ UTILITY BED & LADDER #	5 - VEHICLES	1074 - FACILITES MAINTENANCE	2/27/2008
27877	2012 FORD F-150 PICKUP #252	5 - VEHICLES	1074 - FACILITES MAINTENANCE	6/14/2012
28135	FORD ECONOLINE VAN #958	5 - VEHICLES	1074 - FACILITES MAINTENANCE	4/15/2011
30248	2015 FORD EXPLORER #207	5 - VEHICLES	1074 - FACILITES MAINTENANCE	7/22/2014
30832	2015 NISSAN NV200S #212	5 - VEHICLES	1074 - FACILITES MAINTENANCE	2/19/2016
30833	C&B DUMP TRAILER #555	5 - VEHICLES	1074 - FACILITES MAINTENANCE	3/30/2016
30834	2016 20' EQUIPMENT TRAILER #269	5 - VEHICLES	1074 - FACILITES MAINTENANCE	6/1/2016
30838	2023 Ford F-350	5 - VEHICLES	1074 - FACILITES MAINTENANCE	6/27/2023
30838-A	82 gallon refueling tank system	5 - VEHICLES	1074 - FACILITES MAINTENANCE	6/30/2023
31329	2020 FORD F-350 #706	5 - VEHICLES	1074 - FACILITES MAINTENANCE	5/5/2020
31329A	82 GAL REFUELING TANK #706	5 - VEHICLES	1074 - FACILITES MAINTENANCE	5/27/2020
33509	2022 Branson Tractor with BL100S Loader	5 - VEHICLES	1074 - FACILITES MAINTENANCE	3/23/2022
T25383	FORD 2005 F150 TRUCK #506	5 - VEHICLES	1074 - FACILITES MAINTENANCE	1/20/2005
T25391	FORD ESCAPE 2006 #399	5 - VEHICLES	1074 - FACILITES MAINTENANCE	3/1/2006
26089	2007 FORD CROWN VICTORIA -WF INVESTIGA #680	5 - VEHICLES	2007 - DA WELFRE FRAUD	6/25/2007
30373	2013 FORD K8A UTILITY INTERCEOPTOR SUV #556	5 - VEHICLES	2007 - DA WELFRE FRAUD	6/26/2013
30385	2015 FORD EXPLORER #726	5 - VEHICLES	2007 - DA WELFRE FRAUD	6/25/2015
31399	2019 FORD F-150 CREW CAB 4X4 TRK #994	5 - VEHICLES	2007 - DA WELFRE FRAUD	6/11/2019
30373-A	2013 FORD K8A UTILITY POLICE INTERCEPTOR SUV	5 - VEHICLES	2008 - DA EARLY WELARE FRAUD	6/26/2013
31399A	2019 F-150 CREW CAB 4X4 TRK	5 - VEHICLES	2008 - DA EARLY WELARE FRAUD	6/11/2019
30381	2015 DODGE GRAND CARAVAN #259	5 - VEHICLES	2011 - DA VICTIM / WITNESS	6/12/2015
31394	CHEVY TAHOE LS 4X4 W/POLICE PACKAGE #976	5 - VEHICLES	2011 - DA VICTIM / WITNESS	3/29/2017
31396	2017 CHEVY TAHOE LS 4X4 #977	5 - VEHICLES	2011 - DA VICTIM / WITNESS	7/24/2017
33095	2020 8.5' X 16' COMMAND TRAILER #993	5 - VEHICLES	2011 - DA VICTIM / WITNESS	9/25/2019
31394A	CHEVY TAHOE LS 4X4 W/POLICE PACKAGE	5 - VEHICLES	20112 -VICTIM WITNESS UVA GRNT	3/29/2017
23266	FORD CROWN VICTORIA 2000 #331	5 - VEHICLES	2013 - DISTRICT ATTORNEY	3/1/2014
26144	FORD CRWN VIC 2004 #381	5 - VEHICLES	2013 - DISTRICT ATTORNEY	3/2/2006
26497	2007 NISSAN MAXIMA	5 - VEHICLES	2013 - DISTRICT ATTORNEY	5/21/2008
30376	2014 FORD K8A UTILITY POLICE INTERCEPTOR STK#199	5 - VEHICLES	2013 - DISTRICT ATTORNEY	4/7/2014
31385	2016 FORD EXPLORER #577	5 - VEHICLES	2013 - DISTRICT ATTORNEY	7/3/2015
31388	2016 DODGE RAM 1500 CREW CAB #279	5 - VEHICLES	2013 - DISTRICT ATTORNEY	6/20/2016
33097	2021 GMC Sierra 1500 Truck	5 - VEHICLES	2013 - DISTRICT ATTORNEY	11/17/2021
33098	2022 Sierra Crew Cab Truck	5 - VEHICLES	2013 - DISTRICT ATTORNEY	1/13/2022
33099	2021 Nissan Tital 4x4 Crew Cab	5 - VEHICLES	2013 - DISTRICT ATTORNEY	3/7/2022
33100	2023 DODGE TRUCK DURANGO	5 - VEHICLES	2013 - DISTRICT ATTORNEY	3/24/2023
33100-A	Lights, siren, radio	5 - VEHICLES	2013 - DISTRICT ATTORNEY	3/19/2024
33101	2023 DODGE TRUCK DURANGO	5 - VEHICLES	2013 - DISTRICT ATTORNEY	3/24/2023
33101-A	Lights, siren, radio	5 - VEHICLES	2013 - DISTRICT ATTORNEY	3/19/2024
33102	2023 Ford F-150	5 - VEHICLES	2013 - DISTRICT ATTORNEY	8/10/2023
33102-A	23 F-150 light package	5 - VEHICLES	2013 - DISTRICT ATTORNEY	6/27/2024
33102-B	RADIO	5 - VEHICLES	2013 - DISTRICT ATTORNEY	2/10/2025
T29854	FORD F150 #298	5 - VEHICLES	2013 - DISTRICT ATTORNEY	10/28/2014
22633	JETCRAFT BOAT 2001 #362	5 - VEHICLES	2024-SHERIFF/BOATING	12/1/2000
23363	FORD F250 SUPER CAB #291-BOATING	5 - VEHICLES	2024-SHERIFF/BOATING	12/1/2001
26927	CONNECTOR BOAT 1660 W/NAV LIGHTS #627	5 - VEHICLES	2024-SHERIFF/BOATING	2/1/2007
28289	23' ALEXIS PATROL VESSEL #983-BOATING	5 - VEHICLES	2024-SHERIFF/BOATING	6/16/2009
28290	TITAN BOAT TRAILER STK #984	5 - VEHICLES	2024-SHERIFF/BOATING	6/16/2009
31504	2016 FORD F250 SUPER CAB #260	5 - VEHICLES	2024-SHERIFF/BOATING	5/3/2016
31504A	EMERGENCY EQUIPMENT VEH# 260	5 - VEHICLES	2024-SHERIFF/BOATING	6/2/2016
31504B	EMERGENCY EQUIPMENT FOR VEH#260	5 - VEHICLES	2024-SHERIFF/BOATING	4/21/2016

33730	Bombardier Seadoo	5 - VEHICLES	2024-SHERIFF/BOATING	8/9/2021
33731	Bombardier Seadoo	5 - VEHICLES	2024-SHERIFF/BOATING	8/9/2021
34450	2022 Rogue Get 22' Fastwater Boat	5 - VEHICLES	2024-SHERIFF/BOATING	8/31/2022
34450-A	Headliner, shell, windoor	5 - VEHICLES	2024-SHERIFF/BOATING	5/30/2024
34450-B	Wrap Modifications	5 - VEHICLES	2024-SHERIFF/BOATING	5/30/2024
34450-C	Tint and Decals	5 - VEHICLES	2024-SHERIFF/BOATING	5/30/2024
34450-D	Setina, T-Rail kit	5 - VEHICLES	2024-SHERIFF/BOATING	5/30/2024
34847A	TOOLBOX 40 GAL REFUELING TANK	5 - VEHICLES	2024-SHERIFF/BOATING	6/14/2023
34856	FORD F-250 CREW CAB 4X4	5 - VEHICLES	2024-SHERIFF/BOATING	3/7/2023
34856-A	upfit parts for Boating Truck	5 - VEHICLES	2024-SHERIFF/BOATING	7/3/2024
34856-B	Lights for 2022 Ford F250	5 - VEHICLES	2024-SHERIFF/BOATING	6/28/2024
21011	FORD EXPEDITION XLJ #510	5 - VEHICLES	2027 - SHERIFF	2/1/1999
21057	FORD F-150 #722	5 - VEHICLES	2027 - SHERIFF	4/1/2000
21058	FORD F-350 #723	5 - VEHICLES	2027 - SHERIFF	4/1/2000
21067	FORD CROWN VICTORIA SEDAN #812	5 - VEHICLES	2027 - SHERIFF	6/1/2000
21355	OES TRAILER #146	5 - VEHICLES	2027 - SHERIFF	10/4/1999
22427	FORD CROWN VICTORIA 2000 STK #39	5 - VEHICLES	2027 - SHERIFF	8/1/2001
22723	PANTHER 55 SNOWMOBILE #012	5 - VEHICLES	2027 - SHERIFF	2/1/2001
22724	PANTHER 55 SNOWMOBILE #003	5 - VEHICLES	2027 - SHERIFF	2/1/2001
23560	FORD CROWN VIC 2002 POLICE PKG# 215-SHERIFF	5 - VEHICLES	2027 - SHERIFF	6/26/2002
23561	FORD CROWN VICTORIA 2001#216-SCHOOL	5 - VEHICLES	2027 - SHERIFF	6/26/2002
23565	BIG BEAR QUAD RUNNER SRCH & RES	5 - VEHICLES	2027 - SHERIFF	7/26/2002
23566	BIG BEAR QUAD RUNNER SRCH & RES	5 - VEHICLES	2027 - SHERIFF	7/26/2002
23917	FORD F-250 STK #461	5 - VEHICLES	2027 - SHERIFF	11/28/2002
24280	FORD EXPEDITION 2003 #509	5 - VEHICLES	2027 - SHERIFF	12/2/2004
25011	ATV KAWASASKI 2005 #548	5 - VEHICLES	2027 - SHERIFF	6/30/2005
26143	FORD CRWN VIC 2004 #380	5 - VEHICLES	2027 - SHERIFF	3/2/2006
26148	FORD CROWN VICTORIA 2005 #388	5 - VEHICLES	2027 - SHERIFF	7/11/2006
26150	FORD CROWN VICTORIA 2005 #391-EDDY	5 - VEHICLES	2027 - SHERIFF	7/11/2006
26151	FORD CROWN VICTORIA 2005 #392-ENYART	5 - VEHICLES	2027 - SHERIFF	7/11/2006
26157	FORD CROWN VICTORIA 2005 #396-SPARE	5 - VEHICLES	2027 - SHERIFF	11/15/2006
27016	2007 FORD EXPEDITION XLT #603	5 - VEHICLES	2027 - SHERIFF	6/27/2007
27020	TRUCK VAULT #603	5 - VEHICLES	2027 - SHERIFF	6/29/2007
27021	2008 FORD F-350 CREW CAB PICKUP #602 SEARCH & RES	5 - VEHICLES	2027 - SHERIFF	9/6/2007
27611	14' HILLSBORO DUMP TRAILER #837	5 - VEHICLES	2027 - SHERIFF	4/8/2008
27615	2008 FORD F-250 SUPER CAB #838	5 - VEHICLES	2027 - SHERIFF	6/26/2008
27619	2008 FORD CROWN VICTORIA #835	5 - VEHICLES	2027 - SHERIFF	5/1/2008
28294	2009 FORD EXPEDITION #981-PAISLEY	5 - VEHICLES	2027 - SHERIFF	8/12/2009
29016A	2012 FORD PICKUP F250 SUPERCAB	5 - VEHICLES	2027 - SHERIFF	9/30/2011
29104	2012 FORD CROWN VICTORIA #845	5 - VEHICLES	2027 - SHERIFF	9/14/2011
29105	2011 FORD CROWN VICTORIA #846	5 - VEHICLES	2027 - SHERIFF	9/14/2011
29111	2013 FORD EDGE AWD SE #599	5 - VEHICLES	2027 - SHERIFF	8/1/2012
29621	2012 FORD EXPEDITION XLT	5 - VEHICLES	2027 - SHERIFF	7/25/2012
30042	2013 FORD EXPLORER	5 - VEHICLES	2027 - SHERIFF	4/12/2013
30043	2013 FORD EXPLORER	5 - VEHICLES	2027 - SHERIFF	4/4/2013
30044	2013 FORD EXPLORER	5 - VEHICLES	2027 - SHERIFF	4/4/2013
30045	2013 FORD EXPLORER	5 - VEHICLES	2027 - SHERIFF	4/4/2013
30046	2013 FORD EXPLORER	5 - VEHICLES	2027 - SHERIFF	4/9/2013
30047	2013 FORD EXPLORER	5 - VEHICLES	2027 - SHERIFF	4/4/2013
30543	2014 FORD EXPLORER STK #756	5 - VEHICLES	2027 - SHERIFF	5/7/2014
30543A	EQUIPMENT FOR VEHICLE 756	5 - VEHICLES	2027 - SHERIFF	8/27/2014
30543B	LIGHTBAR FOR VEHICLE 756	5 - VEHICLES	2027 - SHERIFF	9/24/2014
30544	2014 FORD EXPLORER #757	5 - VEHICLES	2027 - SHERIFF	5/7/2014
30554	FORD F250 CREW CAB TRUCK #767	5 - VEHICLES	2027 - SHERIFF	6/30/2014
30554A	SPECIAL EQUIPMENT FOR MARJUANA TRUCK	5 - VEHICLES	2027 - SHERIFF	12/18/2014
30934	2015 FORD EXPLORER #563	5 - VEHICLES	2027 - SHERIFF	12/4/2014
30936	2015 Ford Explorer #566	5 - VEHICLES	2027 - SHERIFF	2/4/2015
30938	2015 Ford Explorer #569	5 - VEHICLES	2027 - SHERIFF	1/7/2015
30939	2015 Ford Explorer #570	5 - VEHICLES	2027 - SHERIFF	1/7/2015
30941	2015 Ford Explorer #568	5 - VEHICLES	2027 - SHERIFF	1/1/2015
31499	2016 FORD EXPLORER #939	5 - VEHICLES	2027 - SHERIFF	4/5/2016
31499A	EMERGENCY EQUIPMENT VEH# 939	5 - VEHICLES	2027 - SHERIFF	4/11/2016
31499B	EMERGENCY EQUIPMENT VEH# 939	5 - VEHICLES	2027 - SHERIFF	5/10/2016
31500	2016 FORD EXPLORER #940	5 - VEHICLES	2027 - SHERIFF	4/5/2016

31500A	EMERGENCY EQUIPMENT FOR VEH#940	5 - VEHICLES	2027 - SHERIFF	4/11/2016
31500B	EMERGENCY EQUIPMENT VEH# 940	5 - VEHICLES	2027 - SHERIFF	6/2/2016
31500C	EMERGENCY EQUIPMENT FOR #940	5 - VEHICLES	2027 - SHERIFF	4/18/2016
31500D	INSTALLATION OF EMERGENCY EQUIP #940	5 - VEHICLES	2027 - SHERIFF	6/27/2016
31501	2016 FORD EXPLORER #941	5 - VEHICLES	2027 - SHERIFF	4/5/2016
31501A	EMERGENCY EQUIPMENT VEH# 941	5 - VEHICLES	2027 - SHERIFF	4/11/2016
31501B	EMERGENCT EQUIPMENT VEH# 941	5 - VEHICLES	2027 - SHERIFF	6/2/2016
31501C	EMERGENCY EQUIPMENT #941	5 - VEHICLES	2027 - SHERIFF	4/18/2016
31501D	INSTALLATION OF EMERGENCY EQUIP #941	5 - VEHICLES	2027 - SHERIFF	6/27/2016
31514	2017 FORD EXPLORER K8A SUV #585	5 - VEHICLES	2027 - SHERIFF	8/10/2016
31514-1	LABOR TO INSTALL EMERGENCY EQUIP	5 - VEHICLES	2027 - SHERIFF	9/1/2017
31514A	EMERGENCY EQUIPMENT FOR VEHICLE #585	5 - VEHICLES	2027 - SHERIFF	8/9/2016
31515	2017 FORD EXPLORER K8A SUV #586	5 - VEHICLES	2027 - SHERIFF	8/10/2016
31515A	EMERGENCY EQUIPMENT FOR VEHICLE #586	5 - VEHICLES	2027 - SHERIFF	8/9/2016
31516	2017 FORD EXPLORER K8A SUV #587	5 - VEHICLES	2027 - SHERIFF	8/10/2016
31516A	EMERGENCY EQUIPMENT FOR VEHICLE #587	5 - VEHICLES	2027 - SHERIFF	8/16/2016
31516B	TC AUTO SHOP- LABOR ON 2017 FORD EXPLR	5 - VEHICLES	2027 - SHERIFF	6/27/2017
31517	2017 FORD EXPLORER K8A SUV #588	5 - VEHICLES	2027 - SHERIFF	8/10/2016
31517-1	LABOR TO INSTALL EMERGENCY EQUIP.	5 - VEHICLES	2027 - SHERIFF	11/7/2017
31517A	EMERGENCY EQUIPMENT FOR VEHICLE #588	5 - VEHICLES	2027 - SHERIFF	8/16/2016
31518	2017 FORD EXPLORER K8A SUV #589	5 - VEHICLES	2027 - SHERIFF	8/10/2016
31518-1	LABOR TO INSTALL EMERGENCY EQUIP.	5 - VEHICLES	2027 - SHERIFF	10/20/2017
31518A	EMERGENCY EQUIPMENT FOR VEHICLE #589	5 - VEHICLES	2027 - SHERIFF	8/23/2016
32068	TILT OVER DUMP TRAILER #299	5 - VEHICLES	2027 - SHERIFF	9/20/2016
32078	2017 CHEVY TAHOE #740	5 - VEHICLES	2027 - SHERIFF	5/16/2017
32078A	STORAGE EQUIPMENT FOR VEHICLE #740	5 - VEHICLES	2027 - SHERIFF	6/21/2017
32078B	LIGHTS/SPEAKER FOR VEHICLE #740	5 - VEHICLES	2027 - SHERIFF	6/20/2017
32078C	INSTALL CHRGS FOR EQUIP. VEHICLE #740	5 - VEHICLES	2027 - SHERIFF	6/26/2017
32097	2001 FRHT #590 LIC#6U72069 (SNAP-ON)	5 - VEHICLES	2027 - SHERIFF	1/5/2018
32097A	WELDING WORK VEH #590	5 - VEHICLES	2027 - SHERIFF	11/14/2019
32515	2018 FORD EXPLORER #689	5 - VEHICLES	2027 - SHERIFF	8/1/2018
32515A	LBR TO INSTALL EMER EQUIP #689	5 - VEHICLES	2027 - SHERIFF	6/25/2019
32515B	EMER EQUIP '18 FORD EXPLORER #689	5 - VEHICLES	2027 - SHERIFF	11/30/2018
32515C	EMERGENCY EQUIPMENT #689	5 - VEHICLES	2027 - SHERIFF	7/1/2019
32516	2018 FORD EXPLORER #690	5 - VEHICLES	2027 - SHERIFF	8/1/2018
32516A	LBR TO INSTALL EMER EQUIP #690	5 - VEHICLES	2027 - SHERIFF	6/25/2019
32516B	EMER EQUIP '18 FORD EXPLORER #690	5 - VEHICLES	2027 - SHERIFF	11/30/2018
32516C	EMERGENCY EQUIPMENT #690	5 - VEHICLES	2027 - SHERIFF	7/1/2019
33300	2020 FORD EXPLORER #006	5 - VEHICLES	2027 - SHERIFF	10/20/2020
33301	2020 FORD EXPLORER #030	5 - VEHICLES	2027 - SHERIFF	10/20/2020
33302	2020 FORD EXPLORER #031	5 - VEHICLES	2027 - SHERIFF	10/20/2020
33303	2020 FORD EXPLORER #148	5 - VEHICLES	2027 - SHERIFF	10/20/2020
33304	2020 FORD EXPLORER #149	5 - VEHICLES	2027 - SHERIFF	10/20/2020
33306	2020 FORD EXPLORER #24	5 - VEHICLES	2027 - SHERIFF	2/26/2021
33306-A	WINDOW TINT	5 - VEHICLES	2027 - SHERIFF	4/2/2024
33320	VEHICLE PARTS FOR NEW UNITS	5 - VEHICLES	2027 - SHERIFF	5/28/2020
33703	2021 EXPLORER	5 - VEHICLES	2027 - SHERIFF	4/16/2021
33704	2021 EXPLORER	5 - VEHICLES	2027 - SHERIFF	4/16/2021
33705	2021 EXPLORER	5 - VEHICLES	2027 - SHERIFF	4/16/2021
33706	2021 EXPLORER	5 - VEHICLES	2027 - SHERIFF	4/16/2021
33707	2021 EXPLORER	5 - VEHICLES	2027 - SHERIFF	4/16/2021
33964	2021 Ford Utility Vehicle	5 - VEHICLES	2027 - SHERIFF	11/23/2021
34451	2022 Guardian 22' Trailer	5 - VEHICLES	2027 - SHERIFF	8/31/2023
34775	2024 CHEV TAHOE K1500	5 - VEHICLES	2027 - SHERIFF	5/16/2024
34775-A	Drop in Console	5 - VEHICLES	2027 - SHERIFF	6/6/2024
34775-B	I-E XLP Lightbar Duo	5 - VEHICLES	2027 - SHERIFF	6/6/2024
34775-C	TINT/DECALS	5 - VEHICLES	2027 - SHERIFF	11/27/2024
34843	Ford Expedition 4X4	5 - VEHICLES	2027 - SHERIFF	6/20/2023
34843-A	T-Series Duo Blue/White	5 - VEHICLES	2027 - SHERIFF	4/15/2024
34843-B	Havis 3" filler plate for Console	5 - VEHICLES	2027 - SHERIFF	4/15/2024
34843-C	Whelen, mini Ion T-series tro RBW	5 - VEHICLES	2027 - SHERIFF	4/15/2024
34843-D	Whelen, Headlight/Grille flasher	5 - VEHICLES	2027 - SHERIFF	4/15/2024
34843-E	Window Tint	5 - VEHICLES	2027 - SHERIFF	12/4/2023
34846	2023 Ford F-150 Responder	5 - VEHICLES	2027 - SHERIFF	5/15/2023
34846-A	Window Tint	5 - VEHICLES	2027 - SHERIFF	11/2/2023

34846-B	Decal for K-9	5 - VEHICLES	2027 - SHERIFF	9/6/2023
34846-C	L-Bracket Lockdown	5 - VEHICLES	2027 - SHERIFF	2/9/2024
34846-D	Upfitting	5 - VEHICLES	2027 - SHERIFF	2/9/2024
34847	2023 FORD F-150 RESPONDER	5 - VEHICLES	2027 - SHERIFF	5/15/2023
34847-A	Window Tint	5 - VEHICLES	2027 - SHERIFF	11/2/2023
34847-B	Mobnetic Pro 90 & Tonneau Cover	5 - VEHICLES	2027 - SHERIFF	11/20/2023
34847-C	T-Rail, Siren, Light Bars	5 - VEHICLES	2027 - SHERIFF	11/20/2023
35155	2023 DODGE UTILITY PPV	5 - VEHICLES	2027 - SHERIFF	9/21/2023
35155-A	UPFIT parts for Durango Patrol	5 - VEHICLES	2027 - SHERIFF	4/16/2024
35156	2023 DODGE UTILITY PPV	5 - VEHICLES	2027 - SHERIFF	9/21/2023
35156-A	UPFIT parts for Durango Patrol	5 - VEHICLES	2027 - SHERIFF	4/16/2024
35156-B	WRAPS/DECALS	5 - VEHICLES	2027 - SHERIFF	11/15/2023
35157	2023 DODGE UTILITY PPV	5 - VEHICLES	2027 - SHERIFF	9/21/2023
35157-A	UPFIT parts for Durango Patrol	5 - VEHICLES	2027 - SHERIFF	4/16/2024
35157-B	WRAPS/DECALS	5 - VEHICLES	2027 - SHERIFF	11/15/2023
35158	2023 DODGE UTILITY PPV	5 - VEHICLES	2027 - SHERIFF	9/21/2023
35158-A	UPFIT parts for Durango Patrol	5 - VEHICLES	2027 - SHERIFF	4/16/2024
35158-B	WRAPS/DECALS	5 - VEHICLES	2027 - SHERIFF	11/15/2023
35159	2023 DODGE UTILITY PPV	5 - VEHICLES	2027 - SHERIFF	9/21/2023
35159-A	UPFIT parts for Durango Patrol	5 - VEHICLES	2027 - SHERIFF	4/16/2024
35159-B	WRAPS/DECALS	5 - VEHICLES	2027 - SHERIFF	11/15/2023
35160	2023 DODGE UTILITY PPV	5 - VEHICLES	2027 - SHERIFF	9/21/2023
35160-A	UPFIT parts for Durango Patrol	5 - VEHICLES	2027 - SHERIFF	4/16/2024
35160-B	WRAPS/DECALS	5 - VEHICLES	2027 - SHERIFF	11/15/2023
35227	2024 FORD MAVERICK	5 - VEHICLES	2027 - SHERIFF	2/28/2024
35227-A	Upfit parts	5 - VEHICLES	2027 - SHERIFF	6/12/2024
35227B	LIGHTBAR	5 - VEHICLES	2027 - SHERIFF	6/12/2024
35228	2024 FORD MAVERICK	5 - VEHICLES	2027 - SHERIFF	2/28/2024
35228-A	Upfit parts	5 - VEHICLES	2027 - SHERIFF	6/12/2024
35228-B	LIGHTBAR	5 - VEHICLES	2027 - SHERIFF	6/12/2024
35229	2023 DODGE UTILITY PPV	5 - VEHICLES	2027 - SHERIFF	9/21/2023
35229-A	UPFIT PARTS	5 - VEHICLES	2027 - SHERIFF	4/15/2024
35229-B	WINDOW TINT	5 - VEHICLES	2027 - SHERIFF	4/2/2024
35229-C	SMART CHARGER, SIREN, LIGHTS	5 - VEHICLES	2027 - SHERIFF	5/16/2024
35229-D	WRAPS/DECALS	5 - VEHICLES	2027 - SHERIFF	11/15/2023
35230	2023 DODGE UTILITY PPV	5 - VEHICLES	2027 - SHERIFF	12/12/2023
35230-A	UPFIT PARTS	5 - VEHICLES	2027 - SHERIFF	4/15/2024
35230-B	WINDOW TINT	5 - VEHICLES	2027 - SHERIFF	4/2/2024
35230-C	SMART CHARGER, SIREN, LIGHTS	5 - VEHICLES	2027 - SHERIFF	5/16/2024
35283	2024 FORD EXPEDITION 4 X4	5 - VEHICLES	2027 - SHERIFF	2/5/2025
35284	2024 FORD EXPEDITION 4X4	5 - VEHICLES	2027 - SHERIFF	2/5/2025
T22268	DODGE RAM 1500 #202 #668A	5 - VEHICLES	2027 - SHERIFF	11/1/2000
T25601	OLYMPIAN MODEL XQ105 GENERATOR TRAILER #630	5 - VEHICLES	2027 - SHERIFF	6/12/2006
T25868	2008 FORD FOCUS #863	5 - VEHICLES	2027 - SHERIFF	6/26/2008
T25870	2008 FORD FOCUS #865	5 - VEHICLES	2027 - SHERIFF	6/26/2008
T28844	2011 DODGE CARAVAN #964	5 - VEHICLES	2027 - SHERIFF	6/10/2011
25631	FORD TRUCK F150 2006 #334	5 - VEHICLES	2029-SHERIFF ANIMAL REGULATION	2/2/2006
32529	2015 F250XL	5 - VEHICLES	2029-SHERIFF ANIMAL REGULATION	7/2/2019
32529A	DMV TAX FORD F250 XL	5 - VEHICLES	2029-SHERIFF ANIMAL REGULATION	7/23/2019
32530	2015 F250XL	5 - VEHICLES	2029-SHERIFF ANIMAL REGULATION	7/2/2019
32530A	DMV TAX FORD F250 XL	5 - VEHICLES	2029-SHERIFF ANIMAL REGULATION	7/23/2019
33735	Maverick 17' stock trailer	5 - VEHICLES	2029-SHERIFF ANIMAL REGULATION	1/26/2022
35235	2023 Ford F-150 Crew Cab	5 - VEHICLES	2029-SHERIFF ANIMAL REGULATION	3/18/2024
21351	FORD E350 VAN 1999 JAIL-TRANSPO	5 - VEHICLES	2032 - JAIL	5/1/1999
23364	FORD E-350 VAN #290	5 - VEHICLES	2032 - JAIL	12/1/2001
26141	FORD E350 VAN 2003 #360	5 - VEHICLES	2032 - JAIL	3/2/2006
31512	PRISONER CELL AND PARTS FOR JAIL VAN	5 - VEHICLES	2032 - JAIL	5/23/2016
31512A	FORD T-350 TRANSIT VAN #281	5 - VEHICLES	2032 - JAIL	7/22/2016

32459	2018 FORD EXPLORER #591	5 - VEHICLES	2032 - JAIL	2/2/2018
32459A	EQUIPMENT FOR VEH# 591	5 - VEHICLES	2032 - JAIL	6/4/2018
32459B	PARTS/ LABOR VEHICLE #591	5 - VEHICLES	2032 - JAIL	6/20/2018
32460	2018 FORD EXPLORER #592	5 - VEHICLES	2032 - JAIL	2/2/2018
32460A	EQUIPMENT FOR VEH# 592	5 - VEHICLES	2032 - JAIL	6/4/2018
32460B	PARTS/ LABOR VEHICLE #592	5 - VEHICLES	2032 - JAIL	6/13/2018
32461	2018 FORD EXPLORER UTILITY #065	5 - VEHICLES	2032 - JAIL	3/9/2018
32461A	EQUIPMENT FOR VEH# 065	5 - VEHICLES	2032 - JAIL	6/4/2018
32461B	PARTS/LABOR VEHICLE #065	5 - VEHICLES	2032 - JAIL	6/8/2018
33960	2021 FORD TRANSIT CORGO VAN	5 - VEHICLES	2032 - JAIL	2/10/2023
33977	TRAINING VEHICLE	5 - VEHICLES	2032 - JAIL	2/11/2022
33978	2020 HONDA SUV	5 - VEHICLES	2032 - JAIL	2/11/2022
34389	nISSAN 2021 suv	5 - VEHICLES	2032 - JAIL	2/11/2022
34774	2024 DODGE DURANGO	5 - VEHICLES	2032 - JAIL	5/16/2024
35253	2024 CHEVY TAHOE	5 - VEHICLES	2032 - JAIL	8/12/2024
35253-A	UPLIFT PARTS CHEVY TAHOE	5 - VEHICLES	2032 - JAIL	9/3/2024
35255	2024 Ford Transit 15 Pass Van	5 - VEHICLES	2032 - JAIL	10/14/2024
31699	2017 CHEVROLET EXPRESS 3500 VAN #330	5 - VEHICLES	2035 - DAY REPORTING CENTER	4/21/2017
31866	DUMP TRAILER #237	5 - VEHICLES	2035 - DAY REPORTING CENTER	6/27/2016
T25776	FORD FREESTAR MINIVAN 2006 #338	5 - VEHICLES	2035 - DAY REPORTING CENTER	2/28/2006
21743	TRUCK, CHEVY PU 1/2 TON #48	5 - VEHICLES	2037 - PROBATION	9/28/1999
22436	FORD E-350 1999 15 PASSENGER VAN #152	5 - VEHICLES	2037 - PROBATION	1/1/2002
24096	FORD EXPEDITION XLT SUV 2009 #970	5 - VEHICLES	2037 - PROBATION	6/1/2009
27036	2008 CHEVY 4X4 PICKUP #836	5 - VEHICLES	2037 - PROBATION	2/14/2008
28919	MERCURY GRAND MARQUIS #971	5 - VEHICLES	2037 - PROBATION	5/26/2011
28920	2009 MERCURY GRAND MARQUIS #972	5 - VEHICLES	2037 - PROBATION	6/13/2011
28921	2011 FORD EXPEDITION #959	5 - VEHICLES	2037 - PROBATION	6/30/2011
29560	2013 Ford Explorer w/ Push Bumper & Cage #116	5 - VEHICLES	2037 - PROBATION	1/11/2013
29572	3/4 CHEVROLET TRUCK STK #358	5 - VEHICLES	2037 - PROBATION	10/3/2013
30471	2014 FORD EXPLORER 4X4 STK # 973	5 - VEHICLES	2037 - PROBATION	3/26/2014
31038	2015 FORD EXPLORER #574	5 - VEHICLES	2037 - PROBATION	5/5/2015
31038-1	EQUIP. FOR #574- GPS, FOG LMPS. SPKRS	5 - VEHICLES	2037 - PROBATION	8/15/2016
31050	2016 FORD EXPLORER #748	5 - VEHICLES	2037 - PROBATION	3/11/2016
31051	2016 FORD EXPLORER #749	5 - VEHICLES	2037 - PROBATION	3/11/2016
31051-1	EQUIP. FOR #749- LGHTS, SPKR, RADIO	5 - VEHICLES	2037 - PROBATION	8/30/2016
31687	2017 FORD K8A UTILITY POLICE SUV 37619504 #746	5 - VEHICLES	2037 - PROBATION	3/13/2017
31688	2017 FORD K8A UTILITY POLICE SUV 37619503 #745	5 - VEHICLES	2037 - PROBATION	3/13/2017
31869	2018 FORD EXPLORER UTILITY #781	5 - VEHICLES	2037 - PROBATION	2/1/2018
31870	2023 Dodge durango UT	5 - VEHICLES	2037 - PROBATION	12/19/2023
31870-A	EQUIP AND GEAR INSTALL	5 - VEHICLES	2037 - PROBATION	8/5/2024
31870-B	EQUIP AND GEAR INSTALL	5 - VEHICLES	2037 - PROBATION	8/5/2024
31871	2018 EXPLORER- BROWN #594	5 - VEHICLES	2037 - PROBATION	2/21/2018
31872	2018 EXPLORER- BLACK #593	5 - VEHICLES	2037 - PROBATION	4/26/2018
31872A	K-9 VEH #593 EQUIPMENT	5 - VEHICLES	2037 - PROBATION	11/7/2018
31872B	K-9 VEH #593 HEAT ALARM	5 - VEHICLES	2037 - PROBATION	12/14/2018
31877	2019 GMC SAVANA 3500 VAN #692	5 - VEHICLES	2037 - PROBATION	12/14/2018
31878	2019 DODGE GRAND CARAVAN #004	5 - VEHICLES	2037 - PROBATION	9/1/2020
31879	2021 DODGE RAM 1500 TRADESMAN 4X4 #205	5 - VEHICLES	2037 - PROBATION	12/10/2020
32477	2023 Dodge Durango UT	5 - VEHICLES	2037 - PROBATION	12/19/2023
32477-A	EQUIP AND GEAR INSTALL	5 - VEHICLES	2037 - PROBATION	8/5/2024
32477-B	DURANGO EQUIP	5 - VEHICLES	2037 - PROBATION	11/21/2024
32478	2021 FORD EXPLORER UT LIGHT BLUE	5 - VEHICLES	2037 - PROBATION	6/8/2021
32479	2021 FORD EXPLORER UT GRAY	5 - VEHICLES	2037 - PROBATION	5/14/2021
34940	DODGE DURANGO K-9	5 - VEHICLES	2037 - PROBATION	7/16/2024
34940-A	DURANGO EQUIPMENT	5 - VEHICLES	2037 - PROBATION	7/22/2024
34940-B	DURANGO EQUIP	5 - VEHICLES	2037 - PROBATION	11/21/2024
T22586	FORD F150 4X2 REG CAB TRUCK #452	5 - VEHICLES	2037 - PROBATION	12/5/2002
16365	1990 INTERNATIONAL FIRE ENGINE 05-C-27	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	10/1/1989
18609	CHEVY 1TON SQUAD 1995 #03-C-10	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	1/1/1995
18610	CHEVY 1TON SQUAD 1995 #03-C-07	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	1/1/1995
18991	CHEVY 1TON SQUAD 1995 #03-C-09	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	1/1/1995
19509	FREIGHTLINE FIRE ENGINE1996 #05-C-12	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	4/4/1996
19510	FREIGHTLINE FIRE ENGINE 1996 05-C-25	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	4/4/1996
19511	FREIGHTLINE FIRE ENGINE 1996 05-C-29	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	4/4/1996
19512	FREIGHTLINE FIRE ENGINE 1996 05-C-20	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	4/4/1996

19513	NAVISTAR INT'L FIRE ENGINE 1996 04-C-03	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	4/4/1996
19514	FREIGHTLIN FIRE ENGINE 1996PIERCE 05-C-06	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	4/4/1996
19515	FREIGHTLINE FIRE ENGINE 1996 05-C-17	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	4/4/1996
19516	FREIGHTLINE FIRE ENGINE 1996 05C-21	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	4/4/1996
20235	PETERBUILT WATER TENDER 13-C-05	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	6/10/1997
20235A	3000 GAL REPLACEMENT TANK & PUMP -13C05	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	4/8/2009
23087	1995 KENWORTH 3500 GAL TENDER 13-C-11	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	7/3/2001
23101	FREIGHTLINE WATER TENDER SK 13-C-01	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	10/15/2001
23147	FORD TAURUS 2000 SK #01-C-03	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	10/30/2001
23741	FORD TRUCK F250 2002 SHOP 09-C-01	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	10/11/2002
25078	FORD F450 2004 W/AQUAD BOD MINER #03-C-04	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	4/29/2004
25085	GMC TYPE 4 PUMPER 1998 #04-C-04	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	10/4/2004
26201	2005 KENWORK T30C WATER TENDER 13-C-03	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	8/11/2006
27390	2007 F-550 FORD MINI PUMER #04-C-05	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	6/15/2007
27399	2007 HME CHASSIS 05-C-34	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	8/7/2007
27738	1988 INTERNATIONAL ENGINE #04-C-01 MANTON	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	7/31/2008
28137	2009 DODGE MINI PUMPER #04-C-06	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	12/8/2008
28138	2009 DODGE MINI PUMPER #04-C-07	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	12/8/2008
28413	2009 HME TYPE 1 FIRE ENGINE #05-C-35	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	12/21/2009
29538	2012 DODGE SQUAD #03-C-05	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	1/31/2013
29546	2003 CHEVY TAHOE 4X4 39-C-03	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	5/15/2012
29546A	2003 CHEVY TAHOE - BUILDUP COSTS	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	5/15/2013
30524	1991 NAVISTAR INT'L FIRE ENGINE #05-C-14	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	5/22/2014
30969	2014 FREIGHLINER WATER TENDER 13-C-10	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	11/3/2014
30970	2007 FREIGHTLINER WATER TENDER 13-C-06	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	12/17/2014
31004	1988 PETERBUILT WATER TENDER #13-C-02	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	5/11/2015
31099	2015 DODGE QUICK ATTACK #04-C-08	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	5/20/2015
31908	2017 DODGE RAM SQUAD #03-C-02	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	11/30/2016
31915	2017 DODGE RAM 2500 #02-C-01	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	4/6/2017
31915A	EQUIPMENT FOR 2017 DODGE RAM 2500 #02C01	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	5/22/2017
32162	1991 INTERNATIONAL FIRE ENGINE #05-C-02	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	2/22/2018
32664	2019 KENWORTH TACTICAL WTR TENDER #13C12	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	6/13/2019
32891	2019 DODGE RAM PICKUP #02C03 L1568186	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	10/29/2019
32891A	TOOL BOX VEH#02C03	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	1/16/2020
32891B	SIREN/LIGHT BAR/CONSOLE VEH#02C03	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	3/1/2020
32893	2019 CHEVY TRAX AWD #39C04	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	3/17/2020
34217	2021 NISSAN ROGUE SPORT S AWD	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	5/13/2021
34228	F-350	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	7/28/2022
34229	F-350	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	8/13/2022
34248	2022 Ford F-350	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	3/22/2023
34249	2002 Spartan Metro Cab I Fire Eng	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	3/1/2023
34265	2023 HME 9 FIRE ENGINE	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	7/31/2023
34521	2023 FORD F-550 FIRE ENGINE	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	11/19/2024
34521-A	2023 FORD F-550 CHASSIS	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	11/7/2023
34522	2023 FORD F-550 FIRE ENGINE	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	11/19/2024
34522-A	2023 FORD F-550 CHASSIS	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	11/7/2023
34523	2023 FORD F-550 FIRE ENGINE	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	11/19/2024
34523-A	2023 FORD F-550 CHASSIS	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	11/7/2023
34524	2023 FORD F-550 FIRE ENGINE	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	11/19/2024
34524-A	2023 FORD F-550 CHASSIS	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	11/7/2023
34525	2023 FORD F-550 FIRE ENGINE	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	11/19/2024
34525-A	2023 FORD F-550 CHASSIS	5 - VEHICLES	2042 - FIRE SCH C VOLUNTEER	11/7/2023
26883	FORD F150 PICK UP 2007 #609	5 - VEHICLES	2061 - AG COMMISSIONER	1/30/2007
26889	08 FORD RANGER XL #859	5 - VEHICLES	2061 - AG COMMISSIONER	1/25/2008
26892	2012 F-250 SUPER CAB P/U TRUCK #246	5 - VEHICLES	2061 - AG COMMISSIONER	8/25/2012
26894	2014 FREIGHTLINER M2106 FLAT BED W/ CRANE #319	5 - VEHICLES	2061 - AG COMMISSIONER	4/23/2013
28978	2011 FORD RANGER #956	5 - VEHICLES	2061 - AG COMMISSIONER	6/30/2011
28979	2011 FORD FUSION #957	5 - VEHICLES	2061 - AG COMMISSIONER	6/30/2011
30410	2014 FORD F-150 REG CAB SHORT BED #679	5 - VEHICLES	2061 - AG COMMISSIONER	3/13/2014
31255	2016 FORD F150 P/U #422	5 - VEHICLES	2061 - AG COMMISSIONER	2/23/2016
31256	2016 FORD F250 P/U #421	5 - VEHICLES	2061 - AG COMMISSIONER	2/23/2016
32302	2018 DODGE RAM 1500 TRUCK #687	5 - VEHICLES	2061 - AG COMMISSIONER	6/28/2018
33536	2020 DODGE RAM 1500 REG CAB PU #	5 - VEHICLES	2061 - AG COMMISSIONER	10/16/2020
33555	2022 Ford F-150 Reg cab P/U	5 - VEHICLES	2061 - AG COMMISSIONER	9/28/2022
35053	2024 FORD F-150 REG CAB 4X2	5 - VEHICLES	2061 - AG COMMISSIONER	11/14/2024

31618	2018 DODGE RAM 1500 TRADESMAN 4X4 #686	5 - VEHICLES	2062 - CODE ENFORCEMENT	5/29/2018
31620	14K DUMP TRAILER 14'X7' #992	5 - VEHICLES	2062 - CODE ENFORCEMENT	6/19/2019
34009	2012 DODGE RAM 1500 4X4 CREW CAB ST PICKUP #206	5 - VEHICLES	2062 - CODE ENFORCEMENT	2/17/2012
31970	2018 DODGE JOURNEY SE AWD #595	5 - VEHICLES	2065 - BUILDING & SAFETY	4/10/2018
33591	2020 JEEP CHEROKEE ALL WHEEL #784	5 - VEHICLES	2065 - BUILDING & SAFETY	7/21/2020
33592	2020 JEEP CHEROKEE ALL WHEEL #785	5 - VEHICLES	2065 - BUILDING & SAFETY	7/21/2020
34477	2023 JEEP CHEROKEE LAREDO	5 - VEHICLES	2065 - BUILDING & SAFETY	2/15/2023
34478	2025 JEEP GRAND CHEROKEE	5 - VEHICLES	2065 - BUILDING & SAFETY	1/14/2025
14925	8 FORD VAN 1997 STOCK #144	5 - VEHICLES	2072 - CORONER	3/1/1997
25009	CHEV EXPRESS VAN 2005 #409	5 - VEHICLES	2072 - CORONER	6/24/2005
26062	ALUMINUM SHELVING VAN #409A	5 - VEHICLES	2072 - CORONER	3/23/2006
30553	2013 E-150 CARGO VAN #771	5 - VEHICLES	2072 - CORONER	6/24/2014
30553B	LIFT GATE FOR E-150 VAN #771	5 - VEHICLES	2072 - CORONER	12/17/2018
32464	2018 FORD F-150 SUPER CAB #596	5 - VEHICLES	2072 - CORONER	5/24/2018
32464A	LIFT GATE FOR 2018 FORD F-150 #596	5 - VEHICLES	2072 - CORONER	1/22/2019
32464B	PARTS FOR VEHICLE #596	5 - VEHICLES	2072 - CORONER	11/28/2018
32464C	CAMPER SHELL ON FORD F-150 #596	5 - VEHICLES	2072 - CORONER	5/28/2019
30742	2014 FORD EXPLORER #987	5 - VEHICLES	2073 - PUBLIC GUARDIAN	6/6/2014
31460	2016 FORD FUSION #277	5 - VEHICLES	2073 - PUBLIC GUARDIAN	12/29/2015
31461	2016 FORD FUSION #278	5 - VEHICLES	2073 - PUBLIC GUARDIAN	12/29/2015
31474	2017 CHEVROLET CAPRICE #702	5 - VEHICLES	2073 - PUBLIC GUARDIAN	8/21/2017
24276A	UPGRADE SAFETY COMMAND VEHICLE	5 - VEHICLES	2075 - CIVIL DEFENSE/EMER SRVC	6/30/2006
24277	COMMAND VAN ELECTRONICS STK 550-A OP	5 - VEHICLES	2075 - CIVIL DEFENSE/EMER SRVC	1/7/2005
24991	VEGA DISPATCH CONSOLE SYST VAN 550B	5 - VEHICLES	2075 - CIVIL DEFENSE/EMER SRVC	5/4/2005
24992	VEGA DISPATCH CONSOLE SYST VAN 550B	5 - VEHICLES	2075 - CIVIL DEFENSE/EMER SRVC	5/4/2005
29622	2012 FORD EXPEDITION XL SSV	5 - VEHICLES	2075 - CIVIL DEFENSE/EMER SRVC	7/24/2012
33701	iron eagle titan trailer	5 - VEHICLES	2075 - CIVIL DEFENSE/EMER SRVC	9/16/2021
33949	FORD E3SCAPE 2009	5 - VEHICLES	2075 - CIVIL DEFENSE/EMER SRVC	6/24/2021
34388	2022 FORD F-250 FLAT BED	5 - VEHICLES	2075 - CIVIL DEFENSE/EMER SRVC	2/23/2022
34388-A	Cargo deck, lights, bumper	5 - VEHICLES	2075 - CIVIL DEFENSE/EMER SRVC	11/30/2023
34388-B	Whelen 54" legacy Bar WCX	5 - VEHICLES	2075 - CIVIL DEFENSE/EMER SRVC	11/27/2023
26736	FORD ESCAPE 2007 #552	5 - VEHICLES	2077 - PLANNING	10/18/2006
33558	2008 E450 FORD LABOIT CONVER VAN	5 - VEHICLES	2078 - ANIMAL SERVICES	12/29/2022
T23696	2004 FORD TRUCK F150 4X2 #487	5 - VEHICLES	2078 - ANIMAL SERVICES	7/21/2004
T26884	FORD F150 PICK UP 2007 #608	5 - VEHICLES	2078 - ANIMAL SERVICES	1/30/2007
10408	CATERPILLAR D-6 D TRACTOR VEH #185	5 - VEHICLES	3011 - PUBLIC WORKS	1/1/1980
10433	TRACTOR & LOADER EQ #410	5 - VEHICLES	3011 - PUBLIC WORKS	7/1/1980
10461	VIBRATORY ROLLER VEH #633	5 - VEHICLES	3011 - PUBLIC WORKS	1/1/1981
12811	85 FRUEHAUF BOTTOM DUMP 194A	5 - VEHICLES	3011 - PUBLIC WORKS	3/1/1989
12812	85 FRUEHAUF BOTTOM DUMP 194B	5 - VEHICLES	3011 - PUBLIC WORKS	3/1/1989
12822	81 ETNYRE CHIP SPREADER VEH #313	5 - VEHICLES	3011 - PUBLIC WORKS	1/1/1986
13867	87 CHEV 1 TON PICKUP #317	5 - VEHICLES	3011 - PUBLIC WORKS	9/1/1987
14534	BRH125 HYDR HAMMER EQ (#C) #877	5 - VEHICLES	3011 - PUBLIC WORKS	4/1/1990
16431	PORTABLE CRSHR/SCRNR EQ #607	5 - VEHICLES	3011 - PUBLIC WORKS	4/1/1991
17471	1/2 TON CHEVY PU VEH #41	5 - VEHICLES	3011 - PUBLIC WORKS	6/1/1992
17472	1/2 TON CHEVY PU VEH #42	5 - VEHICLES	3011 - PUBLIC WORKS	6/1/1992
17494	MOD 200 MELTER/APPLICATOR EQ (#CC) #878	5 - VEHICLES	3011 - PUBLIC WORKS	12/1/1992
17868	FORD TRACTOR/LDR, MOWER #617	5 - VEHICLES	3011 - PUBLIC WORKS	9/1/1993
17872	CAT MOTOR GRADER EQ #619	5 - VEHICLES	3011 - PUBLIC WORKS	10/1/1993
18917	CAT BACKHOE #620A	5 - VEHICLES	3011 - PUBLIC WORKS	6/1/1995
18934	WALTON TILT-TRAILER #194	5 - VEHICLES	3011 - PUBLIC WORKS	6/30/1996
19212	CHEV 3/4 T PICKUP (#173) #728	5 - VEHICLES	3011 - PUBLIC WORKS	6/30/1996
19213	CHEV 3/4 T PICKUP (#174) #731	5 - VEHICLES	3011 - PUBLIC WORKS	6/30/1996
19215	CHEV 3/4 T PICKUP (#176) #729	5 - VEHICLES	3011 - PUBLIC WORKS	6/30/1996
19216	1995 KENWORTH T800 (#325) #413	5 - VEHICLES	3011 - PUBLIC WORKS	6/30/1995

19217	3200 GAL QUICK WATER 1995 (#325B) #413B	5 - VEHICLES	3011 - PUBLIC WORKS	6/30/1996
19218	95 RELIANCE 15' DUMP TRK (#325A) #413	5 - VEHICLES	3011 - PUBLIC WORKS	6/30/1996
19221	CHEV 3/4 T PICKUP 1995 (#177) #735	5 - VEHICLES	3011 - PUBLIC WORKS	6/30/1996
19225	KENWORTH T800 1995 TRK (#326) #412	5 - VEHICLES	3011 - PUBLIC WORKS	6/30/1996
19226	3200 GAL QUICK WATER 1995 (#326B) #412B	5 - VEHICLES	3011 - PUBLIC WORKS	6/30/1996
19227	95 RELIANCE 15' DUMP TRK (#326A) #412A	5 - VEHICLES	3011 - PUBLIC WORKS	6/30/1996
19228	KENWORTH T800 1995 TRK (#327) #414	5 - VEHICLES	3011 - PUBLIC WORKS	6/30/1996
19341	95 RELIANCE (#327A) SK 41 #414A	5 - VEHICLES	3011 - PUBLIC WORKS	6/30/1996
19342	3200 GAL QUICK WATER TRK (#327B) #414B	5 - VEHICLES	3011 - PUBLIC WORKS	6/30/1996
19343	KENWORTH T TRK (#328) SK #415	5 - VEHICLES	3011 - PUBLIC WORKS	6/30/1996
19344	3201 GAL QUICK WATER TRK (#328B) #415B	5 - VEHICLES	3011 - PUBLIC WORKS	6/30/1996
19345	95 CAT 416B BACKHOE/BUCKET #622	5 - VEHICLES	3011 - PUBLIC WORKS	6/30/1996
19361	CHEVY 1996 4X4 3/4T PU (#172) #021	5 - VEHICLES	3011 - PUBLIC WORKS	6/30/1996
19619	RELIANCE PUP TRAILER #329A	5 - VEHICLES	3011 - PUBLIC WORKS	8/1/1996
19620	RELIANCE PUP TRAILER #330A	5 - VEHICLES	3011 - PUBLIC WORKS	8/1/1996
20071	76 CAT R7 TRACTOR D7G (#187) #798	5 - VEHICLES	3011 - PUBLIC WORKS	6/30/1998
20074	ALTEC AERIAL DEVICE (#144) #145	5 - VEHICLES	3011 - PUBLIC WORKS	3/1/1997
20266	1998 CHEVY PU CAB & CHASIS (#315) #032	5 - VEHICLES	3011 - PUBLIC WORKS	4/20/1998
20267	CHEV P/U FLEETSIDE VEH (#75) #033	5 - VEHICLES	3011 - PUBLIC WORKS	4/20/1998
20268	TRAIL KING LOWBED TRAILER #190	5 - VEHICLES	3011 - PUBLIC WORKS	4/20/1998
20704	330 1999 GMC P/U (#170) #511-1	5 - VEHICLES	3011 - PUBLIC WORKS	2/1/1999
20705	53 1999 GMC P/U (#180) #512-1	5 - VEHICLES	3011 - PUBLIC WORKS	2/1/1999
21742	TRUCK CHEVY PU 1/2 TON #60	5 - VEHICLES	3011 - PUBLIC WORKS	9/28/1999
21748	TRUCK GMC PU 2000 #178-A	5 - VEHICLES	3011 - PUBLIC WORKS	11/3/1999
21749	GMC TRUCK PICK UP 2000 #179A	5 - VEHICLES	3011 - PUBLIC WORKS	11/1/1999
21750	GMC PICKUP 2000 #181A	5 - VEHICLES	3011 - PUBLIC WORKS	11/1/1999
22130	FORD F350 2001 SPRAY TRUCK #062	5 - VEHICLES	3011 - PUBLIC WORKS	12/1/2000
22673	CHEVY S10 PICK UP (#24) #724	5 - VEHICLES	3011 - PUBLIC WORKS	3/1/2001
22674	CHEVY S10 PICK UP (#23) # 725	5 - VEHICLES	3011 - PUBLIC WORKS	3/1/2001
22681	GILCREST PRO PAVER 1999 (#312) #799	5 - VEHICLES	3011 - PUBLIC WORKS	4/1/2001
22689	KENWORTH TRUCK T800 (#3A03) #054	5 - VEHICLES	3011 - PUBLIC WORKS	7/1/2001
22690	KENWORTH TRUCK T800 2001 (#3A02) #053	5 - VEHICLES	3011 - PUBLIC WORKS	7/1/2001
23503	KENWORKTH TRUCK T800 (#3A01) #052	5 - VEHICLES	3011 - PUBLIC WORKS	7/1/2001
23504	KENWORTH T300 DUMP TRUCK (#2A01) #075	5 - VEHICLES	3011 - PUBLIC WORKS	8/1/2001
23505	KENWORTH T300 DUMP TRUCK (#2A02) #076	5 - VEHICLES	3011 - PUBLIC WORKS	8/1/2001
23506	KENWORTH T300 DUMP TRUCK (#2A03) #077	5 - VEHICLES	3011 - PUBLIC WORKS	8/1/2001
23513	CATERPILLAR 4WD LOADER 914G 2001 (L01) #162	5 - VEHICLES	3011 - PUBLIC WORKS	9/1/2001
23652	HYD TRUCK CONVEYOR 18002G(#SB) #479	5 - VEHICLES	3011 - PUBLIC WORKS	8/5/2002
23674	CATERPILLAR FORKLIFT (#M01) #465	5 - VEHICLES	3011 - PUBLIC WORKS	12/11/2002
23675	FORD F150 P/U 1/2 TON 2003 (#P01) #463	5 - VEHICLES	3011 - PUBLIC WORKS	12/9/2002
23676	FORD F150 P/U 1/2 TON 2003 (#P02) #464	5 - VEHICLES	3011 - PUBLIC WORKS	12/9/2002
23684	KAWASAKI MULE 2003 2510D (#M02) #471	5 - VEHICLES	3011 - PUBLIC WORKS	3/24/2003
24421	2004 KENWORTH T800 #3A04 DIST B	5 - VEHICLES	3011 - PUBLIC WORKS	12/16/2003
24422	SWENSON SANDER #M04 DIST B #491	5 - VEHICLES	3011 - PUBLIC WORKS	12/16/2003
24423	HENKE SNOW PLOW #M03 DIST B #492	5 - VEHICLES	3011 - PUBLIC WORKS	12/16/2003
24424	2004 KENWORTH T800 #3AO5 DIST B #493	5 - VEHICLES	3011 - PUBLIC WORKS	12/16/2003
24425	SWENSON SANDER #M06 DIST B #494	5 - VEHICLES	3011 - PUBLIC WORKS	12/16/2003
24426	HENKE SNOWPLOW #M05 DIST B #495	5 - VEHICLES	3011 - PUBLIC WORKS	12/16/2003
25366	ELEC MESSAGE BOARD W/TRAILER (#T02) #497	5 - VEHICLES	3011 - PUBLIC WORKS	2/23/2005
25367	ELEC MESSAGE BOARD W/TRAILER (#T03) #498	5 - VEHICLES	3011 - PUBLIC WORKS	2/23/2005
25614	ASPHALT ZIPPER (#608) #420	5 - VEHICLES	3011 - PUBLIC WORKS	6/14/2005
26102	EMERG. RESPONSE TRAILER(#911) #357	5 - VEHICLES	3011 - PUBLIC WORKS	11/1/2005
26103	FORD F150 4X2 TRUCK (#204) #397	5 - VEHICLES	3011 - PUBLIC WORKS	2/8/2006
26104	FORD F150 4X4 TRUCK (#205) #398	5 - VEHICLES	3011 - PUBLIC WORKS	2/8/2006
26666	FORD F250 SUPERCAB TRK (#207) #623	5 - VEHICLES	3011 - PUBLIC WORKS	12/4/2006
26672	FORD F350 2007 TRCK W/BED (#208) #624	5 - VEHICLES	3011 - PUBLIC WORKS	1/3/2007
26807	CHEV 3/4 TON PH (#206) #625	5 - VEHICLES	3011 - PUBLIC WORKS	2/16/2007
26809	CHEVY TRAIL BLAZER (#209) #626	5 - VEHICLES	3011 - PUBLIC WORKS	2/1/2007
27482	INGERSOLL RAND P185 AIR COMP (#400) #907	5 - VEHICLES	3011 - PUBLIC WORKS	3/19/2008
27483	JOHN DEERE 544J LOADER (#600) #902	5 - VEHICLES	3011 - PUBLIC WORKS	2/28/2008
27484	JOHN DEERE LOADER 544J (#601) #901	5 - VEHICLES	3011 - PUBLIC WORKS	2/28/2008
27485	2008 1/2 T FORD F150 SUPER (#260) #910	5 - VEHICLES	3011 - PUBLIC WORKS	2/28/2008
27697	2008 F-550 W/ SERVICE BODY (#261) #908	5 - VEHICLES	3011 - PUBLIC WORKS	3/26/2008
27698	FORD FUSION (#500) #911	5 - VEHICLES	3011 - PUBLIC WORKS	4/8/2008
27699	CATERPILLAR BACKHOE LDR (#623) #903	5 - VEHICLES	3011 - PUBLIC WORKS	4/8/2008

27704	CAT BACKHOE LOADER (#624) #904	5 - VEHICLES	3011 - PUBLIC WORKS	5/2/2008
27710	2008 FORD F550 4X2 W/AUTO CRANE (#262) #909	5 - VEHICLES	3011 - PUBLIC WORKS	5/5/2008
27711	CAT MOTORGRADER (#641) #906 DIST C	5 - VEHICLES	3011 - PUBLIC WORKS	5/5/2008
27715	CAT MOTOTGRADER-140M (#640) #905	5 - VEHICLES	3011 - PUBLIC WORKS	6/30/2008
27723	2008 FORD F550 AT35G BOOM TRK (#263) #912	5 - VEHICLES	3011 - PUBLIC WORKS	8/8/2008
28073	FORD F-150 4X4 (#210) #916	5 - VEHICLES	3011 - PUBLIC WORKS	4/14/2009
28073A	SURVEYOR CUSTOM TRAY #210 PW	5 - VEHICLES	3011 - PUBLIC WORKS	3/23/2010
28074	FORD F-250 P/U 4X4 (#211) #919	5 - VEHICLES	3011 - PUBLIC WORKS	4/24/2009
28369	FORD F-250 P/U 4X4 (#212) #918	5 - VEHICLES	3011 - PUBLIC WORKS	4/24/2009
28370	FORD F-250 P/U W/UTILITY BED (#213) #917	5 - VEHICLES	3011 - PUBLIC WORKS	4/24/2009
28381	1993 STRIPING TRUCK #346	5 - VEHICLES	3011 - PUBLIC WORKS	6/26/2009
28675	2010 FORD F250 P/U (#215) #203	5 - VEHICLES	3011 - PUBLIC WORKS	5/3/2010
28676	2010 FORD F250 P/U (#214) 204	5 - VEHICLES	3011 - PUBLIC WORKS	5/3/2010
28784	2010 WANCO ELECT MSG BOARD #401	5 - VEHICLES	3011 - PUBLIC WORKS	8/9/2010
28785	2010 WANCO ELECT MSG BOARD #402	5 - VEHICLES	3011 - PUBLIC WORKS	8/9/2010
28787	84" SWEEPSTER BROOM #705	5 - VEHICLES	3011 - PUBLIC WORKS	9/3/2010
28788	84" SWEEPSTER BROOM #706	5 - VEHICLES	3011 - PUBLIC WORKS	9/3/2010
29907	DODGE AVENGER (#501) #417	5 - VEHICLES	3011 - PUBLIC WORKS	6/20/2013
29908	DODGE RAM 1500 (#216) #416	5 - VEHICLES	3011 - PUBLIC WORKS	6/20/2013
29921	2014 INTERNATIONAL PATCH TRUCK #354	5 - VEHICLES	3011 - PUBLIC WORKS	1/20/2014
29922	2014 INTERNATIONAL PATCH TRUCK #355	5 - VEHICLES	3011 - PUBLIC WORKS	1/20/2014
29924	FORD F250 SUPERCAB 4WD (#217) #677	5 - VEHICLES	3011 - PUBLIC WORKS	3/5/2014
29924A	SADDLE BOX	5 - VEHICLES	3011 - PUBLIC WORKS	3/7/2014
29924B	NITESTAR 50 UNIT DISTANT MEASURING INSTRUMENT #217	5 - VEHICLES	3011 - PUBLIC WORKS	3/7/2014
29924C	OBD II ELECTRONIC INTERFACE ADAPTER ON 217	5 - VEHICLES	3011 - PUBLIC WORKS	3/7/2014
29924D	MOBILE RADIO BRACKET W/COMPONENTS ON 217	5 - VEHICLES	3011 - PUBLIC WORKS	3/6/2014
29924E	STEP ASSEMBLY ON 217	5 - VEHICLES	3011 - PUBLIC WORKS	3/13/2014
29924F	LIGHT BAR ON 217	5 - VEHICLES	3011 - PUBLIC WORKS	3/10/2014
30416	FORD F250 SUPER CAB 2WD (#218) #678	5 - VEHICLES	3011 - PUBLIC WORKS	3/5/2014
30416A	SADDLE BOX ON 218	5 - VEHICLES	3011 - PUBLIC WORKS	3/7/2014
30416B	NITESTAR 50 UNIT DISTANT MEASURING INSTRUMENT-218	5 - VEHICLES	3011 - PUBLIC WORKS	3/24/2014
30416C	OBD II ELECTRONIC INTERFACE ADAPTER ON 218	5 - VEHICLES	3011 - PUBLIC WORKS	3/7/2014
30416D	MOBILE RADIO BRACKET W/COMPONENTS ON 218	5 - VEHICLES	3011 - PUBLIC WORKS	3/6/2014
30416E	LIGHT BAR ON 218	5 - VEHICLES	3011 - PUBLIC WORKS	3/10/2014
30436	ARGO TILTBED TRAILER #404	5 - VEHICLES	3011 - PUBLIC WORKS	6/26/2014
30437	FORD F250 SUPER CAB #936 (#219)	5 - VEHICLES	3011 - PUBLIC WORKS	6/30/2014
31947	ARGO TILTBED TRAILER #405 - STK#975	5 - VEHICLES	3011 - PUBLIC WORKS	4/25/2017
31948	ARGO TILTBED TRAILER #406 - STK#974	5 - VEHICLES	3011 - PUBLIC WORKS	4/25/2017
33192	2020 FORD F-250 (#221) VEH#709	5 - VEHICLES	3011 - PUBLIC WORKS	5/21/2020
33193	2020 FORD F-250 (#220) VEH#708	5 - VEHICLES	3011 - PUBLIC WORKS	5/21/2020
33418	KENWORTH T800 #332	5 - VEHICLES	3011 - PUBLIC WORKS	10/5/2020
33419	KENWORTH T800 #331	5 - VEHICLES	3011 - PUBLIC WORKS	10/5/2020
33686	2021 FORD F250 #345	5 - VEHICLES	3011 - PUBLIC WORKS	4/7/2021
33687	2021 FORD F250 #348	5 - VEHICLES	3011 - PUBLIC WORKS	4/7/2021
33688	2021 FORD F250	5 - VEHICLES	3011 - PUBLIC WORKS	4/13/2021
33689	2021 FORD F250	5 - VEHICLES	3011 - PUBLIC WORKS	4/13/2021
33690	2021 FORD F250 SUPER CAB	5 - VEHICLES	3011 - PUBLIC WORKS	4/13/2021
33691	2021 FORD F250 SUPER CAB	5 - VEHICLES	3011 - PUBLIC WORKS	4/13/2021
33692	2021 FORD F250 SUPER CAB	5 - VEHICLES	3011 - PUBLIC WORKS	4/13/2021
34288	FORD F250	5 - VEHICLES	3011 - PUBLIC WORKS	4/18/2022
34408	FREIHTLINER PATCH TRUCK	5 - VEHICLES	3011 - PUBLIC WORKS	10/6/2022
35100	KENWORTH T880 DUMP TRUCK	5 - VEHICLES	3011 - PUBLIC WORKS	11/1/2023
35201	2024 Ford Explorer	5 - VEHICLES	3011 - PUBLIC WORKS	5/1/2024
35620	FORD F250	5 - VEHICLES	3011 - PUBLIC WORKS	10/11/2024
35620-A	TOOL BOX	5 - VEHICLES	3011 - PUBLIC WORKS	10/24/2024
35621	FORD F250	5 - VEHICLES	3011 - PUBLIC WORKS	10/11/2024
35621-A	TOOL BOX	5 - VEHICLES	3011 - PUBLIC WORKS	10/24/2024
35622	FORD F250	5 - VEHICLES	3011 - PUBLIC WORKS	10/11/2024
35622-A	TOOL BOX	5 - VEHICLES	3011 - PUBLIC WORKS	10/24/2024
35625	FORD F-250	5 - VEHICLES	3011 - PUBLIC WORKS	1/9/2025
7076	1969 CAT 120 MOTOR GRADER #49	5 - VEHICLES	3011 - PUBLIC WORKS	7/1/1969
7078	1969 CAT 120 MOTOR GRADER EQ #59	5 - VEHICLES	3011 - PUBLIC WORKS	7/1/1969
8404	CAT WHEEL LOADER 920 #64	5 - VEHICLES	3011 - PUBLIC WORKS	7/1/1972

9034	W-14 CASE LOADER EQ# 096	5 - VEHICLES	3011 - PUBLIC WORKS	7/1/1974
9067	D4D TRACTOR W/ATTCH LP (#10) #0	5 - VEHICLES	3011 - PUBLIC WORKS	7/1/1975
30433	2014 FORD FUSION 4DR SDN	5 - VEHICLES	3034-TCTC ADMN	5/15/2014
T23521	2002 FORD TAURUS #017 (S01)	5 - VEHICLES	3034-TCTC ADMN	1/1/2002
26109	2006 FORD CUTAWAY (#958) #672	5 - VEHICLES	3037 - TRAX	7/14/2005
26125	PRESSURE WASHER	5 - VEHICLES	3037 - TRAX	6/30/2006
30431	GLAVAL CUTAWAY BUS - ADA	5 - VEHICLES	3037 - TRAX	5/30/2014
31681	PARATRAX BUS- 2017 FORD E-450 (#968) #743	5 - VEHICLES	3037 - TRAX	12/23/2016
31681A	PAINT/DECALS FOR TRAX BUS #968/ #743	5 - VEHICLES	3037 - TRAX	1/20/2017
32501	2017 GLAVAL BUS (971) #171	5 - VEHICLES	3037 - TRAX	4/27/2018
32502	2017 GLAVAL BUS (972) #172	5 - VEHICLES	3037 - TRAX	4/27/2018
32572	2018 GLAVAL E-450 CUT-AWAY BUS (973) #693	5 - VEHICLES	3037 - TRAX	12/31/2018
32573	2018 GLAVAL E-450 CUT-AWAY BUS (974) #694	5 - VEHICLES	3037 - TRAX	12/31/2018
33400	2020 GLAVAL BUS #975	5 - VEHICLES	3037 - TRAX	7/27/2020
33401	2020 GLAVAL BUS #976	5 - VEHICLES	3037 - TRAX	7/27/2020
33670	2021 GLAVEL COMMUTE BUS #977	5 - VEHICLES	3037 - TRAX	11/25/2020
33671	2021 GLAVAL COMMUTE BUS #978	5 - VEHICLES	3037 - TRAX	11/25/2020
33672	2020 GLAVAL BUS TYPE A-T350 FORD TRANSIT	5 - VEHICLES	3037 - TRAX	12/4/2020
33675	2020 HOMETOWN TROLLEY VILLAGER #	5 - VEHICLES	3037 - TRAX	12/16/2020
33676	2020 HOMETOWN TROLLEY VILLAGER #	5 - VEHICLES	3037 - TRAX	12/16/2020
33683	2020 GLAVAL 32' FREIGHTLINER #980	5 - VEHICLES	3037 - TRAX	2/25/2021
35061	2022 NORCAL VAN TRANSIT 350	5 - VEHICLES	3037 - TRAX	1/24/2023
35062	2022 Toyota Sienna AWD Mini-Van	5 - VEHICLES	3037 - TRAX	3/30/2023
35063	2022 TOYOTA DIENNA AWD MINI VAN	5 - VEHICLES	3037 - TRAX	3/30/2023
T22267	DODGE RAM 1500 (#670) #670	5 - VEHICLES	3037 - TRAX	11/1/2000
32368	2017 DODGE RT GRAND CARAVAN #1701/#988	5 - VEHICLES	3039 - PARA TRAX(RB)	12/29/2017
T28052	2008 CHEVY PARATRAX #914	5 - VEHICLES	3039 - PARA TRAX(RB)	10/9/2008
25983	2011 FORD EXPLORER SUV #967	5 - VEHICLES	4011 - ENVIRONMENTAL HEALTH	6/9/2011
29841	2012 F-150 SUPERCAB #236	5 - VEHICLES	4011 - ENVIRONMENTAL HEALTH	8/27/2012
31018	2015 FORD EXPLORER #573	5 - VEHICLES	4011 - ENVIRONMENTAL HEALTH	2/24/2015
31020	2015 FORD F150 #579	5 - VEHICLES	4011 - ENVIRONMENTAL HEALTH	7/9/2015
31599	2017 DODGE RAM 1500 QUAD CAB #302	5 - VEHICLES	4011 - ENVIRONMENTAL HEALTH	2/28/2017
33981	2022 Chevy Trailblazer #303	5 - VEHICLES	4011 - ENVIRONMENTAL HEALTH	11/1/2021
23405	FEATHERLITE TRAILER #634	5 - VEHICLES	40121 - PUBLIC HEALTH	7/1/2002
23405A	STRUT KIT/ MCI TRAILER #23405	5 - VEHICLES	40121 - PUBLIC HEALTH	6/30/2011
26640	2008 FORD FUSION #854	5 - VEHICLES	40121 - PUBLIC HEALTH	4/7/2008
26641	2008 FORD FUSION #853	5 - VEHICLES	40121 - PUBLIC HEALTH	4/7/2008
28993	2011 CHEVROLET CRUZE LT 4-DOOR SEDAN #961	5 - VEHICLES	40121 - PUBLIC HEALTH	6/14/2011
28994	2011 CHEVROLET CRUZE LT 4-DOOR SEDAN #962	5 - VEHICLES	40121 - PUBLIC HEALTH	6/14/2011
35325	Mobile Clinic Motorhome	5 - VEHICLES	40121 - PUBLIC HEALTH	9/16/2024
26966	2008 DODGE GRAND CARAVAN # 950	5 - VEHICLES	40131 - MENTAL HEALTH SERVICES	1/14/2009
28243	2006 F250 FORD 3/4 TON PICKUP #951	5 - VEHICLES	40131 - MENTAL HEALTH SERVICES	3/23/2009
28864	2011 FORD FUSION HYBRID #953	5 - VEHICLES	40131 - MENTAL HEALTH SERVICES	9/28/2010
29180	2011 DODGE GRAND CARAVAN 4DR WGN #960	5 - VEHICLES	40131 - MENTAL HEALTH SERVICES	10/21/2011
31428	2016 FORD FUSION #969	5 - VEHICLES	40131 - MENTAL HEALTH SERVICES	4/1/2016
31429	2016 FORD FUSION #968	5 - VEHICLES	40131 - MENTAL HEALTH SERVICES	4/1/2016
22299	MOBILE MED VAN #803	5 - VEHICLES	40251 - CLINICAL SERVICES	3/1/2000
21760	PARATRAX ADA VEHICLE	5 - VEHICLES	4045 - TC/RB LANDFILL MANAGEME	3/1/2000
28494	2010 Toyota Prius	5 - VEHICLES	4045 - TC/RB LANDFILL MANAGEME	12/9/2009
30867	2017 RAM 2500 CREW CAB	5 - VEHICLES	4045 - TC/RB LANDFILL MANAGEME	2/10/2017
25519	FORD FOCUS SE 2005 #546	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	6/9/2005
25777	TAURUS SE 2006 #335	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	2/28/2006
25871	2008 FORD FOCUS #866	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	6/26/2008

28843	2011 DODGE CARAVAN #963	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	6/10/2011
28955	2011 FORD TAURUS #965	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	6/21/2011
28956	2011 FORD TAURUS #966	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	6/21/2011
29445	2012 DODGE GRAND CARAVAN SE MINIVAN #232	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	6/1/2012
29473	2013 DODGE AVENGER #268	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	6/18/2013
29474	2013 DODGE AVENGER #264	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	6/18/2013
29475	2013 DODGE AVENGER #265	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	6/18/2013
30303	2013 DODGE AVENGER #266	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	6/18/2013
30304	2013 DODGE AVENGER #267	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	6/18/2013
30305	2013 DODGE AVENGER #263	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	6/18/2013
30369	FORD FUSION #557	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	12/24/2013
30370	FORD FUSION #558	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	12/24/2013
30371	2014 FORD FUSION #561	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	3/14/2014
30372	2014 FORD FUSION #559	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	3/14/2014
30606	2015 FORD FUSION #572	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	2/26/2015
30610	2015 DODGE CARAVAN #578	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	9/8/2015
30613	2016 DODGE CARAVAN #580	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	10/14/2015
30614	2016 DODGE CARAVAN #581	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	10/14/2015
30618	2016 FORD FOCUS #296	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	3/24/2016
30619	2016 FORD FOCUS #294	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	3/24/2016
30620	2016 FORD FOCUS #295	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	3/24/2016
31724	2017 FORD FUSION #738	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	1/13/2017
31725	2017 FORD FUSION #739	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	1/13/2017
31726	2017 CHRYSLER GRAND CARAVAN #848	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	1/27/2017
31728	2017 DODGE RAM 1500 #744	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	3/21/2017
32398	2018 FORD FUSION #943	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	5/18/2018
32399	2018 FORD TAURUS #685	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	5/18/2018
32402	2018 DODGE CARAVAN #944	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	5/18/2018
32403	2018 FORD TAURUS #691	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	5/23/2018
32417	2017 DODGE CARAVAN #695	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	1/17/2019
32418	2017 DODGE CARAVAN #696	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	1/17/2019
33164	2020 DODGE DURANGO VEH #705	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	2/19/2020

33349	2021 NISSAN ALTIMA	5 - VEHICLES	5013 - WELFARE ADMINISTRATION	6/8/2021
30272	2015 FORD FUSION SE #209	5 - VEHICLES	5015 - CHILD SUPPORT SVCS	6/24/2014
30281	2016 FORD FUSION- WHITE SEDAN #547	5 - VEHICLES	5015 - CHILD SUPPORT SVCS	6/10/2015
32281	2018 FORD FUSION- WHITE SEDAN #684	5 - VEHICLES	5015 - CHILD SUPPORT SVCS	6/13/2018
33042	2020 FORD FUSION SE- SILVER #707	5 - VEHICLES	5015 - CHILD SUPPORT SVCS	5/27/2020
30344	2014 FORD FUSION #562	5 - VEHICLES	5062-COMMUNITY ACTION AGENCY	5/5/2014
30625	2015 FORD ESCAPE #564	5 - VEHICLES	5062-COMMUNITY ACTION AGENCY	1/8/2015
31727	2017 NISSAN CARGO VAN #721	5 - VEHICLES	5062-COMMUNITY ACTION AGENCY	2/1/2017
32419	2019 NISSAN NV200 COMPACT VAN #698	5 - VEHICLES	5062-COMMUNITY ACTION AGENCY	3/12/2019
T25852	2008 CHEVY UPLANDER #860 SOC SER	5 - VEHICLES	5062-COMMUNITY ACTION AGENCY	3/4/2008
33347	2021 FORD CONNECT	5 - VEHICLES	5063 - SENIOR NUTRITION	4/23/2021
33348	2021 FORD CONNECT	5 - VEHICLES	5063 - SENIOR NUTRITION	4/23/2021
33926	2022 BUICK ENCORE	5 - VEHICLES	5063 - SENIOR NUTRITION	4/28/2022
33926 A	Buick Encore vehicle wrap	5 - VEHICLES	5063 - SENIOR NUTRITION	6/30/2022
35313	2024 Nissan Kicks SV	5 - VEHICLES	5063 - SENIOR NUTRITION	6/21/2024
T32404	2018 DODGE GRAND CARAVAN #945	5 - VEHICLES	5063 - SENIOR NUTRITION	6/20/2018
26463	TOYOTA PRIUS 2006 #332	5 - VEHICLES	601 - AIR POLLUTION	6/12/2006
28125	2015 FORD CMAX HYBRID #489	5 - VEHICLES	601 - AIR POLLUTION	4/22/2015
22205	CHEVY IMPALA 2000 SILVER -CRPRT #807	5 - VEHICLES	6021 - LIBRARY	5/1/2000
26642	2008 FORD FUSION #858	5 - VEHICLES	6021 - LIBRARY	4/21/2008
28244	2010 FORD FUSION 4 DR SEDAN #952	5 - VEHICLES	6021 - LIBRARY	4/21/2009
31995	2023 Dodge Charger	5 - VEHICLES	6021 - LIBRARY	12/19/2023
20432	GMC VAN 2000 #779	5 - VEHICLES	6031 - AG EXTENTION	4/1/2000
25454	FORD F-150 #508 CORNING	5 - VEHICLES	6031 - AG EXTENTION	1/20/2005
25455	FORD F150 PU 2007 #615	5 - VEHICLES	6031 - AG EXTENTION	2/6/2007
28075	2011 FORD F150 PICK UP #955	5 - VEHICLES	6031 - AG EXTENTION	6/13/2011
28101	2023 Dodge Ram Tradesman	5 - VEHICLES	6031 - AG EXTENTION	12/31/2023
28102	2023 Dodge Ram Tradesman	5 - VEHICLES	6031 - AG EXTENTION	12/31/2023
18418	1995 ATV SUZUKI #180	5 - VEHICLES	604 - FLOOD CONTROL #3	6/1/1995
34270	LOADER TRACTOR	5 - VEHICLES	604 - FLOOD CONTROL #3	12/29/2021
33508	Fabform Trailer	5 - VEHICLES	7021 - PARKS & RECREATION	7/28/2021
24279	CARGO VAN 2005 E-150 #443	5 - VEHICLES	712 - TIDE	12/28/2004

Draft for internal review

TEHAMA COUNTY BASELINE VMT DATA SOURCE EVALUATION MEMO

Admin Draft, August 2025

Prepared by:

Green DOT Transportation Solutions, Fehr & Peers

Prepared for:

Tehama County Transportation Commission

Table of Contents

List of Tables

List of Figures

SUMMARY

This memorandum identifies and evaluates three primary data sources for estimating Vehicle Miles Traveled (VMT) metrics for land use projects within Tehama County as part of the County's efforts to comply with Senate Bill 743 (SB 743) and its mandate to shift the focus of transportation impact analysis under CEQA from level of service (LOS) to VMT. This evaluation is needed since Tehama County currently does not have a locally developed and calibrated travel demand model (TDM) available to use for VMT estimation and forecasting. Accordingly, this memorandum explores available data sources and assesses their suitability for providing local VMT generation rates (i.e., VMT per capita estimates) and establishing VMT threshold benchmarks such as county-wide averages. Each data source is reviewed for its geographic resolution, methodological consistency, and alignment with the technical guidance issued by the California Office of Planning and Research (OPR).

CEQA EXPECTATIONS FOR ENVIRONMENTAL IMPACT ANALYSIS

Provided below is a brief discussion on expectations associated with the California Environmental Quality Act (CEQA) compliance for technical analysis adequacy. CEQA compliance has two basic elements:

- The legal risk of challenges associated with inadequately analyzing impacts due to the use of technical methods or models that do not meet benchmark expectations.
- The mitigation risk of mis-identifying the impact and the mitigation strategies to reduce the impact.

Agencies/projects with a high risk of legal challenges will likely be concerned about both elements while agencies/projects with less legal risk should still be concerned about the second element since it is also relevant for all other transportation analysis based on model forecasts.

The CEQA Guidelines contain clear expectations for environmental analysis as noted below; however, the Guidelines are silent about what data, analysis methods, models, and mitigation approaches are adequate for transportation impacts.

- § 15003 (F) = fullest possible protection of the environment
- § 15003 (I) = adequacy, completeness, and good-faith effort at full disclosure

- § 15125 (C) = EIR [Environmental Impact Report] must demonstrate that the significant environmental impacts of the proposed project were adequately investigated
- § 15144 = an agency must use its best efforts to find out and disclose

- § 15151 = sufficient analysis to allow a decision which intelligently takes account of environmental consequences

All of these sections suggest accuracy is important and have largely been recognized by the courts as the context for judging an adequate analysis. So, then what is the basis for determining adequacy, completeness, and a good faith effort when it comes to estimating and forecasting VMT for transportation impact analysis? A review of relevant court cases suggests the following conclusions.

- CEQA does not require the use of any specific methodology. Agencies must have substantial evidence to support their significance conclusions. (Association of Irritated Residents v. County of Madera (2003) 107 Cal.App.4th 1383.)
- CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. (CEQA Guidelines, § 15204, subd. (a))
- CEQA does not require perfection in an EIR but rather adequacy, completeness and a good faith effort at full disclosure while including sufficient detail to enable those who did not participate in the EIR preparation to understand and consider meaningfully the issues raised by the project. (Kings County Farm Bureau v. City of Hanford (1990) 221 Cal.App.3d 692)
- Lead agencies should not use scientifically outdated information in assessing the significance of impacts. (Berkeley Keep Jets Over the Bay Comm. v. Board of Port Comm. (2001) 91 Cal.App.4th 1344.)
- Impact analysis should improve as more and better data becomes available and as scientific knowledge evolves. (Cleveland National Forest Foundation v. San Diego Association of Governments, Cal. Supreme Ct. S223603, 2017).

These conclusions tend to reinforce the basic tenet of CEQA that requires substantial evidence to support all aspects of the impact analysis and related decisions. Further, analysis should produce accurate and meaningful results. This expectation is grounded in the basic purpose behind environmental regulations like CEQA that attempt to accurately identify and disclose

potential impacts and to develop effective mitigation. Accurate and reliable travel demand estimates and forecasts are essential for meeting these expectations.

Since Tehama County does not have a locally developed and calibrated TDM, alternative estimates of VMT are needed to comply with SB 743. At a minimum, recent estimates of the VMT metrics presented in the next section are desired to serve as baseline values for CEQA impact analysis.

Without a TDM, Fehr & Peers explored other available data sources and evaluated the suitability of each of them to develop the VMT metrics below.

VMT LEXICON

Lead agencies have the discretion to select their preferred VMT metrics. Visualizations and descriptions of several commonly used VMT metric options are provided below. These have been filtered based on Tehama County's land use and analysis context. Additional metrics are available as described here. https://www.fehrandpeers.com/wp-content/uploads/2025/04/VMT-Lexicon.pdf. All these metrics have potential use for environmental impact analysis. Choosing the appropriate ones depends on the purpose of the analysis (example, air quality versus transportation impacts). The considerations below address this conditional aspect of VMT metrics.

Metric	Definition	Visualization
Total VMT	All vehicle-trips (i.e., passenger and commercial vehicles) or passenger only vehicle-trips are assigned on the network within a specific geographic boundary (i.e., model-wide, region-wide, city-wide).	
Total VMT generated by a project	All vehicle-trips are traced from trip origin to destination (O-D). Trips should not be truncated by political or other (example, edge of a TDM) boundaries. Similar to total VMT above, the VMT can be inclusive of all vehicle types or disaggregated between passenger vehicle VMT and commercial vehicle VMT.	

Residential VMT per resident	All automobile (i.e., passenger cars and light-duty trucks) trips are traced back to the residence of the trip-maker, even non- home based trips that occur away from the home.
Home-based VMT per resident	All automobile (i.e., passenger cars and light-duty trucks) vehicle-trips that start or end at the home are traced, but non-home- based trips made by residents elsewhere on the network are excluded.
Home-based work VMT per employee	All automobile trips between home and work are traced.

The following VMT metrics are recommended for use in VMT impact analysis according to the specific type of project and analysis.

- Total VMT (by speed bin) – Used for air quality, energy, greenhouse gas emissions (GHG) and transportation impact analysis.
- Total project generated VMT – Used for air quality, energy, GHG, and transportation impact analysis.
- Residential VMT per resident - Used for transportation impact screening and analysis of residential projects.
- Home-based VMT per resident – Used for transportation impact screening and analysis of residential projects.
- Home-based work VMT per employee – Used for transportation impact screening and analysis of work-related land uses.

Of these metrics, the California Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA recommends the following uses for VMT impact analysis and screening.

- Use Total VMT for retail and similar land use projects.
- Use Residential VMT per resident or Home-based VMT per resident for residential land use projects.
- Use Home-based work VMT per employee for office projects.

BASELINE VMT DATA SOURCES

Without a local TDM, the three data sources below to be evaluated based on the data availability and suitability:

- California Statewide Travel Demand Model (CSTDM)[1]
- VMT+ Tool[2] (or equivalent data from StreetLight[3]

[1] https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/state- planning/statewide-modeling/california-statewide-travel-demand-model

[2] https://storymaps.arcgis.com/stories/e9fb17d33a2c4d60a6747071be3d5b4a

[3] https://www.streetlightdata.com/

- Replica[4]

These models and data sources have limitations with respect to which metrics can be estimated and forecast. Neither Replica nor VMT+ can produce forecasts. They are limited to providing estimates of the select metrics included below. This review identifies the limitations and potential modifications needed to use each source for the metrics above in CEQA impact analysis.

[4] https://www.replicahq.com/

CALIFORNIA STATEWIDE TRAVEL DEMAND MODEL (CSTDM)

The California Statewide Travel Demand Model (CSTDM) is a travel demand model operated by the California Department of Transportation (Caltrans). The model provides Caltrans and other agencies with an activity-based travel demand model that can forecast short and long-distance travel by California residents, workers, and commercial vehicles. As a statewide model, it is not calibrated and validated for local level or project-scale estimates and forecasts so its reasonableness for CEQA applications is limited off the shelf.

Caltrans maintains the CSTDM Version 2.0 to support Caltrans, state agencies, Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Agencies (RTPAs), and other stakeholders. The base year of the CSTDM model is 2015.

Fehr & Peers used outputs from the CSTDM to isolate the components of VMT based on trip purpose and traveler type. Specifically, the home-based vehicle trips and multiplied them by the associated trip lengths to calculate total VMT by trip purpose.

The CSTDM consists of seven TAZs that represent Tehama County. Figure 1 displays the TAZs of the CSTDM within Tehama County. The total population of Tehama County in the 2015 base year model is 63,161, with a total home-based VMT of 577,621. The total employees of Tehama County in the 2015 base year model is 19,167 with a total home-based work VMT of 215,375.

Table 1 shows the estimates for the 2015 base year home-based VMT per resident at 9.1 and the home-based work VMT per employee at 11.2.

Table 1: CSTDM (2015) VMT Results for Tehama County

Metric	Tehama County
Home-based VMT per resident	9.1
Home-based work VMT per employee	11.2

Source: Fehr & Peers, 2025.

While the CSTDM can provide estimates and forecasts, it has the following limitations for local project analysis for CEQA purposes:

- Only seven TAZs to represent the whole of Tehama County, which limits its sensitivity to local land use context and projects.
- No static or dynamic validation of VMT metrics in Tehama County.
- No calibration for post-pandemic conditions.
- Truncates trip lengths at California border.

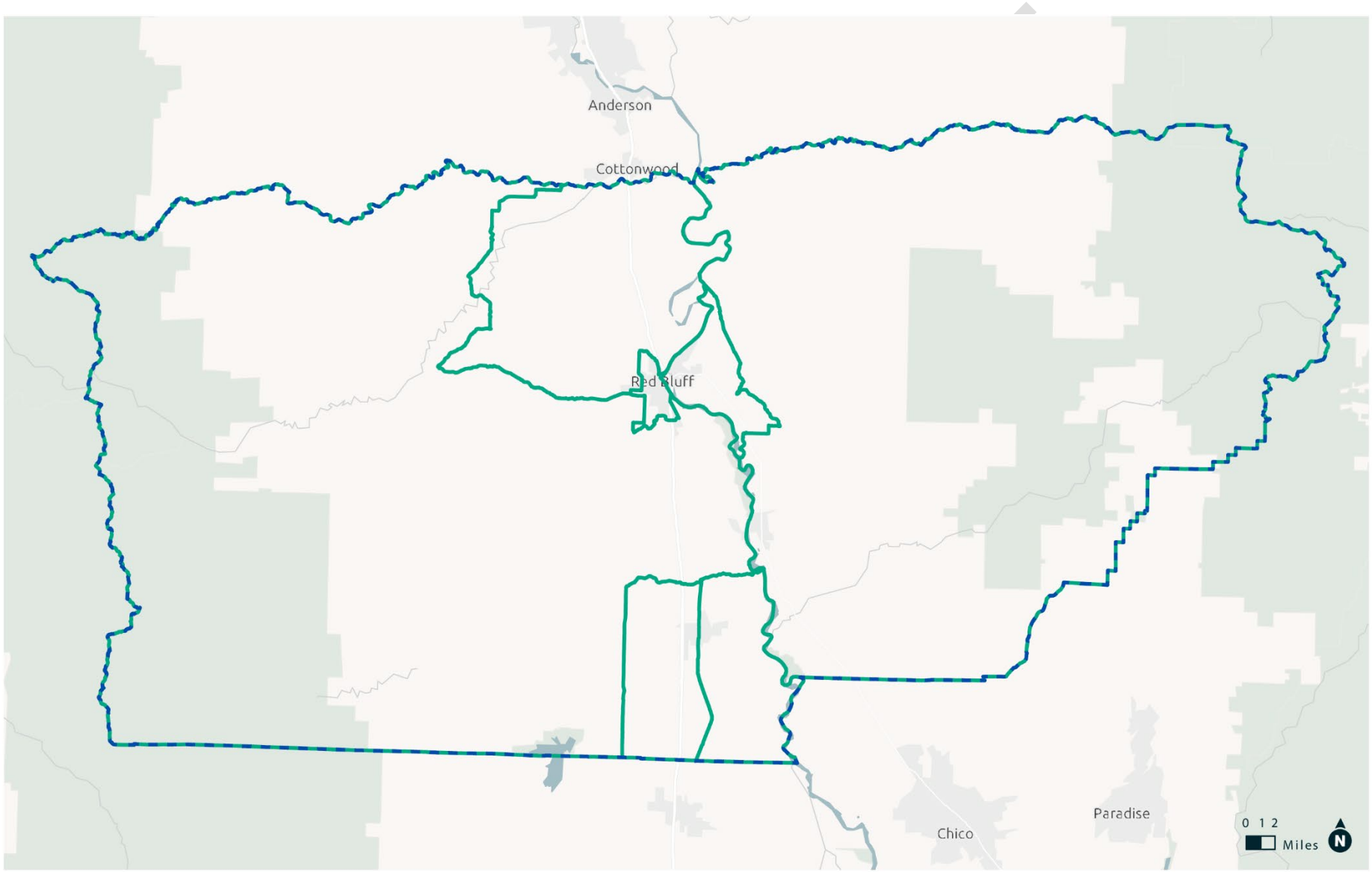


Figure 1: CSTDM TAZs in Tehama County

VMT+

VMT+ is a web application developed by Fehr & Peers to quickly search and review VMT per capita estimates for all CBGs in California. VMT+ utilizes a custom data set derived from StreetLight Data , which is based on anonymized locational records passively collected from smartphones and connected vehicles. The tool provides home-based VMT per resident and home-based work VMT per worker estimates. Data from both 2019 and 2022 is provided and reflects March and April travel behavior.

As of 2022 StreetLight modified their data sources which has changed the methodology regarding trips and trip purposes. Because of this change VMT is not able to be summarized by trip purposes for years preceding 2022. This limits StreetLight's usability as a VMT baseline since it will have a shorter lifespan where it will constitute an accurate baseline VMT.

The home-based VMT per capita estimates include all home-based vehicle trips, which are traced back to the residence of the trip-maker (i.e. home to work, grocery shop to home). Non-home-based trips (i.e. from the grocery store to the coffee shop) and commercial vehicle trips (trucks) are excluded. The home-based work VMT per employee estimates include only trips from home to and from work. This estimate does not include other work-based trips (i.e. going from work to a grocery store).

Below lists the features of the VMT+ tool using the Streetlight Data source.

- VMT+ estimates include pre- and post-pandemic conditions.
- VMT+ captures the full length of trips, but the sample rate of estimated trips varies by block group. Rural CBGs may have small samples and less reliable estimates.

As shown in Table 2, according to the VMT+ tool, the home-based VMT per capita in Tehama County was 31.6 in 2019 and 28.9 in 2022, and home-based work VMT per employee was 20.4 in 2019 and 18.1 in 2022. The downward trend in VMT aligns with the pandemic effect on travel including higher rates of working from home and more internet shopping.

Table 2: VMT+ Results for Tehama County

Metric	2019	2022
Home-based VMT per capita	29.4	28.9
Home-based Work VMT per employee	18.5	18.1

Source: VMT+, Fehr & Peers, 2025. StreetLight. https://www.fehrandpeers.com/project/find-my-vmt/

Updating VMT+ estimates or obtaining similar VMT metrics directly from StreetLight is possible but a significant change occurred in the raw data used by StreetLight after April 2022. The change is related to reduced availability of location based service data due to privacy concerns. With this change, StreetLight[5] has limitations in the ability to identify specific trip purposes by residents and workers.

REPLICA

Replica is a nationwide activity-based travel demand model (ABM) that forecasts travel demand at the census block group (CBG) and local street level. Replica uses several data sources to inform its model, including connected vehicle location-based services, and public traffic and transit data; however, because of the scale, it tends not to be as accurately calibrated as public agency models used in California, and it is not fully validated using industry standard approaches. Replica simulates people's activities on a typical weekday and tracks travel of individuals throughout the day in "trip tours." Replica, as an ABM, defines trip purposes based on the destination land use type of each trip.

[5] More information about Streetlight Data can be found at https://www.streetlightdata.com/

Figure 2 represents the potential trips (and the VMT associated with those trips) that could be estimated in a travel demand model such as Replica.

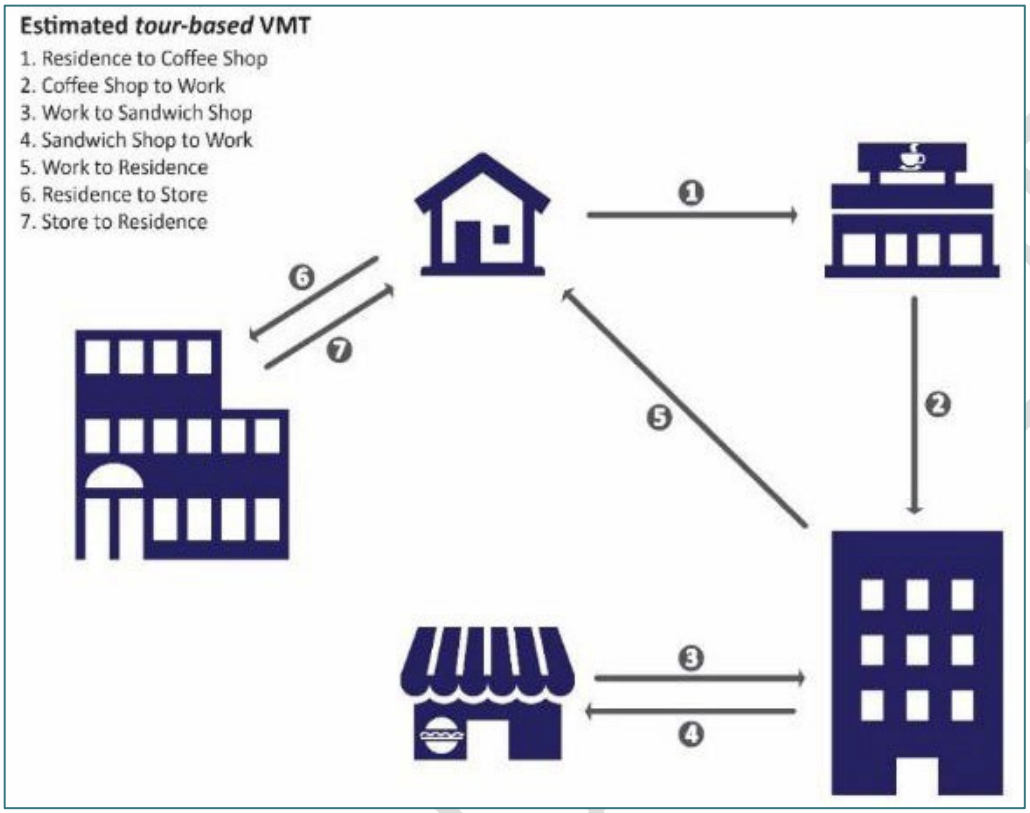


Figure 2: Typical household daily travel in tour-based travel model

Replica data can also be used to estimate VMT metrics based on the travel behavior of study area residents and employees[6]. On Replica's Places data dashboard, there's residential VMT available as calculated by Replica. Currently, Replica does not provide any other VMT metric, which requires data users to calculate other VMT metric by applying the available filters accordingly. The application of Replica filters may vary based on users' understanding and judgment. More details on the available VMT metrics using Replica's Place data on a typical weekday are as follows:

- **Total Resident-generated VMT per resident** represents the average total VMT of residents of Tehama County divided by the total resident population. All trips that are made by residents are captured and accounted for with this metric, encompassing all trips (trips 1 through 7) in Figure 2.
    - Total Resident VMT is available through Replica's Places dashboard. The values reported for this metric is a default data product calculated by Replica and is available in the dashboard.
- **Home-based (HBx) VMT per resident** represents exclusively VMT from trips that start or end at a residence within the County, divided by the total resident population. Home-based VMT includes trips 1, 5, 6, and 7 from Figure 2. All trip lengths are then summed up and divided by the number of residents.
    - HBx VMT per resident is calculated by exporting the individual trips filtered to "Home Location" is in Tehama County. After filtering down to the residents, the following filters are applied:
    - From home to all other locations:
        - "Primary Mode": private auto, taxi/TNC
        - "Previous Trip Purpose": Home
    - From all other locations to home:
        - "Primary Mode": private auto, taxi/TNC
        - "Trip Purpose": Home
- **Home-based work (HBW) VMT per employee** represents exclusively VMT of trips to/from home made by

[6] Replica provides seasonal places data and weekly trend data. Replica Places simulates the complete activities and movements of residents, visitors, and commercial vehicles in a region on a typical day of a given season.

employees for work purpose that intersects Tehama County, divided by the total employee population. This would include the trip directly from home to work and from the workplace to home (trip 5 in Figure 2). All trip lengths are then summed up and divided by the number of employees.

- HBW VMT per employee is calculated by exporting the individual trips filtered to intersect with Tehama County. After filtering down to the employees, the following filters are applied:
- From home to the workplace:
  - "Primary Mode": private auto, taxi/TNC
  - "Previous Trip Purpose": Home
  - "Trip Purpose": Work
  - "Tour Type": Commute
- From workplace to home:
  - "Primary Mode": private auto, taxi/TNC
  - "Previous Trip Purpose": Work
  - "Trip Purpose": Home

- **Total Network VMT** represents all VMT within the county. Calculated by obtaining the vehicle (including commercial vehicle, private auto vehicle, and taxi/TNC) volume for each link and multiplying it by the length of each link.

Table 3: Replica VMT Analysis Results for Tehama County

Metric	2019	2024
Total Resident-generated VMT per resident1	33.9	30.7
Home-based VMT per resident1	24.5	23.3
Home-based work VMT per employee1	28.1	19.4
Total Network VMT	3,131,360	3,217,496

Notes: 1. Includes trips originating or destined outside of Tehama County.
Source: Replica 2019 and 2024 Fall Season Average Weekday data. https://www.replicahq.com/

CONCLUSION

Table 4 highlights the key differences among these sources, providing a comparative overview to aid in selecting the most suitable metrics and estimates for SB 743 analysis needs. Each source provides estimates that can be used to provide VMT generation rates and to calculate VMT thresholds for land use projects in Tehama County. However, the CSTDM has significant limitations due to its geographic scale and pre-pandemic calibration. The County is represented by seven large TAZs that are not sufficient to capture the local land use context of the County. Further, the 2015 baseline does not adequately represent post-pandemic travel behavior and changes since 2015, like higher work-from- home rates.

Replica and VMT+ meet all the necessary requirements for SB 743 but do not include the ability to forecast changes in VMT due to individual land use projects. In addition, VMT+ does not provide estimates of total VMT or total VMT generated by the County. While not necessary for SB 743 analysis, these metrics are commonly used in other CEQA analysis for air quality, GHG, and energy impact analysis. These metrics can be obtained separately using StreetLight data, but that requires additional data purchase.

While Replica and VMT+ do not have forecasting capabilities, their VMT estimates can be adjusted to account for individual land use project features through separate analysis. As such, the VMT generation rates at the CBG level are a useful starting point for individual projects.

Table 4: Key Differences of Data Sources for SB 743 Analysis

Assessment	CSTDM	Replica	VMT+
Base Year Data Year	2015	2019 to 2024[7]	2019 and 2022
Geography Breakdown	TAZ (only seven for the whole county)	Census Block Group[8]	Census Block Group
Data Validation	Limited Validation for 2015[9]	3rd Party Validation Not Available for CA/NV3	Limited Validation for 2019[10]
Avoids truncating trips at political or model boundaries	No	Yes	Yes
Generates Home-based VMT per resident	Yes	Yes	Yes
Generates Home-based VMT per employee	Yes	Yes	Yes

[7] Replica provides seasonal data for each of the years from 2019 and 2024 including spring and fall seasons.

[8] Replica allows users to upload customized geography boundaries.

[9] No static or dynamic validation for local study area (Tehama County) or for specific VMT metrics of interest.

[10] Validation documentation available at https://learn.streetlightdata.com/sb-743-metric-methodology-validation

Assessment	CSTDM	Replica	VMT+
Generates residential VMT per resident	Yes	Yes	No
Generates total VMT	Yes, but requires programming to define metric and boundary and then running of the model	Yes, but requires use of data filters or specifications to define area and metric and then running query	No
Generates total VMT generated by a project	Maybe for projects large enough to affect a TAZ	No	No

Source: Fehr & Peers, 2025.

CEQA CAPCOA Handbook Updates - New Measures (March 2024)

CAPCOA released 10 new quantified measures for the CAPCOA GHG Handbook, of which 6 were transportation related. Research, quantification determinations, and the development of quantification methodologies for each measure were completed by ICF and CAPCOA, with Ramboll providing quality assurance.

The table below provides a review of the new strategies, and an assessment of their reasonableness in use as a quantitative measure appropriate for CEQA purposes. We looked to identify the following factors:

1) There is substantial, high-quality evidence supporting the measure
2) It is applicable in CA in at least one of the urban, suburban, or rural area designations used by CAPCOA
3) It is consistently effective at reducing VMT
4) It can be implemented by public agencies

NOTE: CAPCOA has not made changes to account for post-pandemic effects or added new limitations - the following limitation statement still applies: *"For instances in which high quality, project-specific data are available, those data should be used instead of the more generalized data presented in the Handbook. The quantification and analysis methods provided in this Handbook allow for such substitutions." And "...the Handbook measures and quantitative methods (including available defaults) should not be automatically applied to a project without thoughtful consideration of project-specific circumstances."*

6 of the 10 new measures are transportation related:

T-55: Infill Development
T-56: Active Modes of Transportation for Youth
T-40: Establish a School Bus Program
T-34: Provide Bicycle Parking (remains unquantified)
T-22-D: Transition Conventional to Electric Bikeshare
T-46: Provide Transit Shelters

New Measure	Measure Summary	Applicable Areas (designated by CAPCOA)			FP Opinion	Measure is consistently effective at reducing VMT?	Can be Implemented by Public Agencies?
		Urban	*Suburban*	*Rural*			
T-55: Infill Development	This measure applies to infill housing development programs that allow residents to live closer to downtown areas where there is greater access to jobs and activities. To ensure that the development would only proceed with implementation of this measure, the applicable projects would have to be commercial or industrial lots that are rezoned as high-density	Yes	No	No	• The new measure states that, yes, a project or site is applicable in an urban and suburban environment. The sources do not provide reasonable evidence of suburban effectiveness.	The effectiveness would vary greatly between an urban and a suburban area designation, with much greater effectiveness in an urban environment.	Yes

	residential or mixed-use. GHG reductions from this measure cannot be credited unless the project site is currently a commercial or industrial lot that is being rezoned into either high-density residential or mixed-use.						
T-56: Active Modes of Transportation for Youth	Trips to school and extracurricular activities represent most of the everyday travel taken by youth. Thus, ensuring that children can use active transportation whenever possible can serve to reduce VMT and allow them to get the necessary exercise to live healthy lives. This measure is a blanket measure that can cover projects related to all forms of active transport among youth. It is assumed that driving trips are the only trips that lead to emissions. Trips to school by bike, bus, or on foot are assumed to be zero emission, and thus any mode shift away from private auto trips can be assumed to be a direct reduction in emissions.	Yes	Yes	No	• In the recommended quantification of the effects of measure T-56, Active Modes of Transportation for Youth, the method assumes that the percentage reduction in school driving trips is also the percentage change in all driving trips. We know that school trips only represent about 6% of all household trip generation, so it seems the maximum effect size should be reduced by a factor of 17 to about 1.3%. • The user input assumption includes students living within 2 miles driving distance. The 2-mile assumption may be too great a distance for children to travel to walk or bike to school. • The 2022 NHTS data source has been criticized due to the different survey method used in this update.	Yes	Yes
T-40: Establish a School Bus Program	Busing provides a practical way to transport students to school while also offering reductions in GHG emissions when there is high enough ridership. When districts establish busing programs, they directly replace automobile trips to take students to and from school. This measure estimates the emission benefit or disbenefit associated with establishing or expanding a school bus program.	Yes	Yes	No	• Including a parameter to account for the fact that only about 6% of household trips are school trips would reduce the max effect size to at most 4.3%. • T-40 equation takes into account the percentage of students within 2 miles who are driven to school after project implementation, but it doesn't seem to take into account the percentage who were driven before project implementation. This parameter should be added to the	Yes, with a reduced effectiveness maximum.	Yes

					equation. If we're looking for the net savings in VMT and GHG resulting from the measure, we should be comparing the before and after conditions. This could further reduce the estimate of max effect size.		
T-34: Provide Bicycle Parking (remains unquantified)	This measure requires that projects provide short-term and long-term bicycle parking facilities to meet peak season maximum demand. Parking can be provided in designated areas or added within rights-of-way, such as by replacing car parking spaces with bike parking corrals. As concluded previously, this measure is not quantifiable with currently available scientific literature and research.	Yes	Yes	No	• Available scientific literature and research has not shown that bicycle parking alone will reduce VMT.	Non-quantified	Yes
T-22-D: Transition Conventional to Electric Bikeshare	Research in the state of California has found that electric bikeshare programs lead to increased ridership and accessibility over traditional bikes. This makes sense because, with an electric bike, it is easier to climb hills and is more enjoyable and faster for riders to get where they are going, leading to increased utility. This measure estimates the emissions improvement realized by transitioning an existing traditional bikeshare program to an electric bikeshare program using a methodology that aligns with Measure T-22-A, Implement Pedal (Non-Electric) Bikeshare Program and Measure T-22-B, Implement Electric Bikeshare Program, from the Handbook.	Yes	Yes	No	• The max GHG/VMT reduction is capped at .059%, and the analysis does not take into consideration any additional VMT that may be generated by bikeshare company employees of the program picking up/dropping off bikes for servicing/charging, which may negate the potential reduction. • If a dockless bikeshare program is being converted, it is assumed that all residents within .25 miles of the service area have access within a reasonable distance. This is dependent on the number of bikes and typical distribution within the service area. • Additionally, the 2022 NHTS data source has been criticized due to the different survey method used in this update.	Potentially - Depending on program design: Potentially, if the bikes are docked, and charged at that docking station. If bikes are dockless and picked up by employees for off-site charging, consistent reduction is unknown.	Yes

T-46: Provide Transit Shelters	For this measure, a local government or transit agency provides amenities that make it more comfortable and safer to wait for the bus. The two interventions which have proven to lead to changes in rider perceptions are adding bus shelters and adding real-time arrival information.	Yes	Yes	No	• Several pre-covid transit data sources are used, making certainty unclear. • The 2022 NHTS data source has been criticized due to the different survey method used in this update.	Potentially – with quality local data to supplement.	Yes

VMT & GHG Reduction Strategies

Percentage of VMT or greenhouse gases that would be mitigated using each strategy

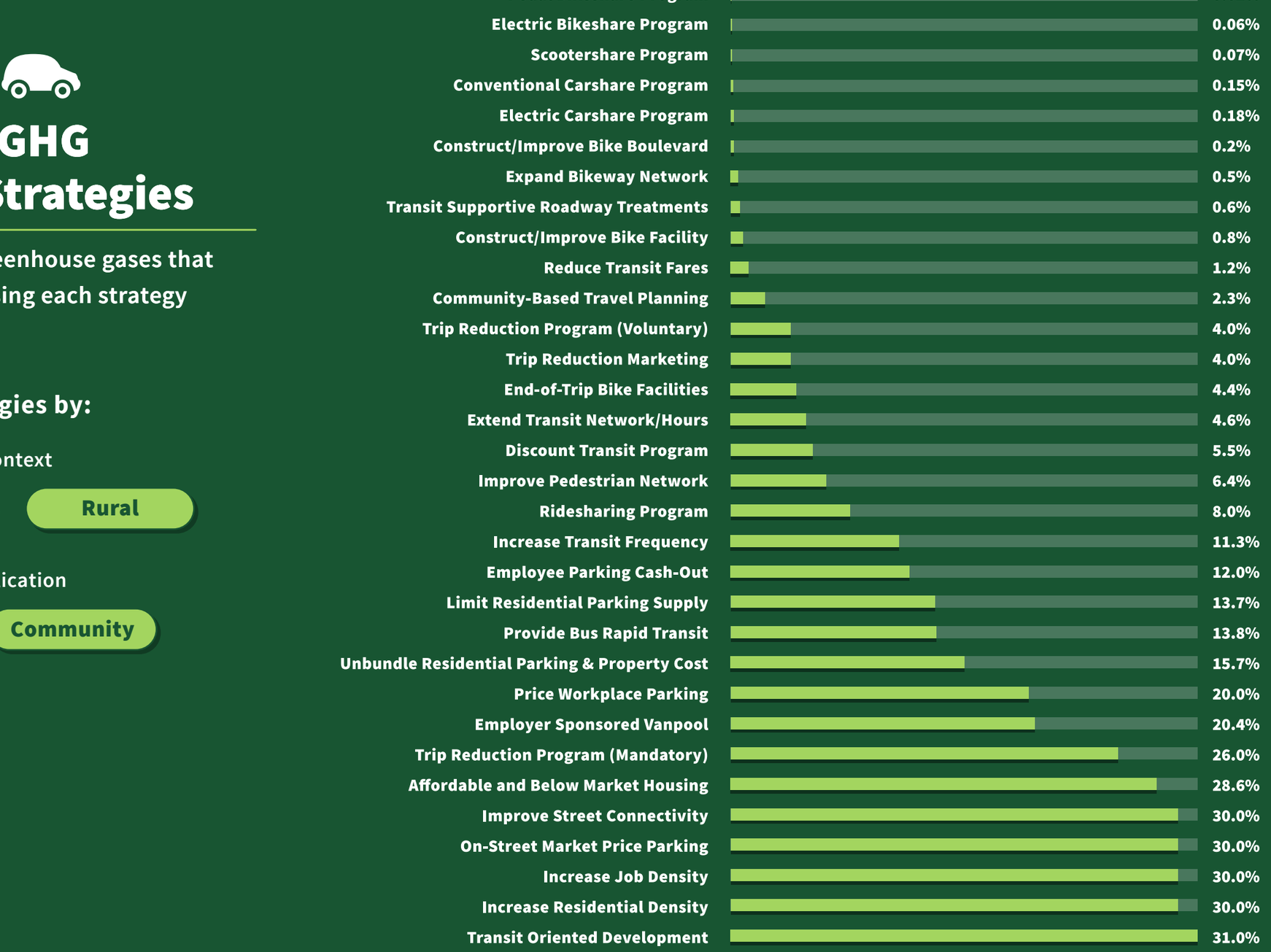
Filter strategies by:

Location context

Urban & Suburban | Rural

Scale of application

Project | Community



VMT & GHG Reduction Strategies

Percentage of VMT or greenhouse gases that would be mitigated using each strategy

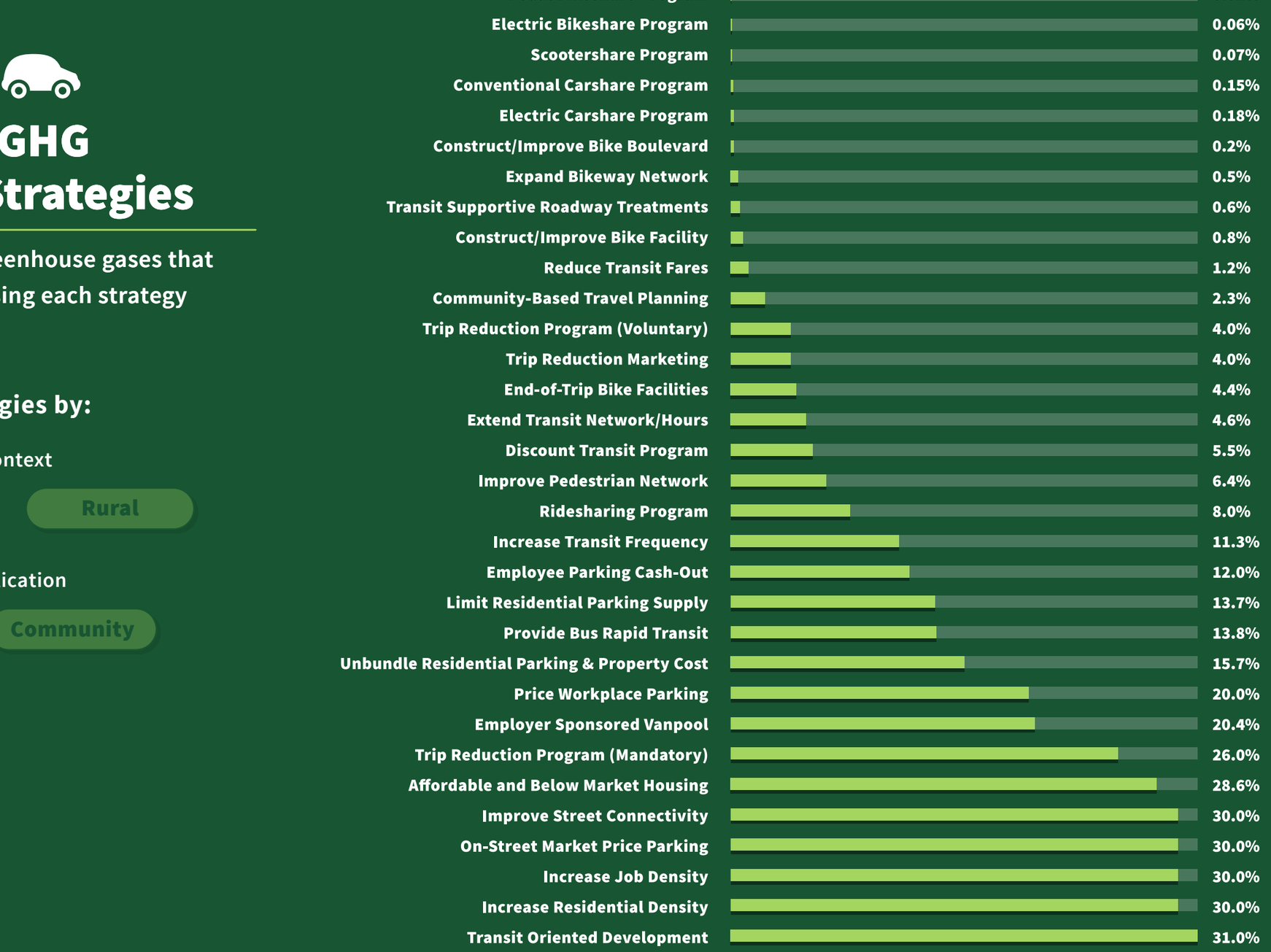
Filter strategies by:

Location context

Urban & Suburban | **Rural**

Scale of application

Project | **Community**



VMT & GHG Reduction Strategies

Percentage of VMT or greenhouse gases that would be mitigated using each strategy

Filter strategies by:

Location context

Urban & Suburban | **Rural**

Scale of application

Project | Community

VMT & GHG Reduction Strategies

Percentage of VMT or greenhouse gases that would be mitigated using each strategy

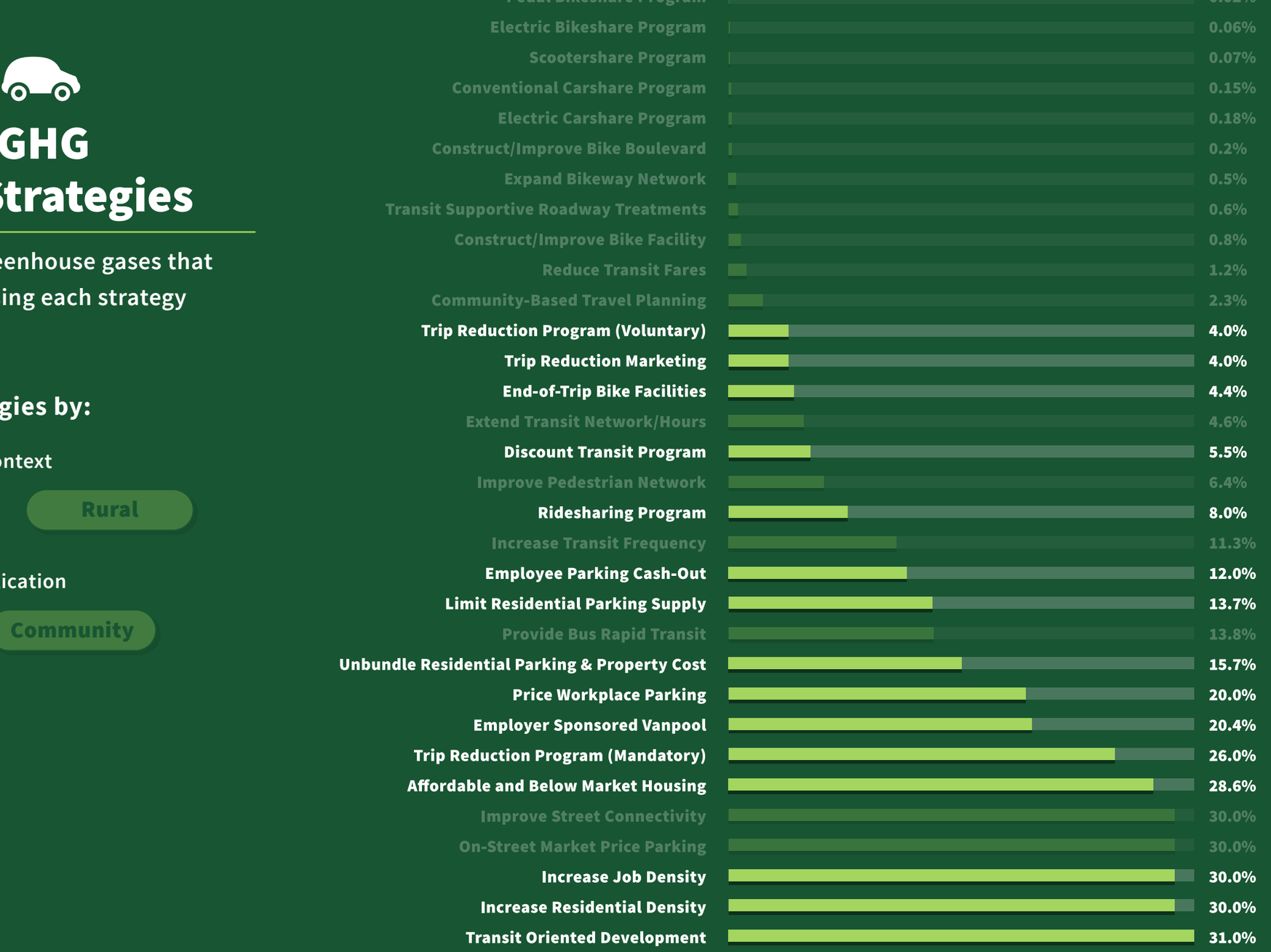
Filter strategies by:

Location context

Urban & Suburban | Rural

Scale of application

Project | Community



VMT & GHG Reduction Strategies

Percentage of VMT or greenhouse gases that would be mitigated using each strategy

Filter strategies by:

Location context

Urban & Suburban | Rural

Scale of application

Project | Community