

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, JANUARY 26, 2026

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

Tom Provine, 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

Moment of Silence - Chair's Announcement

Moment of Silence - Chair's Announcement

Before we proceed with today's agenda, I would like to acknowledge the tragic transit incident involving TRAX that resulted in the loss of six lives and left one individual seriously injured.

We extend our deepest condolences to the families and loved ones affected, and we honor the life and service of TRAX driver Kelly Langstaff, whose loss is profoundly felt by her colleagues and this community.

We also wish to recognize and thank the first responders and emergency personnel who responded to this horrific incident under extraordinarily difficult circumstances. Their professionalism, care, and dedication in the face of such tragedy are deeply appreciated.

Out of respect for those who were lost, those who are injured, those who are grieving, and those who responded, I ask that we pause for a moment of silence.

Thank you.

- 2. Public Comment**
- 3. Announcement of Agenda Corrections**
- 4. Announcements**

Regular Items

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

Approval of Minutes - Associate Transportation Planner Houghtby

Financial Impact:

None.

Background Information:

See attached minutes.

Waive the reading and approve the minutes from the October 27, 2025 Tehama County Transportation Commission regular meeting.

- 6. Approval of Claims - Accountant Jensen**

Approval of Claims - Accountant Jensen

Financial Impact:

Click here to enter Financial Impact.

Background Information:

See attached claims summary for October, November, and December 2025.

Approve Tehama County Transportation Commission claims for October, November, and December 2025, in the amount of \$108,489.79.

- 7. Monthly Staff Report - Deputy Director Riske Gomez**

Monthly Staff Report - Deputy Director Riske Gomez

Financial Impact:

None.

Background Information:

TCTC staff provides monthly updates to keep the Commission informed about ongoing projects, funding activities, and coordination with local, state, and federal partners. This

report summarizes recent work, key developments, and any items that may require follow-up or direction.

At-a-Glance - Active Projects & Topics

Woodson Bridge / Woodson Bridge Park Embankment Stabilization & Bridge Improvement / Replacement Project
South County 99W Corridor Study and Gap Closure Project/ EDA "Readiness Path" Application (South County Corridor)
Mineral Project: Design, Crosswalk Location & Bid Submission
Lake California Drive Roadway Improvement Project
VMT & Carbon Reduction Program (CRP) Project Update
Regional Flooding & Post-Fire Resiliency Technical Assistance Request
Hazard Tree Removal Project - Phases I & II

TRAX Request for Proposals

Arts Council: Roundabout Art Proposal and Potential Tribal Partnership

Monthly update on active projects and topics within Tehama County. This item is informational only, no Commission action is required.

8. 2026 Meeting Schedule - Associate Transportation Planner Houghtby**2026 Meeting Schedule - Associate Transportation Planner Houghtby****Financial Impact:**

None.

Background Information:

None.

Adopt the TCTC regular meeting dates for 2026 including a consolidation of the November and December 2026 meetings to Monday, December 7, 2026, 8:30 AM.

The 2026 meeting dates, if approved, will be as follows:

- January 26, 2026 8:30 AM
- February 23, 2026 8:30 AM
- March 23, 2026 8:30 AM
- April 27, 2026 8:30 AM
- May 18, 2026 8:30 AM
- June 22, 2026 8:30 AM
- July 27, 2026 8:30 AM
- August 24, 2026 8:30 AM
- Sept 28, 2026 8:30 AM
- Oct 26, 2026 8:30 AM
- Dec 7, 2026 8:30 AM

9. Interagency Agreement with Redding Area Bus Authority - Deputy Director Riske-Gomez

Interagency Agreement with Redding Area Bus Authority - Deputy Director Riske-Gomez**Financial Impact:**

Approval of this item authorizes the transfer of up to \$200,000 in CMAQ funds in the first year, and up to \$100,000 annually thereafter, subject to funding availability and continued eligibility. No additional local funds are required beyond those already programmed. TCTC's financial obligation shall not exceed the amounts authorized by the Commission.

Background Information:

The foundation for this intercity transit initiative was established by the Shasta Regional Transportation Agency (SRTA) through a federally funded Intercity Bus Feasibility Study and Action Plan conducted between 2015 and 2016. That study, supported by Federal Transit Administration Section 5311(f) planning funds and accepted by the SRTA Board in December 2016, evaluated market demand and service feasibility for expanded interregional bus service along the Interstate 5 corridor and identified the need for improved north-south connectivity to Sacramento and statewide rail services .

Building on that early planning work, the Redding Area Bus Authority (RABA) assumed the lead role in advancing intercity transit implementation, including service development, coordination with Amtrak and the San Joaquin Joint Powers Authority, and operation of intercity bus services serving Redding and Red Bluff with connections to regional and statewide transit networks.

Throughout this multi-year effort, TCTC has supported SRTA's and RABA's leadership through regional coordination, planning collaboration, and identification of eligible federal funding opportunities. With the service concept now fully developed and operationally ready, RABA is prepared to execute expanded intercity service connecting Redding, Red Bluff, and Sacramento.

This Fund Transfer Agreement represents TCTC's first formal stage of participation in implementation, establishing a compliant framework to transfer CMAQ funds to support eligible operating and administrative costs while affirming RABA as the sole operator and project lead. Approval of this item positions TCTC to directly support expanded intercity transit connectivity for Tehama County residents consistent with long-standing regional planning efforts.

Authorize the Interim Executive Director to execute the Fund Transfer Agreement between the Tehama County Transportation Commission (TCTC) and the Redding Area Bus Authority (RABA) for the transfer of Congestion Mitigation and Air Quality (CMAQ) funds to support expanded intercity transit connectivity benefiting Tehama County residents.

10. Environmental Systems Research Institute, Inc. (ESRI) Master Agreement - Deputy Director Riske-Gomez

Environmental Systems Research Institute, Inc. (ESRI) Master Agreement - Deputy Director Riske-Gomez**Financial Impact:**

The total cost of the three-year Enterprise Agreement is \$160,300.00, structured as follows:

- Year 1: \$45,000.00
- Year 2: \$55,000.00
- Year 3: \$60,300.00

The pricing and term structure are documented in ESRI quote, dated September 25, 2025.

An Independent Cost Estimate (ICE) prepared in accordance with federal procurement guidance confirms the total cost as fair and reasonable

Funds have been budgeted through the Overall Work Program (OWP) GIS Element.

Background Information:

Commission staff have solicited a Small Municipal and County Government Enterprise Agreement with Environmental Systems Research Institute, Inc. (ESRI) to support the Tehama County Transportation Commission's core geospatial operations and to align with a coordinated, countywide GIS licensing strategy.

This Enterprise Agreement provides comprehensive access to ESRI software, cloud-based services, user licensing, data hosting, technical support, and system updates for a three-year period. The agreement directly supports the Commission's role as the steward of transportation-related spatial data and public-facing GIS applications that serve residents, partner agencies, emergency responders, and regional stakeholders.

The ESRI Enterprise platform underpins all Commission-managed GIS datasets and applications, including but not limited to:

- Road closures and incident locations
- Collision and transportation safety analysis data
- Road classifications and asset management dashboards
- Drought-impacted wells
- Sandbag distribution locations
- Districts, boundaries, and jurisdictional layers
- Emergency, warming, and cooling center locators

Examples of Commission-developed GIS content, including interactive web maps, dashboards, and publicly available data downloads, are maintained on the Tehama County Transportation Commission website within the GIS section and the Interactive

Map Viewer pages, and are also published through the Commission's ESRI organizational environment.

These pages provide the Commission, partner agencies, and the public a transparent reference point for the operational tools supported by this Enterprise Agreement and demonstrate the breadth of GIS applications currently deployed for transportation planning, emergency information, and public service delivery.

<https://tehamartpa.org/gis/>

These tools are actively deployed through Commission-maintained GIS platforms and application galleries. The Enterprise Agreement ensures continuity of service, system security, interoperability with existing datasets, and the ability to scale mapping and data services in response to emergency events, transportation planning needs, and public information requests.

The ESRI platform is deeply integrated into existing Commission workflows, historical datasets, web services, and interagency data-sharing arrangements. Migration to an alternative GIS platform would require substantial system re-engineering, data conversion, staff retraining, and redevelopment of applications, while also resulting in loss of compatibility with regional, state, and federal partner systems. Such a transition would introduce significant cost, operational risk, and service disruption without a corresponding public benefit.

Sole Source Justification

Approval of this agreement is requested as a sole-source procurement based on the following findings:

- **Proprietary Platform:** ESRI is the sole developer, licensor, and authorized distributor of ArcGIS Enterprise, ArcGIS Online, and related ESRI products. No other vendor can legally provide the same software, licensing structure, updates, or technical support.
- **Compatibility and Integration:** The Commission's GIS infrastructure, historical datasets, published applications, and automated workflows are built entirely on ESRI technology. Procurement of an alternative system would require full replacement of existing infrastructure and applications.
- **Operational Continuity:** Continued use of ESRI ensures uninterrupted access to mission-critical mapping, emergency response tools, and public-facing GIS applications relied upon by residents, partner agencies, and regional stakeholders.
- **Cost Reasonableness:** An Independent Cost Estimate and price analysis confirm that the proposed pricing is fair and reasonable, based on historical pricing, published rates, and direct vendor quotation, as documented in the Independent Cost Estimate and Price Analysis Summary.
- **Public Interest:** Waiving the formal bid process avoids unnecessary delay, duplicative costs, and service disruption, and is consistent with County Code

provisions that allow sole-source procurement where competition is not feasible.

These findings are formally documented in the Independent Cost Estimate and Price Analysis Summary and the Waiver of Formal Bids - Findings Form, which conclude that ESRI is the sole-source provider and that continuation of ESRI licensing is in the best interest of the County and the Commission.

Approval of the ESRI Master Product and Services (Enterprise) Agreement will ensure the continued operation, security, and expansion of the Commission's GIS program, which is foundational to transportation planning, emergency response coordination, public information, and interagency collaboration. The agreement represents a prudent and cost-effective investment in existing infrastructure and aligns with established procurement policies governing proprietary technology systems.

- a.) Approve a three-year Master Product and Services (Enterprise) Agreement with Environmental Systems Research Institute, Inc. (ESRI) for geographic information system (GIS) software, licensing, and support services.
- b.) Find that ESRI constitutes a sole-source provider and that waiving the formal competitive bidding process is in the best interest of the public, consistent with County and Commission procurement policies.
- c.) Authorize the Interim Executive Director to execute all necessary agreements and related documents.

11. BUILD Grant Application Support - Deputy Director Riske-Gomez

BUILD Grant Application Support - Deputy Director Riske-Gomez

Financial Impact:

The agreement is within the Interim Executive Director's authorized signing authority and is funded within existing budget allocations. No additional local funding is required at this time.

Background Information:

The Lake California Drive Reconstruction Project is a priority corridor improvement project that has advanced through prior planning and project development and currently relies on a combination of programmed federal, state, and local transportation funding sources, including Regional Transportation Improvement Program (RTIP) funds and other formula and discretionary programs. These funds support project development and implementation but remain constrained within a competitive and capacity-limited regional funding environment.

The FY 2026 USDOT Better Utilizing Investments to Leverage Development (BUILD) grant program presents an opportunity to supplement the project's existing funding strategy with federal discretionary funding. If awarded, BUILD funds would augment currently programmed resources and could offset a portion of RTIP commitments, allowing those regional funds to be reprogrammed to other eligible transportation

priorities.

To support staff capacity, reduce schedule risk, and ensure a complete and competitive application, the Interim Executive Director's delegated signature authority was exercised to retain professional grant writing and application development services. The agreement is a professional services contract with a not-to-exceed amount of \$40,000, executed within authorized signing authority and funded through existing budget allocations. No additional local funds are required at this time.

Consultant support includes coordination, preparation of required narratives and forms, development of a BUILD-compliant benefit-cost analysis, project budget documentation, and application submittal support. Grant writing services are an eligible project development expense and are intended to position the project to secure external federal funding that would supplement the project's current funding mix and improve overall program flexibility. All final approvals, certifications, and application submittal remain under the authority of the Tehama County Transportation Commission.

Informational item regarding the use of the Interim Executive Director's signature authority to retain grant writing services to assist staff with preparation of a FY 2026 USDOT BUILD grant application for the Lake California Drive Reconstruction Project.

12. Informational Presentation on Self-Help Counties - Deputy Director Riske-Gomez

Informational Presentation on Self-Help Counties - Deputy Director Riske-Gomez

Financial Impact:

None. This item is informational only and does not commit the Commission to any program, funding mechanism, or policy action.

Background Information:

The Self-Help Counties Coalition (SHCC) is a statewide organization that supports counties in planning and delivering long-range transportation improvements. SHCC provides educational resources on transportation program development, project prioritization, and collaborative approaches used across California to maintain and improve roadways, bridges, transit, and related infrastructure.

This presentation is intended to introduce Commissioners to common statewide practices, frameworks, and tools used by peer agencies to manage transportation systems over multiple years. The information will help support future discussions about long-term transportation needs, system preservation strategies, and approaches used by other counties to ensure consistent investment in their transportation networks.

This item is educational only and does not propose or imply any local funding mechanism or policy direction.

Informational presentation on the Self-Help Counties Coalition and statewide transportation planning practices and provide direction to staff on any future

educational topics the Commission would like brought forward.

13. Public Hearing: Unmet Transit Needs - Deputy Director Riske-Gomez

Public Hearing: Unmet Transit Needs - Deputy Director Riske-Gomez

Financial Impact:

None.

Background Information:

The annual unmet needs process and this public hearing are a requirement of the Transportation Development Act (TDA). This process consists of the following steps:

1. The Transit Agency Board holds a public hearing to receive comments.
2. The Transit Agency Board of Directors refer public comments to the Social Services Transportation Advisory Council (SSTAC) for review.
3. Identify "unmet transit need" and "reasonable to meet" in order to develop a recommendation for SSTAC who compares the comments to the attached adopted definition for the Board.
4. The Transportation Commission considers the recommendation and then adopts a finding by resolution if transit needs that are 'determined to be reasonable to meet' are funded prior to allocating Local Transportation Funds (LTF) to local streets and roads.

Following today's hearing Senior Transportation Planner Fox will be returning to the February 23, 2026, Tehama County Transportation Commission meeting with a formal presentation of the SSTAC recommended findings and request for adoption.

a) Overview of Annual Unmet Transit Needs process

This step of today's agenda item is to provide a brief overview of the process and invite public comment regarding unmet transit needs. The Unmet Transit Needs process specifically excludes:

- Primary and secondary school transportation.
- Minor operational improvement or changes involving issues such as bus stops, schedules and minor route changes.
- Improvements funded or scheduled for implementation in the following fiscal year.

b) Open Unmet Transit Needs public hearing

This step of today's agenda item is to officially open the public hearing on

unmet transit needs, providing an opportunity for stakeholders and community members to voice their concerns and suggestions related to local transit services.

c) Invite public comment on unmet transit needs

This step of today's agenda item invites members of the public to provide input regarding unmet transit needs. Comments should focus on gaps or deficiencies in the current transit system that prevent residents from accessing essential services or activities.

d) Close the public hearing and refer comments to the Social Services Transportation Advisory Council (SSTAC) for review

This step of today's agenda item is to formally close the public hearing on unmet transit needs. All comments received will be forwarded to the SSTAC for thorough review and consideration as part of the decision-making process.

14. Watershed, Flood-Risk, and Infrastructure Assessment Coordination - Deputy Director Riske-Gomez

Watershed, Flood-Risk, and Infrastructure Assessment Coordination - Deputy Director Riske-Gomez

Financial Impact:

None.

Background Information:

Over the past several years, Tehama County has experienced increasingly severe transportation impacts tied to storm events, altered watershed behavior, and accelerated geomorphic change. These impacts are no longer isolated maintenance issues; they reflect a systemic shift in how water, sediment, and debris move through our landscapes, influenced by post-fire conditions, invasive vegetation, agricultural grading, and over a century of controlled irrigation and flood manipulation.

Transportation impacts in Tehama County are no longer driven solely by storm intensity. Increasingly, they reflect the interaction between *anthropogenic modification and modern flooding dynamics*, the combined influence of altered floodplains, agricultural grading, regulated river systems, vegetation shifts, and post-fire watershed response. These factors shape how water and sediment move through the county today, producing failures that exceed the design expectations of legacy infrastructure. The Reeds Creek Road Emergency Repair Project represented a turning point in our understanding of these risks. Repeated channel migration, debris loading, and sediment deposition led to major roadway failures and long-duration access disruptions. Reeds Creek made clear that watershed-scale processes, not local culvert conditions, now dictate the reliability of key transportation corridors.

Since then, multiple storm-driven failures across the county have confirmed that this is

a countywide pattern, not a single-corridor anomaly. These events demonstrate how today's hydrology interacts with legacy infrastructure, historic land management, and increasingly volatile weather cycles. Even moderate storms are producing outsized impacts, overwhelming facilities designed for historic conditions and triggering failures in both valley-floor and foothill systems.

Since then, multiple verified storm-driven failures have highlighted the countywide nature of the risk:

Documented Transportation Infrastructure Failures

- **2019 - Squaw Hollow Creek @ Corning Road (Bridge Damage):**

Heavy rainfall on February 27, 2019 caused upstream bank erosion and damage to the wingwall and abutment, washing out the roadway and requiring emergency embankment reconstruction and rock slope protection.

- **January 2023 - Burch Creek (Bridge Collapse):**

Floodwaters caused Abutment 1 to fail, resulting in the collapse of Span 1 into the channel. Caltrans recommended immediate full closure, and the County closed the bridge for safety.

- **February 2025 - Kendrick Creek @ Newville Road (Bridge Closure):**

Following significant storm damage, the County formally closed the bridge due to structural deficiencies aggravated by high-flow events and erosion.

These events confirm that Tehama County is experiencing recurring, watershed-driven structural failures affecting roads, culverts, bridges, and embankments. Beyond the documented failures at Squaw Hollow Creek (2019), Burch Creek (2023), and Kendrick Creek (2025), Tehama County is experiencing broader watershed-driven degradation of transportation assets.

Recurrent storm events have produced bank failures at Woodson Bridge, overtopping at Elder Creek and Dibble Creek, high-velocity erosion along Antelope Creek, river migration impacts near Jelly's Ferry Road, and localized bridge and culvert vulnerabilities on rural facilities such as Cone Grove Road. These conditions illustrate a countywide pattern in which storm hydrology, sediment transport, and post-fire watershed changes are directly affecting roadways, embankments, and bridge structures.

Role of Non-Profits, County Departments and TCTC

While watershed processes fall within the technical expertise of Public Works - Flood Administration, their responsibilities apply specifically to County-owned flood management facilities and public infrastructure, not private lands. Partnering with the Resource Conservation District (RCD) allows the County to better engage private landowners and support collaborative, long-term watershed stewardship solutions that reduce downstream impacts on public roads and critical access corridors.

Because many watershed-driven impacts originate on private or upstream lands but ultimately manifest as failures on the transportation system, TCTC must participate directly. Transportation planning, interagency coordination, and long-range capital programming are core Commission responsibilities, and safe mobility and emergency access depend on understanding how these evolving watershed conditions interact with roads, bridges, culverts, and evacuation routes.

TCTC's role is therefore not to manage watersheds, but to ensure that transportation decision-making is aligned with hydrologic realities and that State, federal, and local partners are coordinated in developing durable, long-term solutions for the region.

State-Led Multi-Agency Technical Assessment

In response to Tehama County's request for assistance, Cal OES has convened a multi-agency team including:

- California Department of Water Resources (DWR)
- California Geological Survey (Department of Conservation)
- Caltrans Emergency Operations
- U.S. Army Corps of Engineers (technical coordination through Readiness Branch)
- Cal OES Inland Region
- Tehama County Public Works - Flood Administration
- Tehama County Resource Conservation District

This team will lead a comprehensive watershed and infrastructure vulnerability assessment, addressing:

- Post-fire hydrology
- Sediment transport and deposition patterns
- Channel migration and erosion risks
- Vulnerabilities in roadways, culverts, bridges, and river-adjacent facilities
- Prioritized mitigation and funding strategies

Tehama County is still awaiting determination regarding inclusion in the State disaster proclamation, which may further strengthen access to State and federal resources.

The first coordination meeting with the team was held the third week of December, with follow-up work commencing in early 2026.

Desired End Project Product Description: Tehama County Resilient Transportation Hazard Screening & Prioritization System

As we continue to face more frequent wildfires, flood events, debris-flow impacts, and drainage failures, it has become increasingly clear that Tehama County needs a consistent, data-driven way to evaluate risk across our entire transportation network. The end product we are working toward is a countywide, GIS-based hazard screening and prioritization system that will allow the Commission to clearly identify where our greatest vulnerabilities are, and which projects should rise to the top for funding, planning, and emergency preparedness.

What the System Will Provide

The ideal completed tool will give the Commission:

A countywide map of transportation "hot spots," areas where roads, culverts, or bridges are most at risk from post-fire debris flows, sediment bulking, flooding, riverbank erosion, or repeated storm failures. This information will be made available to first responders, emergency managers, public works crews, planners, and decision-makers so they can anticipate where failures are most likely to occur, stage resources appropriately, plan detours, and prioritize mitigation actions before and after major events.

A defensible priority ranking of transportation assets, based on hazard, exposure, and consequence, allowing us to clearly identify tiers of project needs.

An interactive ArcGIS On-Line (AGOL) dashboard that Commissioners and partner agencies can view, showing risk levels at each site, the number of residents affected, detour distances, and whether a segment serves as an evacuation route or sole access point.

A repeatable workflow that can be updated after any future wildfire or storm event, ensuring the Commission has the most current information for disaster response, planning, and grant applications.

Why This Matters for the Region

This system will give us, for the first time, a unified, countywide picture of transportation vulnerability, grounded in the same scientific methods used by Cal OES, CGS, DWR, USGS, and Caltrans. It strengthens our ability to:

- Prioritize limited transportation dollars
- Build competitive, data-supported grant applications
- Coordinate across agencies during emergencies
- Plan long-range resilient infrastructure improvements beyond fire planning alone
- Demonstrate clear need to state and federal partners

At the end of this effort, the Commission will have

This effort is a natural continuation of the County's Secondary Access Planning work, expanding that same forward-looking approach into a comprehensive, countywide understanding of transportation vulnerability. The goal is to develop a single, authoritative tool that identifies our highest-risk transportation locations, ranks project needs, supports funding decisions, and provides a clear roadmap for improving safety and resilience throughout Tehama County.

The resulting system will not only highlight areas most at risk from post-fire debris flows, sediment bulking, flooding, river erosion, and repeated storm failures, but will also provide actionable information to first responders, emergency managers, public works crews, planners, and decision-makers. By knowing where failures are most likely to occur, agencies can proactively stage resources, plan detours, coordinate emergency response, and prioritize mitigation.

This tool will serve as a foundational component for future planning documents, resilience investments, and interagency coordination. It also positions the Commission to significantly enhance competitiveness for state and federal funding by demonstrating a clear, data-driven understanding of where infrastructure improvements are most urgently needed and how they support community safety, mobility, and emergency preparedness.

Informational presentation on TCTC's ongoing coordination with Public Works - Flood Administration, the Resource Conservation District (RCD), and State and federal

partners regarding watershed-driven transportation impacts and the development of a countywide infrastructure risk assessment.

15. Lake California Drive - Informational Presentation**Lake California Drive - Informational Presentation****Financial Impact:**

No action required.

Background Information:

This item is presented for informational purposes only. Tehama County Transportation Commission staff will provide an update on the Lake California Drive Reconstruction Project, including current funding sources, FTIP programming, project concept development, and anticipated next steps. The presentation will summarize recent coordination between TCTC and Tehama County Public Works, outline the proposed project scope, emphasizing multimodal and emergency-access components, and discuss the strategy for securing additional funding.

Lake California Drive serves as the sole access route for a rural community of over 3,500 residents. The corridor is in critical need of full-depth reconstruction due to pavement failure, inadequate shoulders, poor drainage, and lack of multimodal or redundant access.

The project has been prioritized as a resilient infrastructure investment and is being advanced through a layered funding strategy. Current and potential funding sources include:

- Congressionally Directed Spending (CDS) earmark (secured)
- Highway Safety Improvement Program (HSIP)
- Congestion Mitigation and Air Quality (CMAQ)
- Inclusion in the Regional Transportation Improvement Program (RTIP)
- Upcoming BUILD grant application

TCTC is actively coordinating programming, conceptual design, and consultant scoping in partnership with Tehama County Public Works. The design includes a multiuse path built to emergency vehicle standards, supporting wildfire evacuation and redundant access in alignment with state and federal resilience goals.

Informational presentation from staff providing a status update on the Lake California Drive Reconstruction Project, including current scope development, programming, funding strategy, conceptual design work, and the anticipated path forward.

16. Items for Future Agenda**17. Closing Comments**

18. 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.