

GLENN COUNTY 2015 REGIONAL TRANSPORTATION PLAN



Final
October 2015



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GLENN COUNTY 2015 REGIONAL TRANSPORTATION PLAN

Report Prepared for:

GLENN COUNTY TRANSPORTATION COMMISSION

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This RTP was Adopted on
October 15, 2015 by the
Glenn County Transportation Commission

The RTP guides transportation investments in Glenn County. This
RTP covers the 2015-2035 period. It is updated ever 4 years.

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1 INTRODUCTION



ABOUT THE GCTC

The Glenn County Transportation Commission (GCTC) is the designated Regional Transportation Planning Agency for Glenn County. The GCTC is comprised of six elected officials; three are Glenn County supervisors, one is a representative from the City of Orland, one is a representative from the City of Willows, and the remaining representative is alternated between Orland and Willows on an annual basis. The County is within the jurisdictional boundaries of Caltrans District 3 located in Marysville. The GCTC, along with Caltrans District 3, fulfills the transportation planning responsibilities for Glenn County. One of the main responsibilities of the GCTC is the preparation and approval of the Regional Transportation Plan (RTP). The RTP serves as the planning blueprint to guide transportation investments in Glenn County involving local, State, and Federal funding over the next twenty years. Transportation improvements in the RTP are identified as short-term (2025) or long-term (2035).

The overall focus of the 2015 RTP is directed at developing a coordinated and balanced multi-modal regional transportation system that is financially constrained to the revenues anticipated over the life of the plan. The balance is achieved by considering investment and improvements for moving people and goods across all modes including roads, transit, bicycle, pedestrian, trucking, railroad, and aviation. The coordination focus brings the County, Caltrans, Cities of Orland and Willows, governmental resource agencies, commercial and agricultural interests, Grindstone Rancheria of Wintun-Wailaki Indians of California (Grindstone Indian Rancheria), and citizens into the planning process.

The GCTC is served by the Regional Transit Committee which has six members – two representatives from the County and two from each incorporated City (Orland and Willows), with two alternate representatives. The GCTC is also served by a Technical Advisory Committee which consists of representatives from the following agencies:

- Glenn County Public Works
- City of Willows
- California Highway Patrol
- California Department of Transportation
- City of Orland
- U.S. Forest Service
- Grindstone Indian Rancheria

NEW PLANNING REQUIREMENTS

The 2010 California Regional Transportation Plan Guidelines (RTP Guidelines), prepared by the California Transportation Commission, revised April 7, 2010, incorporates the recent planning stipulations of Assembly Bill 32 (Nuñez and Pavley) and Senate Bill 375 (Steinberg). These bills encourage regional greenhouse gas emission reductions from passenger vehicles and light duty trucks through changes in land use and transportation development patterns. The 2010 RTP Guidelines also set forth a uniform transportation planning framework for investments throughout the State that identifies Federal and State growth and development of vital infrastructure with adherence to The Federal Highway Bill, MAP-21, *Moving Ahead for Progress in the 21st Century*.

PURPOSE OF THE PLAN

As defined by the 2010 RTP Guidelines, the purpose of the regional transportation plan is to accomplish the following objectives:

- Provide an assessment of the current modes of transportation and the potential of new travel options within the region.
- Identify projected growth corridors and predict the future improvements and needs for travel and goods movement.
- Identify and document specific actions necessary to address the region's mobility and accessibility needs, and establish short-term and long-term goals to facilitate these actions.
- Provide information for the Regional Transportation Improvement Program (RTIP), the Interregional Transportation Improvement Program (ITIP), and the Federal Transportation Improvement Program (FTIP).
- Help facilitate the National Environmental Protection Act /404 integration process.
- Identify and integrate public policy decisions made by local, regional, State, and Federal officials regarding transportation expenditures and financing.
- Promote consistency between the California Transportation Plan (CTP), the RTP, and other plans developed by Cities, Counties, Districts, Tribal Governments, and State and Federal agencies in response to Statewide and interregional transportation needs and issues.
- Employ performance measures that demonstrate the effectiveness of the transportation improvement projects in meeting the intended goals.
- Provide a forum for participation and cooperation, and facilitate partnerships that reconcile transportation issues which transcend regional boundaries.
- Include Federal, State and local agencies, Tribal Governments, the public, and elected officials in discussions and decision-making early in the transportation planning process.

The GCTC prepared this 2015 RTP update based on these objectives consistent with the 2010 RTP Guidelines (adopted April 7, 2010).

INTER-AGENCY COORDINATION AND PLANNING CONSISTENCY

Transportation/Land Use Integration

The County's proposed General Plan Transportation Goals support the development and maintenance of an efficient, safe, and effective road system, establishment of alternative transportation modes consistent with demand and available resources, provide for the orderly growth of airports, and development of a multimodal transportation system to serve the County. The proposed goals for the General Plan circulation element are discussed in Chapter 4.

These goals and related policies serve to protect cultural and historical values, the natural environment, and rural quality of life within Glenn County. This focus is reinforced in the RTP, which recognizes that future development should occur in areas which will be easiest to develop without high public service costs, have the least negative environmental effect, and which will not displace or endanger the County’s critical natural resources. This approach will also result in lower cost for improvements and increased operational efficiency of the existing transportation system because it will be sized to reflect more compact growth near existing or planned services. Compact growth leads to healthier lifestyles as access to bicycle and pedestrian facilities grow congruently. Additionally, aligning bicycle and pedestrian facilities with growth within the County can help to create complete streets, which incorporate safety and accessibility for all users and modes of transportation into street design. Complete streets can increase livability and reduce traffic demand within the County by encouraging alternative modes. The complete street concept is supported and encouraged by Caltrans through State policies.

Coordination with Other Plans and Studies

Glenn County Regional Transportation Plan (2009)	Final Public Participation Plan (2008)
Draft Glenn County Circulation Element Goals - Policies Documents (2008)	Ten-Year State Highway Operation and Protection Plan (State Fiscal Year 2008/09 through 2017/18), California Department of Transportation (2013)
Draft Orland General Plan (2008)	STIP Fund Estimate, Caltrans (2014)
Glenn County Short-Range Transit Plan (2014)	California Transportation Plan (2040)
Glenn County Unmet Transit Needs Document (2008/09)	California Strategic Highway Safety Plan (2008)
Glenn County Transit Needs Assessment (2008)	City of Willows, City-Wide Bicycle Transportation Plan (November 2008)
Final Report - Coordinated Public Transit - Human Service Transportation Plan (September 2008)	Countywide Transportation Survey, conducted by Regional and Economic Sciences, for the GCTC (May 2009)
Willows Glenn County Airport Land Use Plan (June 1990)	Orland Haigh Field Airport Land Use Plan (February 1991)

Public Participation

To encourage public participation in the transportation planning process and for compliance with Federal and State regulations, the GCTC sets forth and formalizes its Public Participation Plan (Appendix A). Involvement by citizens and interest groups is encouraged at both the planning and project levels. This involvement includes individual contact, public meetings, and public notices of review periods, workshops, public surveys, public hearings, and advisory committees. See Table 1.1 for a list of meeting dates and locations. These procedures are consistent with the 2010 RTP Guidelines. The public involvement documents for the 2015 RTP are included as Appendix B. A complete list of stakeholders within the County, both public and private, are included as Appendix C.

The GCTC and consultant team utilized the existing structure of the Technical Advisory Committee and GCTC as the forum for input into the 2015 RTP. Additionally, two public meetings were held on to introduce the community to the RTP development process and to solicit input on projects and programs developed in the RTP. In accordance with the RTP Guidelines and in an effort to foster interregional transportation connectivity, the project team solicited input from neighboring counties. For feedback provided, see Table 1.2

Table 1.1 Meeting Dates and Locations		
Kick-Off Meeting	Glenn County & Public Works, Conference Room, Willows, CA	September 24, 2014
Glenn County Transportation Commission Meeting	Glenn County Board of Supervisors, Conference Room	November 17, 2014
Community Meeting #1	Willows Memoril Hall, Board of Supervisors' Chambers, Willows, CA	January 15, 2015
Glenn County Transportation Commission Meeting	Glenn County & Public Works, Conference Room, Willows, CA	February 20, 2015
Regional Transit Committee and Glenn County Transportation Commission Meeting and Community Meeting #2	Willows Memoril Hall, Board of Supervisors' Chambers, Willows, CA	May 21, 2015

Table 1.2 Public Comments	
Thad Rogers	Road V and HWY 162 had a ramp repaired and it needs future work because of damage.
	Road 34 has a large divot on the west side.
	A bridge needs replacement on Ord Ferry Road.
Michelle Allen	The intersection at HWY 32 and 4 Street is congested and unsafe.
Commissioner Comments	
Commissioner Viegas	Agrees with Michelle Allen on HWY 32 and 4 Street intersection.
	Truck drivers are looking for alternate routes that have no stop signs or stop lights, it is tearing up the roads.
	Safe Routes to School - the school bus has to stop in the middle of the road because there is no soulder and children must cross busy streets.
	Roadway widths need to be looked into.
	Bayless Road has no shoulder.
Commissioner Corum	Vehicles make U-turns frequently near the pumpkin patch on HWY 32.
	There are no sidewalks on Reed Street.
	Every corner in Orland has a crosswalk, while few in Willows do.
Commissioner Edwards	When existing Walmart to the east, vehicles must make a U-turn to head back to Willows; however, recently a "No U-turn" sign has appeared.
	Safe Routes to School in Orland - there is a housing development near the Aquatic Center Park and kids don't have safe access to school from there.
Chairperson Hanson	The intersection of SR 45 and HWY 21 is heavily traveled and unsafe; there is a pattern of collisions occurring there.
	County Rd 39 is heavily travelled with an S-curve and should be looked at.
Commissioner Fultz	The parking along HWY 32 and 5th Street is dangerous.

Coordination with Glenn County Resource Agencies

The Draft RTP and CEQA environmental document and checklist was distributed to various governmental and resource agencies through the State Clearinghouse process. Agencies were either provided a review copy of documents, or they receive a copy of the Notice of Availability saying where the documents can be viewed (in person and on the internet).

Mendocino National Forest Service are included as part of the TAC and were included in the public outreach and planning process throughout the course of developing this 2015 RTP update.

Coordination with the California State Wildlife Action Plan

Wildlife stressors in the County include all forms of growth and development, both residential and economic/agricultural. The importance of agriculture in Glenn County has a large impact on land use and particularly water management. Out of the six most threatened species in Glenn County according to the California State Wildlife Action Plan, at least five have been threatened or endangered as a result of the diversion of water resources to agricultural needs. The giant garter snake, Chinook salmon, Steelhead trout, Coho salmon, and the fairy shrimp naturally habitate water features that have now had flow restricted by agriculture and dams.

Native American Tribal Government Consultation and Coordination

The California Transportation Commission RTP Guidelines require agencies preparing the RTP to consult with and consider the interests of Tribal Governments in the development of transportation plans and programs, including funding of transportation projects accessing tribal lands through State and local transportation programs. This requirement has been re-emphasized in the 2010 RTP Guidelines.

Grindstone Indian Rancheria is the only Federally recognized Tribal Government in Glenn County. The Grindstone Indian Rancheria is a formal member of the Technical Advisory Committee and was invited to participate in the 2015 RTP process through this venue. Additionally, the Grindstone Indian Rancheria was invited to the community outreach meetings of the Glenn County Transportation Commission to provide input and support for the 2015 RTP. No representatives from the Grindstone Indian Rancheria were present at these meetings and the GCTC did not receive any comments from them on the Draft RTP.

The contact information for the Rancheria is listed in Table 1.3.

Tribal Government	Contact Information	Address	Contact Persons
Grindstone Rancheria	530-968-5365	P.O. Box 63 Elk Creek, CA 95939	David J. Smith (Caltrans) 530-634-7799 Ronald Kirk (Chair) 530-968-5365

Source: Caltrans; Green DOT, 2014 – Telephone contact

2 EXISTING CONDITIONS



ABOUT GLENN COUNTY

Glenn County is located in the northern Central Valley of California, approximately 75 miles north of Sacramento (Figure 2.1). Glenn County is comprised of approximately 1,315 square miles, making it one of the smaller counties in California. The County is bound by Butte County to the east, Tehama County to the north, Mendocino and Lake Counties to the west, and Colusa County to the south. The Sacramento River extends along the eastern boundary in a north-south direction, and the western quarter of the County rises into the Pacific Coast Range, where mountain peaks exceed 6,000 feet in elevation. Glenn County includes two incorporated Cities (Willows and Orland), nine unincorporated communities, and numerous small settlements. Grindstone Indian Rancheria, the lone Federally recognized Tribal Government within Glenn County, is located to the southwest of Orland.

Figure 2.1 - Regional Context



DEMOGRAPHICS

Population

The California Department of Finance reported the January 2000 County population for Glenn County at approximately 26,450. In January 2010 the population was reported at 28,122, which calculates to approximately 0.59 percent change per year on average. The distribution of population is shown in Table 2.1. The population has consistently been split fairly evenly between the unincorporated area and the two incorporated Cities in Glenn County.

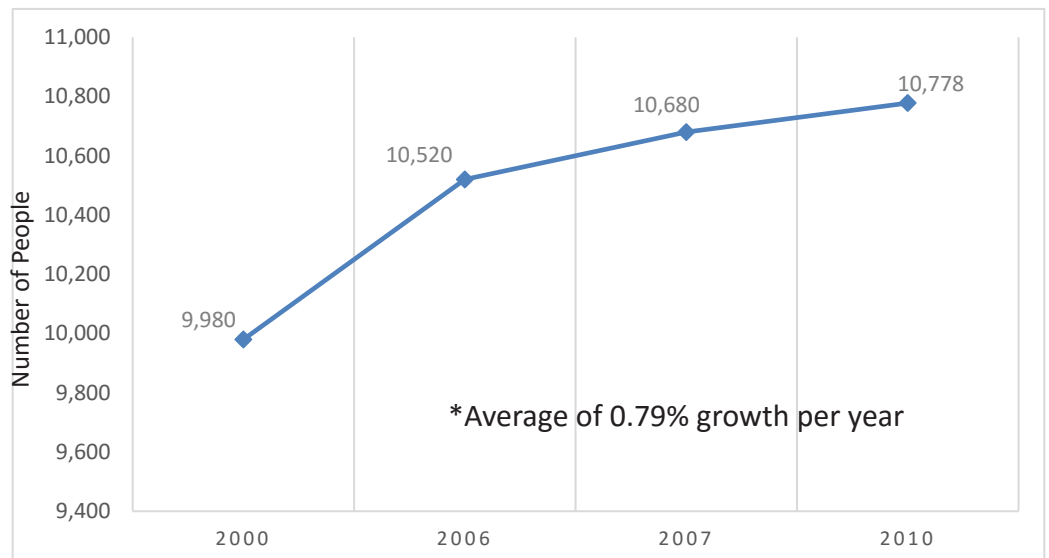
According to the data from the California Demographic Research Unit, Glenn County's 65+ demographic is growing more rapidly than the nationwide average. Between 2010 and 2060, the proportion of people 65 and older is expected to reach almost 22.5% of the total population in Glenn County.

Table 2.1 Glenn County Population Distribution					
	Population Jan 2000	Population Jan 2007	Population Jan 2009	Population Jan 2010	Percent Change (2000 - 2010)
Willows	6,220	6,450	6,486	6,166	-0.88%
Orland	6,280	7,170	7,322	7,291	13.87%
Unincorporated Areas	13,952	15,210	15,276	14,665	4.86%
Total County Population	26,452	28,830	29,084	28,122	5.94%

Source: State of California, Department of Finance

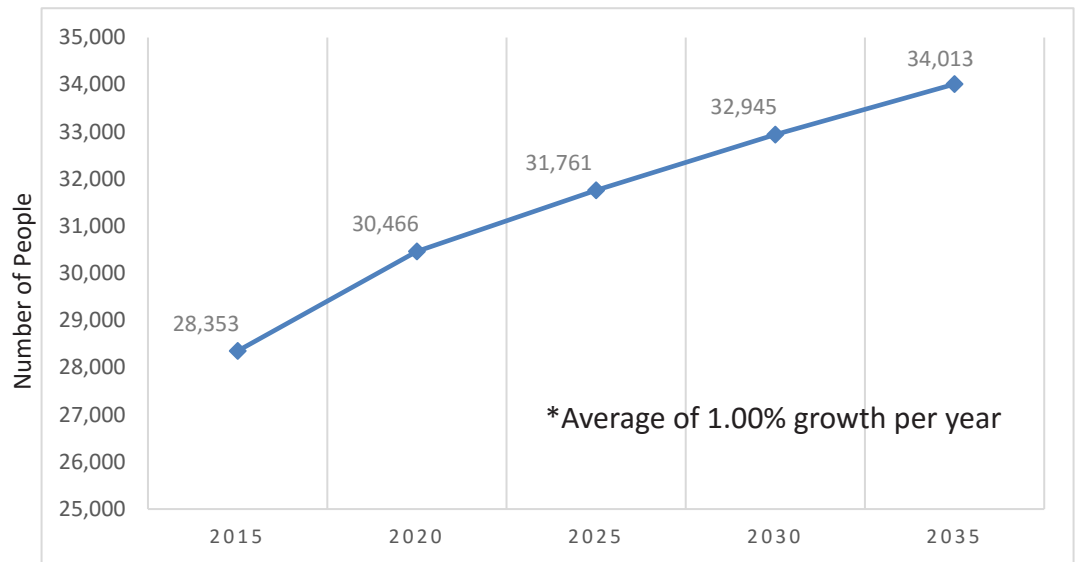
Historic Population Growth

**Figure 2.2 - Historical
Population Growth**



Future Population

Figure 2.3 - Population Forecast



SOCIOECONOMIC CONDITIONS

Transportation needs stem from travel demand, which is influenced by current socioeconomic conditions including the number of households, employment, the transportation network, the intensity and location of development and employment centers, and recreation needs.

Housing

The total number of housing units in Glenn County reached 10,778 in 2010 (latest data available). This represents an approximate 8 percent increase from the year 2000 or an average of 79.8 housing units annually. The majority of housing growth in Glenn County since 2000 has occurred in unincorporated areas. Table 2.2 provides a summary of total housing units in the County since 2000.

Table 2.2 Glenn County Housing Units (Total Housing Units)				
GLENN COUNTY	2000	2006	2007	2010
City of Orland	2,310	2,500	2,580	2,659
City of Willows	2,370	2,380	2,410	2,399
Unincorporated	5,300	5,640	5,690	5,720
Total County	9,980	10,520	10,680	10,778

Source: California Department of Finance – Demographic Research Unit; County of Economic Profiles

Employment

The total number of employed persons in Glenn County in 2012 was reported at 10,917. The major employers (100 or more employees) and range of the number of employees in Glenn County are shown in Table 2.3. The total labor force in Glenn County in September 2014 is reported at 13,160 persons. Of this number, 12,020 are employed and 1,140 are unemployed, as reported by the California Employment Development Department. The unemployment rate has increased from approximately 8.7 percent in 2000 to approximately 16 percent as of September 2014.

Future Employment

It is expected that unemployment in Glenn County will drop in the next ten years, from approximately 11.3 percent unemployment in 2015 to approximately 8.9 percent in 2025, and will drop slightly more by 2035 with approximately 8.5 percent unemployment.

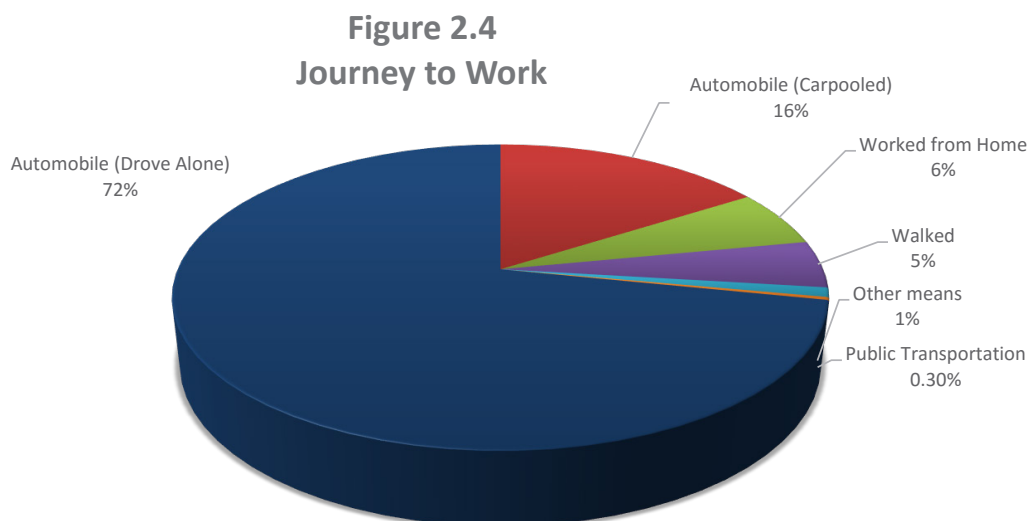
Table 2.3 Major Employers in Glenn County (100 – 499 Employees)			
Year	Location	Industry	Employed
Erick Nielsen Enterprises Inc.	Orland	Agricultural Consultants	100-249
Glenn County Emergency Services	Willows	Public Safety	100-249
Glenn County Health & Welfare	Willows	County Public Health Programs	100-249
Glenn County Human Resource	Willows	Government Offices	100-249
Glenn Medical Center	Willows	Hospitals	100-249
Jacinto Grange	Glenn	Associations	100-249
Rumiano Cheese Factory	Willows	Cheese – Wholesale	100-249
Shasta Packing Company	Orland	Nurseries	100-249
Wal-Mart	Willows	Department Stores	100-249
Willows Unified School District	Willows	School District	175-200
Orland Unified School District	Orland	School District	200-250
Johns Manville Corporation	Willows	Insulation-Manufacturer	250-499

Source: California Employment Development Department; Glenn County Coordinated Public

TRAVEL

The 2010 Census did not provide commuting patterns at the County level; however, the 2000 Census showed that approximately 59 percent of Glenn County residents work within the County, approximately 24 percent commute to jobs outside of the County, and approximately 17 percent of Glenn County employees reside outside of the County.

Travel in Glenn County is primarily automobile-oriented due to the rural nature of the local communities, low development densities, and limited options for using non-auto modes of travel. See Figure 2.4 for more information on the modes used in Glenn County.



LAND USE

Coordinating land-use and transportation planning is a facet of sustainable, functional, and efficient development. In addition, recognizing major land uses in the County helps planners to better understand transportation issues associated with them.

The 2009 proposed General Plan Update for Glenn County (latest data available) describes land use designations and total acreage by jurisdiction. Community service planning area and cities are shown in Table 2.4. As the table shows, the vast majority of land in Glenn County (73 percent) is used for agricultural purposes. Maintaining an effective regional system to enable access to regional service centers and farm-to-market transportation are the primary transportation concerns associated with Glenn County's dominant land usage.

	Agricultural	Residential	Commercial	Industrial	Public Facilities/ Recreation	Total Acreage
County Outside UL	605,116	3,102	939	1,127	213,095	823,380
Artois UL	65	275	118	37	1	496
Butte City UL	3	13	3	20	1	40
Elk Creek UL	502	98	4	4	29	637
Hamilton City UL	398	155	21	290	39	903
Orland UL	1,216	3,262	230	172	383	5,263
City of Orland	--	1,008	181	156	182	1,527
Willows UL	3,016	897	130	246	280	4,569
City of Willows	--	566	457	276	221	1,520
Total	610,316	9,376	2,083	2,328	214,232	838,335

Source: 2009 Glenn County General Plan

UL: Urban Limit

TRANSPORTATION NETWORK

Highway Functional Classification System

Figure 2.5 (next page) displays the major roadways in Glenn County along with their functional classification. The following provides a narrative description of each classification, as defined by the Federal Highway Administration. The general function and development characteristics of the current classification system are described below.

Rural Principal Arterial

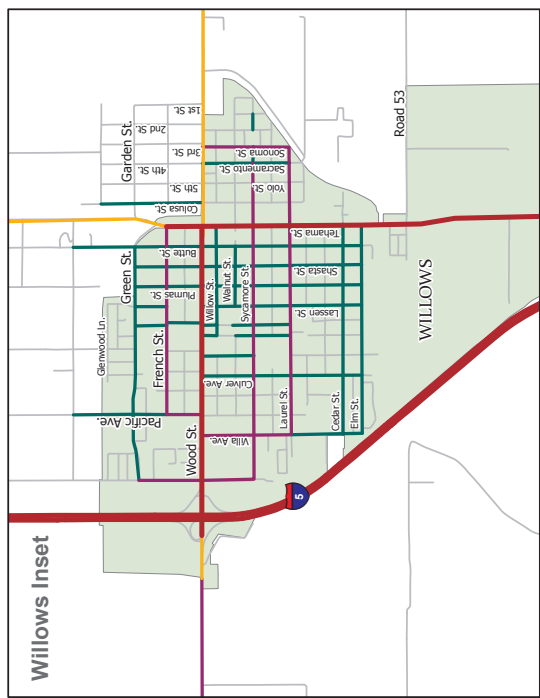
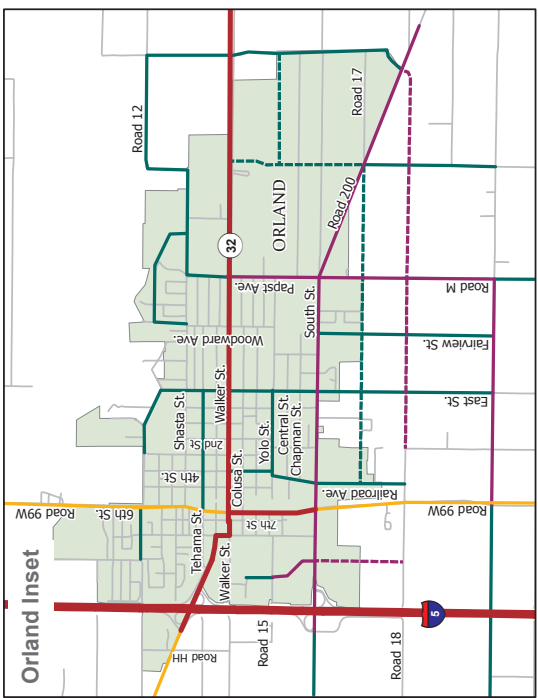
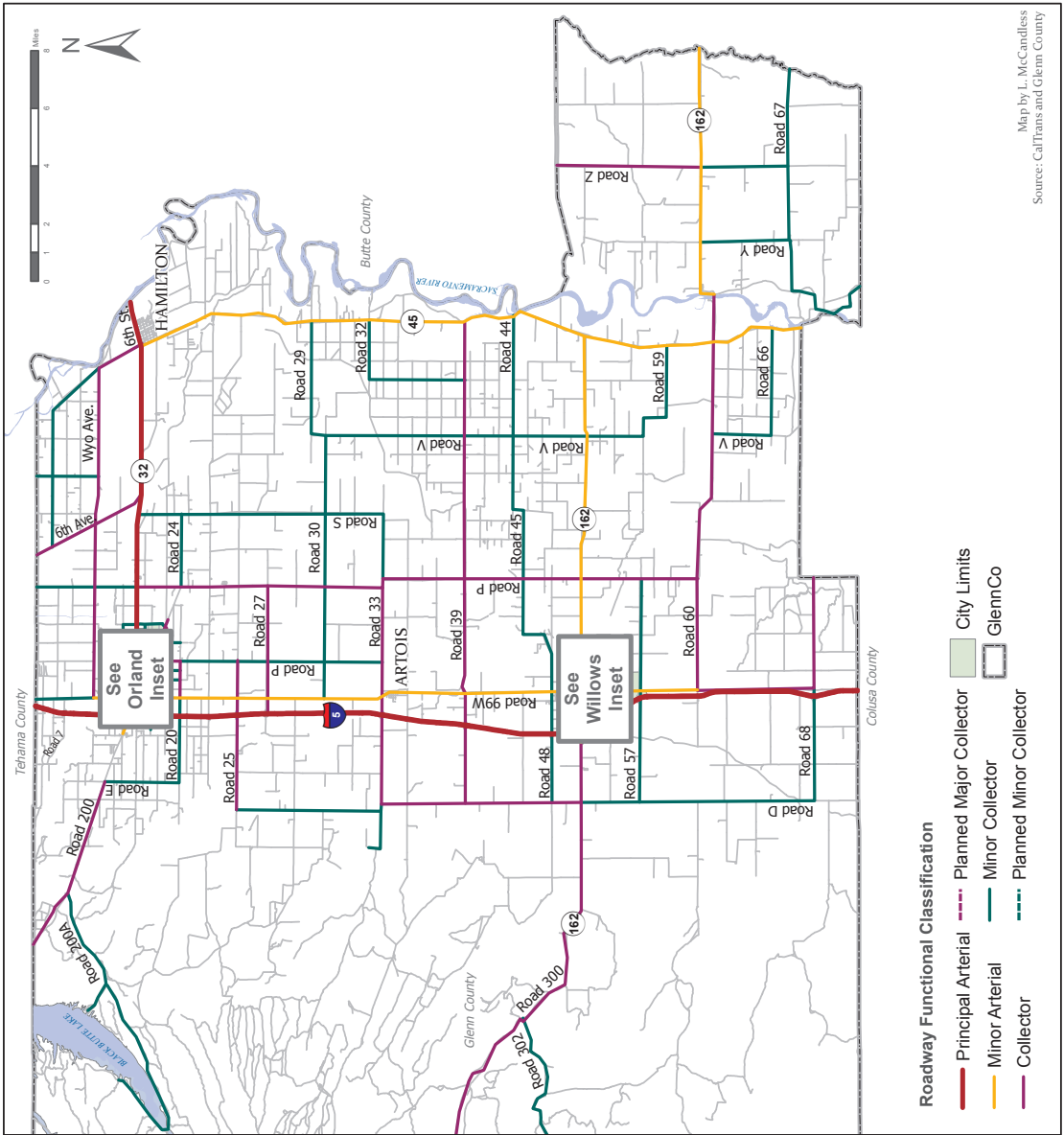
Functions Served: The Rural Principal Arterial is an Interstate highway or roadway connecting a principal arterial with a city, or two or more cities, with a minimum population of 50,000 respectively. The design emphasizes through traffic but accommodates shorter trips as well.

Adjacent Land Development: Should minimize driveways and should not provide access to residential lots.

Rural Minor Arterial

Functions Served: The Rural Minor Arterial is an integrated inter-county road connecting major communities (3,000 to 50,000 people) or principal/minor arterials with adequate spacing from other arterials with an equal mix of through and local traffic.

Adjacent Land Development: Should provide adequate spacing for driveways, minimum on-street parking, and large setbacks for residences and businesses.



MAJOR ROADWAY FACILITIES FUNCTIONAL CLASSIFICATION
FIGURE 2.5

Rural Major Collector

Functions Served: The Rural Major Collector serves primarily intra-county travel serving smaller communities (less than 2,500 population) and countywide trip generators, such as consolidated schools, freeway interchanges, major shipping terminals, major recreational facilities, and concentrations of commercial/industrial activity. They provide an integrated road network with other Major Collectors and Arterials to facilitate travel. Spacing of three to five miles in rural areas, and one to three miles in urban areas is typical. Trip lengths may be comparable to those of minor arterials in low-density areas. Emphasis is on local traffic but with some through traffic, especially in low-density areas.

Adjacent Land Development: Minimize the number of single driveways for residences. Minimize the amount of on-street parking. Provide medium-scale commercial/industrial development where feasible.

Rural Minor Collector

Functions Served: This design carries traffic from residential subdivisions/settlements, farms, logging operations, and other local area trip generators to higher classification roads. Trip lengths are significantly less than those for major collectors. Spacing of one to three miles between Major Collectors is recommended. Normally accommodates small percentage of through traffic.

Adjacent Land Development: Provide a mix of single driveways and common driveways/local roads for groups of dwelling units. Allow on-street parking where appropriate. Provide small-scale commercial/industrial development where feasible.

Rural Local Road

Functions Served: The RLR provides access to adjoining property, primarily residences, farms, or resource extraction operations. There is virtually no through traffic.

Adjacent Land Development: Primary use is for residences facing street with single-residence driveways. The provision of on-street parking is desirable except for estates and rural areas. No commercial or industrial development is allowed.

Urban Principal Arterial

Functions Served: Serves traffic passing through the urban area by serving as an extension of a Rural Principal Arterial or a Rural Minor Arterial with significant increases in traffic within the urban area.

Adjacent Land Development: Minimize driveways. Minimize access to small residential lots. On-street parking discouraged.

Urban Minor Arterial

Functions Served: The UMA serves traffic passing through urban areas by serving as an extension of Rural Minor Arterials into urban area (until volumes significantly increase) or as an extension of Rural Major Collectors that extend through urban areas without significant increase in traffic.

Adjacent Land Development: Adjoining land primarily commercial, industrial, retail, or high-density residential. On-street parking is discouraged.

Urban Major Collector

Functions Served: The UMC serves primarily intra-city traffic with trips of one-half to two miles in length. The road is intended to function as an extension of a Rural Minor Collector when traffic increases in the urban area. The road connects to roads of higher classifications.

Adjacent Land Development: Serves adjoining medium-to-high density residential, commercial, retail, and industrial uses and should be suitable for public institutions, including high schools. On-street parking is encouraged with or without off-street lots.

Urban Minor Collector

Functions Served: The UMC serves intra-urban traffic of approximately one-quarter to one-mile in length, provides connections to roads with higher classifications, and has a small percentage of through traffic. The provision of on-street parking is desirable.

Adjacent Land Development: Should include low-density commercial, retail, and/or residential development. This classification is suitable for elementary schools and other public facilities, such as parks.

Urban Local Road

Functions Served: The ULR provides local access to adjoining property with trip lengths to roads with higher classifications of one-quarter mile or less. There is virtually no through traffic. The provision of on-street parking is desirable.

Adjacent Land Development: Primarily intended for residential use, although small scale retail adjacent to roads with higher classifications are possible.

City of Orland Facilities

The most recent update to the City of Orland General Plan (February 2012) uses three local roadway classifications including local streets, major and minor collectors, and arterials. Their primary functions are described below.

Local Street

Local streets provide direct access to adjacent properties and are not intended to serve through traffic. They do provide access to collector streets.

Collector (Major and Minor) Streets

Collector streets provide a linkage between local streets and arterial streets. They provide access to individual properties and allow movements to and from local streets.

Arterial Streets

Arterial streets connect with collector streets and some local streets. Arterials carry the greatest traffic volumes and are primarily intended to provide mobility through the community.

TRANSPORTATION NETWORK IN GLENN COUNTY

State Highways

The four State highways in Glenn County are shown in Figure 2.5. A summary description is provided below.

Interstate-5

I-5 is a major 4-lane freeway that extends 796 miles in California, 127 miles through Sacramento, Yolo, Colusa, and Glenn Counties with 18 segments of road. Segments 16, 17 and 18 run through Glenn County from north to south passing through Willows and Orland. Daily traffic volumes on I-5 in Glenn County range from approximately 25,500 vehicle trips per day during normal months up to 42,000 or more during peak months.

SR 32

SR 32 is a west-east 2-lane conventional highway (Classified as a Rural Principal Arterial and an Urban Principal Arterial for some portions near I-5) beginning at I-5 in the City of Orland and ending at SR 36 in Tehama County. SR 32 is the primary connection between the Cities of Orland, Hamilton City, and Chico and is the only transit corridor. Daily traffic volumes between County Road M and the Glenn County/Butte County line ranges from approximately 9,734 vehicles per day during normal months up to 22,776 during peak months.

SR 45

SR 45 is a north-south 2-lane conventional highway (Classified as a Rural Minor Arterial) beginning in Yolo County at the town of Knights Landing and ending at Hamilton City in Glenn County. Rural low-density communities, agricultural land use, and recreational access points surround SR 45, which generate intercity traffic, agricultural traffic and seasonal recreational traffic. Daily traffic volumes on SR 45 in Glenn County range from 860 to 2,550 vehicles per day.

SR 162

SR 162 generally runs as an east-west 2-lane conventional highway (Classified as a Rural Minor Arterial), except through the City of Willows, where it is classified as a 4-lane conventional highway. SR 162 is legislatively designated as an Interregional Road System (IRRS) Route beginning in the Mendocino National Forest and extending east into Oroville in Butte County. SR 162 connects I-5, SR 45, SR 99, and SR 70. Daily traffic volumes for all 10 segments range from approximately 350 to 1,290 vehicles per day.

Forest Service Roads

The Mendocino National Forest maintains an extensive system of roads supporting logging and recreational activities. Within Glenn County, there are approximately 759 miles of Level 1 through 5 classified forest service roads. Forest Service roads are classified by function similarly to County roads, but are also identified by access provisions and the type of vehicles that can safely operate on them. Table 2.5 summarizes the classification and mileage of Forest Service Roads.

Road Category	Mileage
Level 1	279
Level 2	421
Level 3	58
Level 4 & 5	1
Total	759

Source: Mendocino National Forest,

Transit

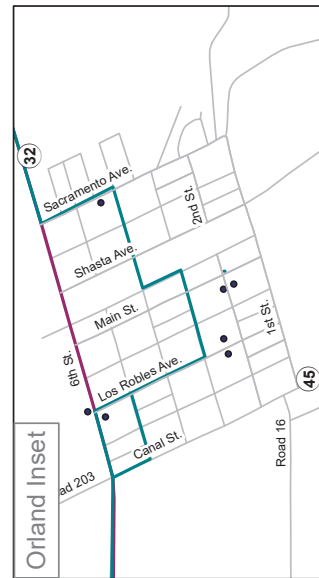
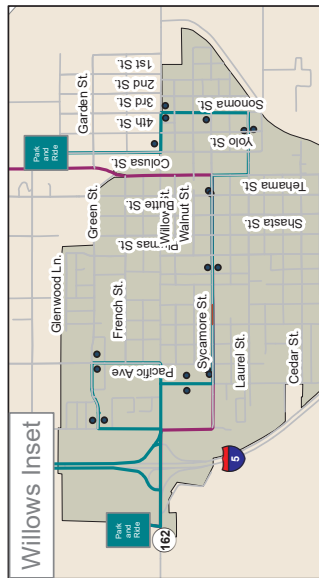
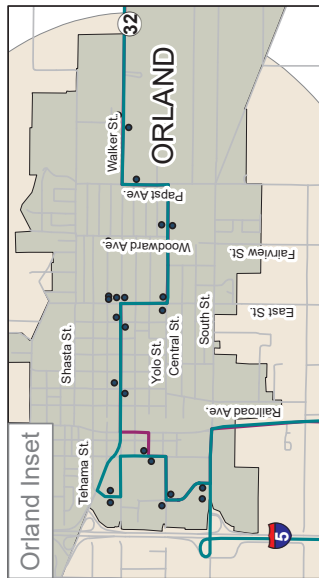
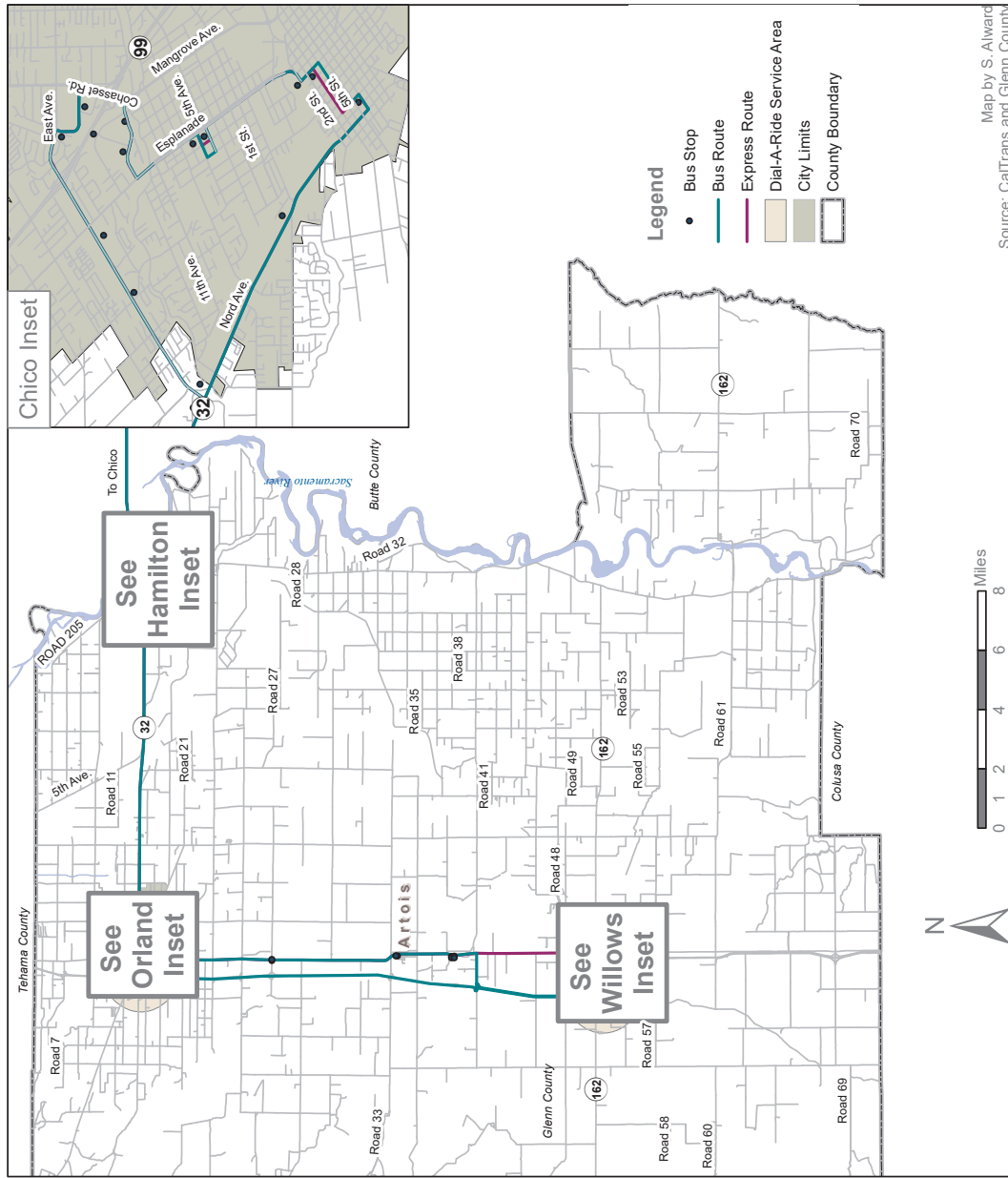
Glenn Transit Service was established in 1987 and was designated as the Consolidated Transportation Service Agency. The purpose of the agency is to provide and maintain a public transportation system within the County of Glenn. Glenn Transit Service is a joint powers agency with a governing body known as the Regional Transit Committee, comprised of two representatives each from Glenn County, the City of Orland, and the City of Willows respectively. Glenn Transit Service is administered by the Glenn County Department of Public Works. All transit services are operated by Paratransit Services.

Glenn Transit Service provides three types of public transportation service including Glenn Ride inter-city bus service, Glenn Transport Dial-a-Ride, and Volunteer Medical Transport. Table 2.6 shows Glenn Ride's hours of operation and route coverage for Glenn Ride and Glenn Transport (dial-a-ride). Table 2.7 (page 2-11) provides summary operating data for each type of Glenn service. Figure 2.6 (page 2-12) shows transit routes.

Weekday Service	1st Trip	2nd Trip	3rd Trip	4th Trip	5th Trip	6th Trip	7th Trip
Departing Willows to Chico	5:15 AM	6:30 AM	8:45 AM	11:00 AM	1:00 PM	3:00 PM	5:00 PM
Departing Chico Transit Center to Willows	Service by Request	9:35 AM	12:05 PM	2:05PM	4:05 PM	6:05 PM	7:59 PM
Saturday	1st Trip	2nd Trip	3rd Trip				
Departing Willows to Chico	8:00 AM	12:00 PM	4:00 PM				
Departing Chico Transit Center to Willows	11:05 AM	3:05 PM	7:05 PM				

Source: Glenn Ride June 2013

TABLE 2.7 G LENN COUNTY TRANSIT SERVICES PERFORMANCE INDICATORS										
Operating Category	Dial-A-Ride			Volunteer Medical			Glenn Ride			
	FY 11/12	FY 12/13	FY 13/14	FY 11/12	FY 12/13	FY 13/14	FY 11/12	FY 12/13	FY 13/14	
Days of Operation	226	241	251	249	229	228	310	306	310	
Total Passengers	3,309	3,009	3,373	1,001	666	602	61,091	60,437	66,073	
Average Passengers/Day	14.64	12.49		4.02	2.91		197	197.51		
Program Subsidy/Rider	\$22.25	\$25.36	\$23.94	\$42.49	\$57.85	\$68.10	\$7.36	\$7.77	\$4.96	
Total Costs	\$81,881	\$84,006	\$88,944	\$53,044	\$45,600	\$48,640	\$659,884	\$678,919	\$641,056	
Vehicle Hours	1,098	902	939	-	-	-	6,633	6,384	6,536	
Vehicle Miles	8,206	6,862	7,049	51,241	28,974	36,252	184,758	175,148	171,750	
Passengers/Vehicle Hour	3.01	3.34	3.59	-	-	-	9.21	9.47	10.11	
Passengers/Vehicle Mile	0.4	0.44	0.48	0.02	0.02	0.02	0.33	0.35	0.38	
Average Revenue per Passenger	\$2.49	\$2.55	\$2.43	\$10.48	\$10.61	\$12.64	\$1.66	\$1.66	\$1.55	
Fare Recovery Ratio	10.07%	9.16%	9.23%	19.81%	15.51%	15.72%	15.39%	14.79%	16.06%	
Operating Cost / Vehicle Hour	\$74.56	\$93.13	\$94.70	-	-	-	\$99.49	\$106.35	\$98.10	
OperatingCost/Mile	\$9.98	\$12.24	\$12.62	\$1.04	\$1.57	\$1.34	\$3.57	\$3.88	\$3.73	
Operating Cost/Passenger	\$24.75	\$27.92	\$26.37	\$52.99	\$68.47	\$80.80	\$10.80	\$11.23	\$9.70	
Total Operating Cost	\$81,881	\$84,006	\$88,944	\$53,044	\$45,600	\$48,640	\$659,884	\$678,919	\$641,056	



Orland Inset

Willows Inset

Orland Inset

GLENN COUNTY TRANSIT COVERAGE
FIGURE 2.6

Glenn Ride

Glenn Ride is a deviated fixed-route transit service that began service in August 1998. Seven trips are provided Monday through Friday and three trips are provided on Saturdays and holidays. There is no Sunday service. The one-way fare for trips within Glenn County is \$1.50. For trips originating or ending outside of Glenn County the fare is \$2.50 each way. Children less than 6 years are not charged a fare. Butte College provides students with monthly bus passes as part of their tuition, and then is billed by Glenn County Transit.

GlennTransport (Dial-A-Ride)

Glenn Transit Service operates a Dial-a-Ride program available to eligible Glenn County residents. It is available only for local transportation needs within Orland and Willows for those who qualify for a Transit Service Card and are unable to use the Glenn Ride fixed route system. The service area is within 1.5 miles of the City Halls of Orland and Willows, and also includes the Leisure Mobile Home Park (east of Orland), the Willows-Glenn Mobile Home Park (west of Willows) and the Huggins/Cannell Drives area (west of Orland). Service is provided on Tuesdays and Fridays from 10:00 AM to 4:00 PM. Fares are \$3.00 per on-way trip with reservations at least one day in advance, and \$5.00 for same day reservations. For convenience (not a discount), \$30.00 punch cards are available for purchase.

Dial-a-Ride services are restricted by eligibility. Individuals must qualify based on the following criteria:

Eligibility Criteria for a Lifetime Card

- Seniors of 60 years of age or older, or
- Permanent disability

Eligibility Criteria for a One Year Card (either of the following):

- Low income receiving social services assistance, or
- Low income non-assisted (based on current Federal poverty income guidelines)

Dial-a-Ride Ridership

Dial-a-Ride ridership has dropped significantly as service was reduced from weekdays and Saturdays in 2008-2009 to just twice per week in July 2011 (with other service changes including personal care assistants, 17 day pass riders in 2010-2011, children and personal care assistants were combined count until 2011). Ridership was 22,223 one-way passenger trips in 2008-2009 (with 71 percent of the ridership on the Willows Dial-a-Ride and 29 percent on the Orland Dial-a-Ride), down to just 3,009 in 2012-2013 (64 percent on the Willows Dial-a-Ride). The service hours operated in 2008-2009 were 7,232 in 2008-2009, compared to 855 hours operated in 2012-2013.

Regional Coordination

As an intercity transit service which connects to B-Line, Butte College buses, Amtrak, and Greyhound in Chico, as well as potential new regional services, it is important for Glenn Ride management and contract staff to maintain good communication with these providers. In particular, Glenn Ride should be aware of changes to the Butte College bus schedule so connections will continue to be convenient for passengers on both systems. This can best be accomplished by holding regular bi-annual meetings to discuss any planned service changes, and to identify how each service might best serve their patrons.

Volunteer Medical Transport Program

The Volunteer Medical Transport Program was established in 1988 in response to the need of seniors and low-income individuals for better access to the medical services provided in the County. The program is contracted to Para-transit Services for operation and management while Glenn Transit Service qualifies clients and provides for reimbursement of drivers.

The purpose of the program is to provide transportation service to medical appointments for residents of Glenn County who cannot provide their own transportation or are unable to use Glenn Ride fixed-route transit. The essence of the program is that volunteers provide the service using their own vehicles. Providers are reimbursed at the Federal mileage reimbursement rate and also receive a stipend for incidental expenses associated with providing the service. Medical clients are charged a fee based on the distance to their destination from their residence. In addition, clients must have a valid Glenn Transit Service Card and a confidential application on file.

Inter-Agency Connections with Other Providers

Glenn Ride connects with the following transportation services in Chico:

Greyhound Bus Lines: A private operator that provides intercity bus service with routes throughout California and the U.S. Greyhound departs Chico toward southbound at 11:30 AM and northbound at 9:50 AM and 9:05 PM, providing some limited interregional travel for Glenn Ride passengers.

Amtrak Bus: Amtrak Bus provides a bus connection to Amtrak's nationwide rail and bus network.

Butte Regional Transit: This service provides intercity, fixed-route service throughout Butte County from the Chico Transit Center. The Chico Area Transit System and the Chico Clipper paratransit system are now part of this newly consolidated transit system known as the "B-Line". The consolidated system is administered by the Butte County Association of Governments.

Private Transit Providers

Merit Medi Trans: Merit Medi Trans provides non-emergency medical transportation in Glenn County. Services are provided by appointment only. Transportation can be provided to any location from Sacramento to the Oregon border. The cost of this service is approximately one fifth of a non-emergency ambulance ride and can be paid for using Medi-Cal, Workers Compensation, or private insurance. Currently, Merit Trans coordinates with the Peg Taylor Center to bring seniors into the center for meals and other programs.

Social Service Transportation Providers

The following social service providers in the County offer transportation services to clients who participate in their respective agency programs. The social service programs target older adults, people with disabilities, and/or low-income families. Complete descriptions of individual programs and providers are detailed in the 2015 Glenn County Coordinated Public Transit – Human Services Transportation Plan.

Glenn County Office of Education - Senior Nutrition Centers (Orland and Willows): Transportation is provided for noon meals for seniors 60 years of age and older.

Glenn County Office of Education - Student Services: Student Services provides transportation services to disabled and at-risk students. When possible, students use Glenn Ride or regular district buses. The program does provide curb-to-curb service for nine school districts within the County using four lift equipped buses. Services are provided to pre-school and individuals up to 22 years of age.

Glenn County Office of Education - Head Start: Head Start transports children with an accompanying parent to any destination where transportation is required such as medical, dental, or court-related appointments. The parent is responsible for getting the child to the center, then Head Start will transport them to the appointment and back. They use two County cars, which are shared by five caseworkers and four home visitors. Caseworkers also use their own vehicles. Transportation is not available for children with disabilities.

Glenn County Human Resource Agency – Adult, Child, and In-Home Supportive Services: This service includes Adult Services and Child Welfare Services. Transportation for clients is arranged by case workers and is provided using a County vehicle or van. The service is intended to help clients get to supervised visits and/or court hearings.

North Valley Indian Health, Inc. (Willows): This is a non-profit tribal transportation service for Native Americans of Grindstone Indian Rancheria, Mechoopda (Chico Rancheria), and the Paskenta Band of Nomlaki (Paskenta Rancheria). Medical clinics are located in Willows, Red Bluff and Chico. The service uses one van and two drivers and is offered to registered Native Americans free of charge. Medical connections (UC Davis or Sacramento) outside of Glenn County are not provided, so clients must make their own travel plans to access these facilities.

Butte College (Oroville): Butte College provides transportation services for students through its own service and through a contract with Glenn Ride. Semester bus passes are available through the Butte College Glenn County Center in Orland. Glenn Ride invoices Butte-Glenn Community College for reimbursement when students utilize the service.

Peg Taylor Center for Adult Day Health Care (Chico): This is a non-profit facility in Chico serving adults 18 or older with significant health problems and disabilities. The center provides meals, social services, therapeutic activities, and nursing care to approximately 60 people per day. Clients use Medi-Cal or private insurance to pay for services. The service area extends from Chico to Orland and Hamilton City. The center provides transportation to and from the facility with some limitations; however, recent Medi-Cal cuts have resulted in cuts in all programs, including transportation.

American Cancer Society—Volunteer Program (Chico): The society provides transportation services exclusively for cancer patients. Services include:

- Travel to medical appointments for radiation and chemotherapy.
- Arranging or providing volunteer drives to take clients to medical facilities.
- Reimbursing or subsidizing transit, taxi fares or personal mileage to access treatment centers.
- Providing information referral services to local providers.

Miscellaneous Transportation Support: In addition, various service clubs have given donations which help support transportation services. The Willows Community Thrift donated \$10,000 in a six month period, and Willows Lion Club and B.P.O. Elks Club also support community programs which provide transportation as part of their services.

Aviation

Title 23 Part 450, Section 316 of the U.S. Code of Federal Regulations requires inclusion of access to airports as a factor that “shall be explicitly considered, and analyzed and reflected in the RTP planning process.” To assist with this mandate, the California Department of Transportation Division of Aeronautics developed “Aviation Planning Guidance for RTPs” in September 2009. The increased emphasis on responsible land use decision-making along with the increasing recognition that airports provide significant economic benefits to a community is intended to lessen the rate of incompatible land use encroachment around airports as a step in preserving aviation resources for the future. Glenn County owns and operates two public use general aviation airports: the Willows-Glenn County Airport located in the City of Willows and Orland-Haigh Field located in the City of Orland. The two airports serve the County’s general population of 28,122 residents.

Glenn County has no commercial air service to its airports. Residents generally travel by automobile to Sacramento and Bay Area airports. A private limousine company and shuttle service company also provide service to Bay Area and Sacramento airports.

There are three public-use and one private-use airports located within a 25 mile radius of Willows-Glenn County Airport.

The County received a Community Development Block Grant to prepare an Airport Management Plan for both facilities. The first phase of the plan resulted in the development of an Airport Strategic Business Plan, which was completed in 2004. The second phase resulted in development of a Market Rent Analysis Market Assessment for Non-Aeronautical Property in 2005. Currently, the County is implementing the recommendations to maintain the airports within the transportation system and to make both airports financially viable as economic development tools. The remaining recommendations are being considered by the County for future implementation.

Orland-Haigh Airport

The Orland-Haigh Field is located east of the City of Orland at the southwest corner of County Roads 200 and P. The Orland-Haigh Field is located in a mixed development area with residential dwellings located to the northwest. Orchards are located to the east and south. The County operates a 65 acre industrial park that is located to the direct east of the Orland-Haigh Field.

Orland-Haigh Field facilities include a single 60' x 4,500' asphalt-concrete runway, parallel taxiway, 22 T hangars, and 3 conventional hangars. Two of the conventional hangars are leased for aerial agricultural chemical applicator uses, and the remaining hanger is used by the airport's Fixed Based Operator (FBO) as an aircraft repair facility. The airport also has 52 County-owned hangars available for rent. The airfield has medium intensity runway lights for night operations.

Operations in the past five years have been relatively stable. The FAA 5010 Master Airport Record (Appendix D) reports 20,000 annual operations and 47 based aircraft. Additional based aircraft include three gliders and one ultra-light aircraft as of 2005.

Willows-Glenn County Airport

Willows-Glenn County Airport is located approximately 86 miles northwest of Sacramento and 78 miles south of Redding, immediately west of I-5. The Willows-Glenn County Airport has two asphalt runways. The primary runway 16-34 is 100' x 4,125'. It has an Airport Reference Code of B-II, and pavement strength of 90,000 pounds. The secondary runway is 13-31 is 100' x 3,788'. It has an Airport Reference Code of A-I, and a pavement strength of runway 13-31 is 38,000 pounds. A full length parallel taxiway connects the primary runway to the airport's building area. Runway 16-34 is a non-precision instrument runway, with 4 published approaches. The lowest minimum visibility approach is 1 mile.

While many flight operations out of the Glenn County airport are agricultural-related (given the County's high production of rice and other agricultural products), other flight activities also include business, recreational, emergency, flight training, and law enforcement. The FAA 5010 Maser Record (Appendix D) reports 33,500 annual operations, 31 based aircraft, and two helicopters. At the center of the building area are 45 hangars of various sizes and condition. Some are proposed for construction improvements in the Aviation CIP list of projects.

Bicycle and Pedestrian Facilities

Bicycling has become an increasingly popular method of travel throughout the region. There is renewed interest in physical fitness and better health among a large portion of the population which has fueled the popularity of the bicycle. The bicycle is a clean form of transportation that appeals to a large and growing part of the population who are concerned about the environment. In addition, the bicycle is gradually proving itself in many communities to be a viable alternative to automotive transportation. Finally, others who are not able to drive due to age constraints or financial burdens use bicycles as a primary means of transportation. The valley area of the County has the potential to be attractive to bicyclists due to its flat terrain.

Due to the rural nature of Glenn County, longer travel distances, and the lack of existing bikeway facilities, current and future bikeway use will be relatively low when compared with urban areas. School age children are expected to be the highest category of commuter bikeway system users. A field survey of bicycle parking available at small communities was conducted in June, 1996. In general, bicycle parking is not abundant or even readily available; parking is most commonly found at schools and major shopping areas.

There is a need to complete a comprehensive Countywide Bikeways Master Plan that focuses on connectivity to schools, residential areas, parks, activity centers and neighboring facilities. Completion of the bikeways master plan will allow the GCTC to be eligible for funding through the Active Transportation Program. Several short-

range and long-range projects are identified in the Appendices K and L project lists. Upon completion, these projects will provide a continuous and comprehensive system of bikeways that improves connectivity and encourages biking. The City of Willows established the City-Wide Bicycle Transportation Plan in 2008 to identify bicycle routes and paths throughout the City to provide better safety for bicyclists and provide better connectivity between schools, shopping areas, businesses and other attractions (parks, hospitals, etc.). These projects are included in the RTP and listed in the Action Element, Chapter 5.

Pedestrian facilities are similarly lacking due to the rural nature of the County and generally longer travel distances. The incorporated communities of Orland and Willows are both well-connected gridular communities. Both communities are relatively compact; Orland is approximately 3 miles across and Willows is approximately 2.8 miles across. Sidewalks are infrequent in most areas of the communities; however, wide shoulders provide an area for pedestrian use. In addition, a large majority of homes in Orland and Willows are found within one mile of schools, making walking to school a feasible option for school-aged children.

Despite this, walking remains an underutilized mode of transportation. Safety concerns for both pedestrians and bicyclists were addressed by the Orland Police Department in June 2015.

The unincorporated community of Hamilton City recently added 3,837 feet of curb and 23,344 feet² of sidewalk in March 2013, improving the facilities available for pedestrian use. Due to the rural nature of the County, most other unincorporated communities lack sidewalks, causing safety concerns for pedestrians. Improvements to pedestrian and bicycle facilities like this help to encourage active modes of transportation and are consistent with the Active Transportation Plan (ATP) adopted by California in 2013. Active Transportation is any form of transportation that is human powered, including walking, biking, roller-skating, skateboarding, and wheelchairs. The goals of the ATP are:

- Increase the proportion of trips accomplished by biking and walking.
- Increase safety and mobility for non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals.
- Enhance public health.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Heavy Rail and Goods Movement

California Northern Pacific Railroad Company provides freight service through Glenn County. The California Northern Pacific Mainline tracks traverse the County parallel to I-5 and just east of Old Highway 99, running through the Cities of Willows and Orland. The West Valley/Richland Spur is an east-west branch line connecting Orland to Hamilton along County Road 9. A small east-west branch line in the City of Willows runs north of SR 162 connecting to the Johns Manville manufacturing facility on County Road 48. Freight service is an important means of transportation for the movement of goods produced in the County.

Trucking is another major means of transportation for goods produced in the County. Truck traffic accounts for a considerable portion of traffic on highways in Glenn County. On Interstate-5 truck traffic may account for as much as 28% of Average Annual Daily Traffic (AADT) (Table 2.8). For SR 32, SR 45, and SR 162, truck traffic accounts for approximately 5%-20% of total AADT in some segments. Maintaining safe and efficient roadways for the movement of goods is an important issue in Glenn County where agriculture and industrial services make up a large portion of the local economy.

Water Resources

No major water-borne forms of transportation are located within the County. Access to other regional waterway services are via I-5 to the Port of Sacramento, 90 miles to the south, and the ports of Richmond, Oakland and San Francisco 130 miles southwest.

Two County-owned and maintained access points to the Sacramento River are provided in the communities of Ord Bend and Butte City. These access points provide recreational access to the Sacramento River. Most boating use is seasonal with the heaviest activity occurring during the summer months.

Table 2.8 Truck Traffic in Glenn County - State Facilities								
Segment	2010		2011		2012		2013	
	Truck AADT	% of Total	Truck AADT	% of Total	Truck AADT	% of Total	Truck AADT	% of Total
Interstate 5								
Willows, Jct. Rte. 162	7,339	28.22	6,107	25.57	6,066	25.58	7,160	28.70
Jct. Rte. 32 East	6,760	26.96	6,387	26.96	6,308	26.96	6,540	26.96
Glenn/Tehama Co. Line	6,088	24.85	6,088	24.85	4,982	21.29	5,899	24.69
State Route 32								
Jct. Rte. 5	687	12.26	687	12.26	687	12.26	686	12.26
Jct. Rte. 45 South	812	8.22	824	8.22	817	8.22	857	8.22
State Route 45								
Jct. Rte. 162 East	239	11.70	243	11.70	239	11.70	255	11.70
Jct. Rte. 162 West	136	7.08	142	7.08	135	7.08	148	7.08
Hamilton City, W. 1st St.	125	5.56	125	5.56	125	5.56	120	5.56
State Route 162								
Co. Rd. 307	20	10.00	20	10.00	20	10.00	20	10.00
Willows, Jct. Rte. 5	373	4.26	373	4.26	373	4.26	372	4.26
Willows, 1st St.	261	9.00	261	9.00	261	9.00	248	9.00
Jct. Rte. 45	349	15.05	349	15.05	344	15.05	344	15.05

Water Resource Coordination

The economy of Glenn County is primarily based on irrigated agriculture. The transportation network and irrigation infrastructure interact, and maintenance and construction activities must be coordinated. The water for agriculture is provided by many surface water districts and from groundwater. The Counties of Butte, Colusa, Glenn, and Tehama share common surface water and groundwater resources. As a result, each County recognizes the importance of coordination, collaboration, and communication to improve water supplies at the County and regional level. This desire manifested itself in the development of a four-County Memorandum of Understanding (MOU). The purpose of the MOU is to establish the mutual understandings of each County toward efforts to strengthen regional coordination, collaboration, and communication.

The MOU established the following goals:

- To foster coordination, collaboration and communication between the four Counties on water-related issues, to achieve greater efficiencies, and enhance public services.
- To provide a framework for the management and disbursement of funding associated with activities pursued jointly under the MOU.
- To improve competitiveness for State and Federal grant funding.

The types of efforts to be pursued under the MOU include the study and investigation of water resources common to participants, monitoring and reporting, information dissemination and sharing, and public outreach and education. The MOU is nonbinding and signers of the document may opt out at any time.

3 ASSESSMENT OF NEEDS



The assessment of needs identifies the existing and future deficiencies of the Glenn County transportation system that have regional, local and State significance. The following modes of travel used in Glenn County are addressed:

- Auto
- Transit
- Goods Movement
- Aviation
- Bicycle
- Pedestrian

The information presented in this section provides the basis for improvements proposed in the Action Element in Chapter 5 and the Goals and Policies established in Chapter 4.

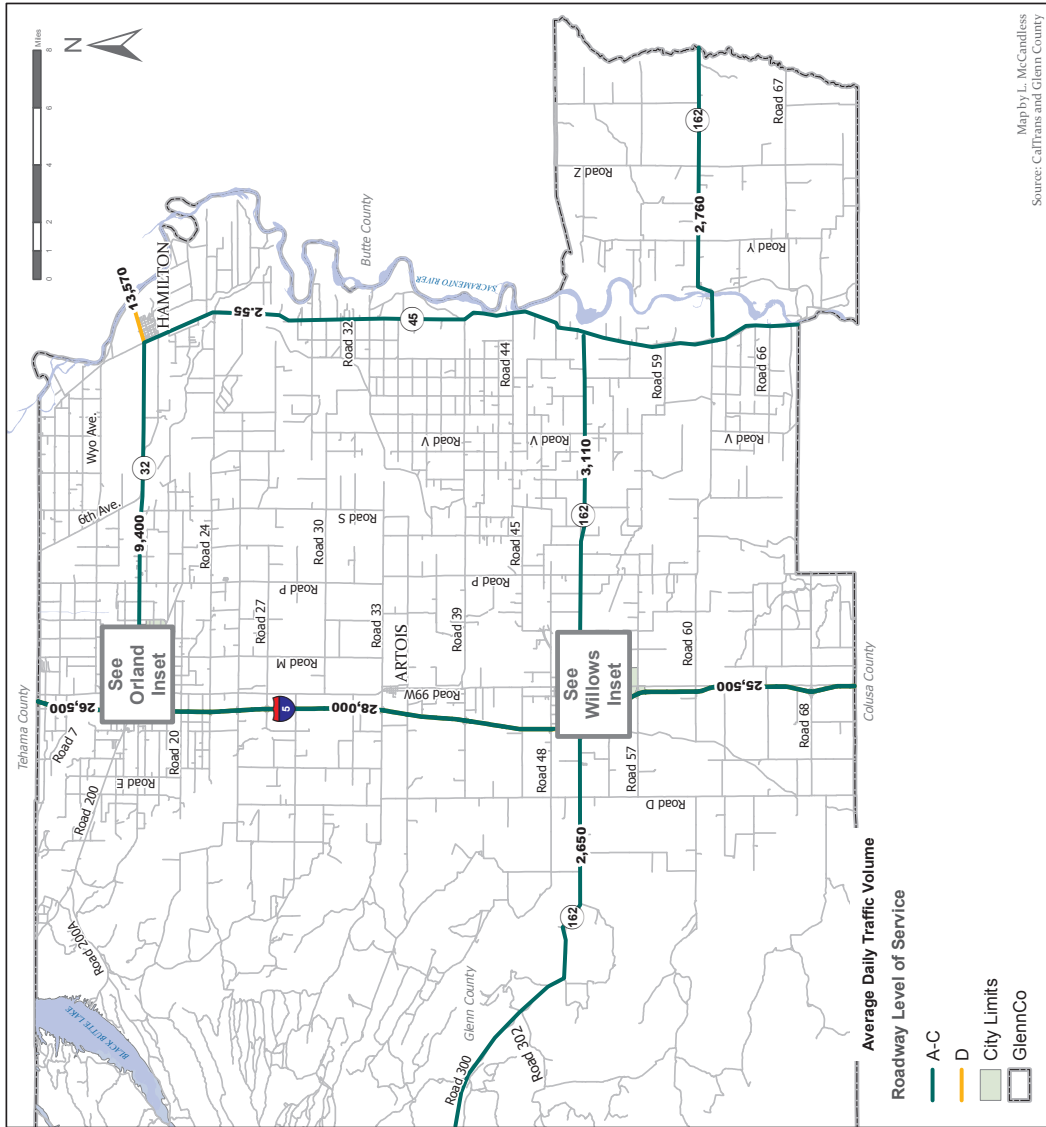
TRAFFIC VOLUMES AND LEVEL OF SERVICE (LOS) IN GLENN COUNTY

LOS is a qualitative description of traffic flow from the perspective of motorists based on factors such as speed, travel time, delay, freedom to maneuver, volume, and capacity. Six levels are defined in the Highway Capacity Manual from LOS A, as the least congested operating conditions, to LOS F, or the most congested operating conditions. Table 3.1 defines each LOS designation:

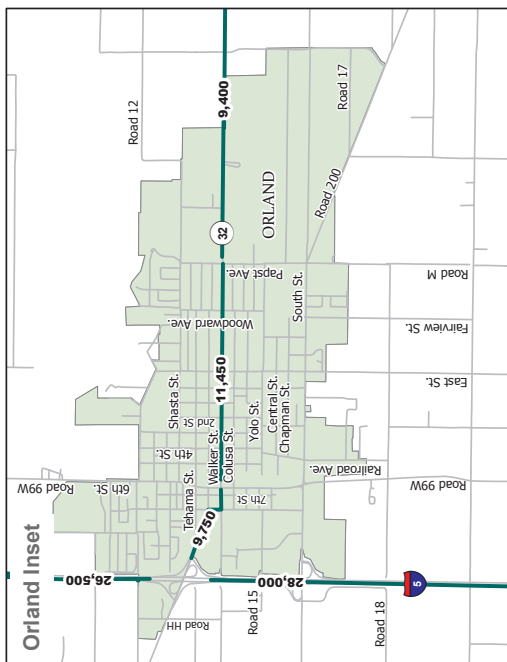
Table 3.1 LOS Definitions/Characteristics	
LOS	Description
A	Represents free flow. Individual users are virtually unaffected by the presence of other in the traffic stream
B	Stable flow, but the presence of others in the traffic stream begins to be noticeable
C	Stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interaction with others in the traffic stream
D	Represents high density, but stable flow
E	Represents operating conditions at or near the capacity level
F	Represents forced or a breakdown in traffic flow
Source: Highway Capacity Manual - Transportation Research Board, 2010	

Table 3.2 provides the maximum standard daily capacity thresholds for each type of roadway in Glenn County. These capacity thresholds were updated from the 1993 Glenn County General Plan using the Highway Capacity Manual 2010. The urban thresholds were compiled from the 2008 Orland General Plan.

Table 3.2					
Maximum Daily Volume Thresholds for Highway Segments					
Classification	LOS				
	A	B	C	D	E
4-Lane Major Freeway	25,400	41,600	58,400	71,000	79,200
2-Lane, Class I Highway	1,200	3,700	7,600	13,600	21,000
2-Lane, Class II Highway	1,700	4,100	8,200	16,600	21,200
Rural Principal Arterial (2 lane)	2,600	5,900	10,300	16,900	20,200
Rural Minor Arterial (2 lane)	1,200	3,300	6,400	11,000	15,500
Urban Arterial (4 lane)	18,000	21,000	24,000	27,000	30,000
Urban Arterial (2 lane)	9,000	10,500	12,000	13,500	15,000
Urban Major Collector (2 lane)	7,620	8,890	10,160	11,430	12,700
Urban Minor Collector (2 lane)	4,800	5,600	6,400	7,200	8,000
Rural Major Collector (2 lane)	1,300	3,900	7,500	12,600	16,900
Rural Minor Collector (2 lane)	1000	3,000	5,500	8,750	11,200
Urban Local Road	2,700	3,150	3,600	4,050	4,500
Rural Local Road	600	2,000	3,500	4,900	5,500
Based on the 2010 Highway Capacity Manual, which provided maximum					



Map by L. McCandless
Source: CalTrans and Glenn County



AVERAGE DAILY TRAFFIC VOLUMES AND ROADWAY LEVEL OF SERVICE - EXISTING CONDITIONS
FIGURE 3-1

Existing Traffic Counts and LOS on County and City Facilities

Table 3.3 provides a summary of select County and City facilities within the County and Cities of Orland and Willows and the current average daily traffic and LOS designation. Selected facilities represent the highest traffic concerns of City and County roads in Glenn County. All locations currently meet State and County concept LOS.

TABLE 3.3 EXISTING ADT ON SELECT COUNTY AND CITY FACILITIES				
Route	Segment	Facility Type	Existing ADT	LOS
<i>Glenn County</i>				
CR 99 (Hwy 99)	South Glenn County Line to Road 57	Rural Minor Arterial	1,286	B
	Road 48 to Bayliss Blue Gum Road	Rural Minor Arterial	3,250	B
	Road 27 to Road 17 ½	Rural Minor Arterial	2,950	B
	Road 7 to North Glenn County Line	Rural Major Collector	3,375	B
<i>Road P</i>	CR 15 to CR 18	Rural Minor Collector	1,034	B
<i>Road P</i>	0.2 miles E of Road P	Rural Minor Collector	1,730	B
<i>Road 200</i>	540 feet east of Road G	Rural Major Collector	2,839	B
<i>City of Willows</i>				
Villa Ave.	North of Sycamore St.	Urban Minor Arterial	2,125	B
French St.	West of Adams St.	Urban Major Collector	370	A
Green St.	East of Plumas St.	Urban Minor Collector	974	A
Humboldt Ave.	North of RR Tracks	Urban Minor Arterial	1,187	A
Humboldt Ave.	South of Green St.	Urban Minor Arterial	3,036	A
Laurel St.	West of Shasta St.	Urban Major Collector	1,468	A
Sycamore St.	West of Merrill Ave	Urban Major Collector	2,403	A
Source: Glenn County; City of Willows 2009				
<i>Note: Segments in Italics shows road segments with 2009 traffic counts</i>				

Historical Traffic Volumes and LOS

Traffic volumes on State highway facilities in Glenn County have seen relatively small amounts of growth during the past seven years. Caltrans District 3 collects traffic volume data on State and Federal roadways in Glenn County. Historical daily traffic volumes on State maintained facilities are shown in Table 3.4. Traffic volumes have remained fairly stable with only modest growth. The segment of SR 32 between SR 45 and the Butte County Line actually showed a modest decreased volume in 2004 with a slight increase in 2013.

Vehicle Miles Traveled

Vehicle Miles Traveled (VMT) measures the number of miles traveled by vehicle using two odometer readings or imputed into a regression estimate. Vehicle Miles Traveled (VMT) is used in determining the amount of congestion on roadways and the amount Greenhouse Gas (GHG) emissions for the County. Vehicle Miles Traveled for Glenn County have been stable between 2010 and 2013, except on State highways where it has been reduced (see Table 3.5). Reductions in VMT can be achieved through smarter land use choices that reduce the need to drive and alternatives to driving such as public transit, walking or biking, and encouraging car-pooling. Continuing to reduce Vehicle Miles Traveled will help Glenn County continue to meet air quality standards.

Vehicle Hours Traveled

Vehicle Hours Traveled (VHT) correlates to the VMT and average speed of a road segment. VHT is the total vehicle hours traveled on a road. VHT can be calculated by dividing VMT by the average speed, and requires a speed study to arrive at an accurate figure.

Table 3.4 Historical Daily Traffic Volumes on State Facilities							
Route and Location	Average Daily Traffic Volumes by Year						
	2004	2005	2006	2007	2011	2012	2013
I-5							
Colusa County line to the City of Willows	25,200	26,000	27,880	25,100	24,530	24,050	24,600
City of Willows to the City of Orland	26,700	25,020	24,650	26,500	23,460	23,360	24,760
City of Orland to the Tehama County Line	26,000	26,000	26,000	26,500	23,800	23,400	23,950
SR 32							
I-5 to County Road M	9,300	9,300	9,300	9,300	8,200	8,200	8,200
County Road M to SR 45	8,400	8,500	8,400	8,500	8,150	8,150	8,150
SR 45 to the Butte County line	13,100	13,300	11,100	11,600	11,400	11,100	11,700
SR 45							
Colusa County Line to SR 162 East	2,400	2,300	2,300	2,300	2,250	2,250	2,100
SR 162 East to SR 162 West	1,600	1,600	1,700	1,700	1,650	1,550	1,950
SR 162 West to SR 32	2,300	2,300	2,200	2,300	2,210	2,240	2,200
SR 162							
County Road 307 to I-5	1,300	1,300	1,300	1,200	1,220	1,220	1,150
I-5 to Tehama Street	8,500	8,700	8,700	8,700	8,700	8,700	8,700
Tehama Street to SR 45	2,800	2,800	2,800	3,000	3,160	3,160	3,110
SR 45 to the Butte County line	2,100	2,100	2,100	2,100	2,250	2,400	2,250

Source: Caltrans Traffic and Vehicle Data Systems Unit, 2014

Table 3.5 Daily Vehicle Miles of Travel (1,000)			
	Total Maintained Miles	2010	2013
Orland	30.13	34.09	34.09
Willows	41.43	48.49	48.49
Army Corps of Engineers	14	0.98	7
Bureau of Indian Affairs	0.8	0.05	0.05
County	861.85	303.27	305.63
State Highways	110.26	974.16	909.94
US Fish & Wildlife Service	6.79	0.2	0.2
US Forest Service	60.42	1.81	1.79

Source: California Department of Transportation

Safety

In order to monitor the safety needs in the County, an eight year summary of collisions on State Routes was compiled (Table 3.6). Monitoring the safety of the roadway can help to identify key areas where there are issues with vehicle safety in the County. As Table 3.6 shows, the majority of collisions occur on I-5 and SR 32, followed by SR-162. The total number of fatal collisions (30) is spread fairly evenly over the eight year period. Figure 3.2 (page 3-11) shows the location and intensity of collisions. Measuring vehicle accidents and Vehicle Miles Traveled (VMT) is in accordance with the Strategic Highway Safety Plan (SHSP) which is a Statewide data-driven traffic safety plan with the goal of reducing traffic accidents on all public roads (see Appendix F for more information on the SHSP).

Table 3.6 Glenn County 8 – Year Collision Summary on State Facilities							
Year	State Route	Total Collisions	Fatal Collisions	Injury Collisions	Property Damage Only	Victims Killed	Victims Injured
2005	5	24	3	24	0	4	35
2005	32	17	1	16	0	1	25
2005	45	16	1	14	2	1	21
2005	162	13	0	13	0	0	17
Total		70	5	67	2	6	98
2006	5	26	0	25	1	0	30
2006	32	14	1	13	1	3	17
2006	45	8	1	8	0	1	10
2006	162	21	1	20	1	1	32
Total		69	3	66	3	5	89
2007	5	28	3	27	1	7	40
2007	32	17	0	17	0	0	34
2007	45	3	1	3	0	1	3
2007	162	14	0	13	1	0	16
Total		62	4	60	2	8	93
2008	5	29	3	27	2	3	38
2008	32	13	0	13	0	0	15
2008	45	6	1	6	0	1	8
2008	162	15	2	13	1	2	17
Total		63	6	59	3	6	78
2009	5	37	2	36	1	2	57
2009	32	19	0	19	0	0	25
2009	45	6	0	6	0	0	8
2009	162	11	1	11	0	1	11
Total		73	3	72	1	3	101

Table 3.6, Continued							
2010	5	29	3	29	0	3	57
2010	32	10	0	9	1	0	13
2010	45	6	1	6	0	1	7
2010	162	11	1	11	0	1	16
Total		56	5	55	1	5	93
2011	5	16	1	16	0	1	22
2011	32	11	1	11	0	2	16
2011	45	13	0	12	1	0	15
2011	162	12	0	12	0	0	17
Total		52	2	51	1	3	70
2012	5	22	2	22	0	2	31
2012	32	12	0	12	0	0	19
2012	45	5	0	5	0	0	7
2012	162	9	0	9	0	0	12
Total		48	2	48	0	2	69

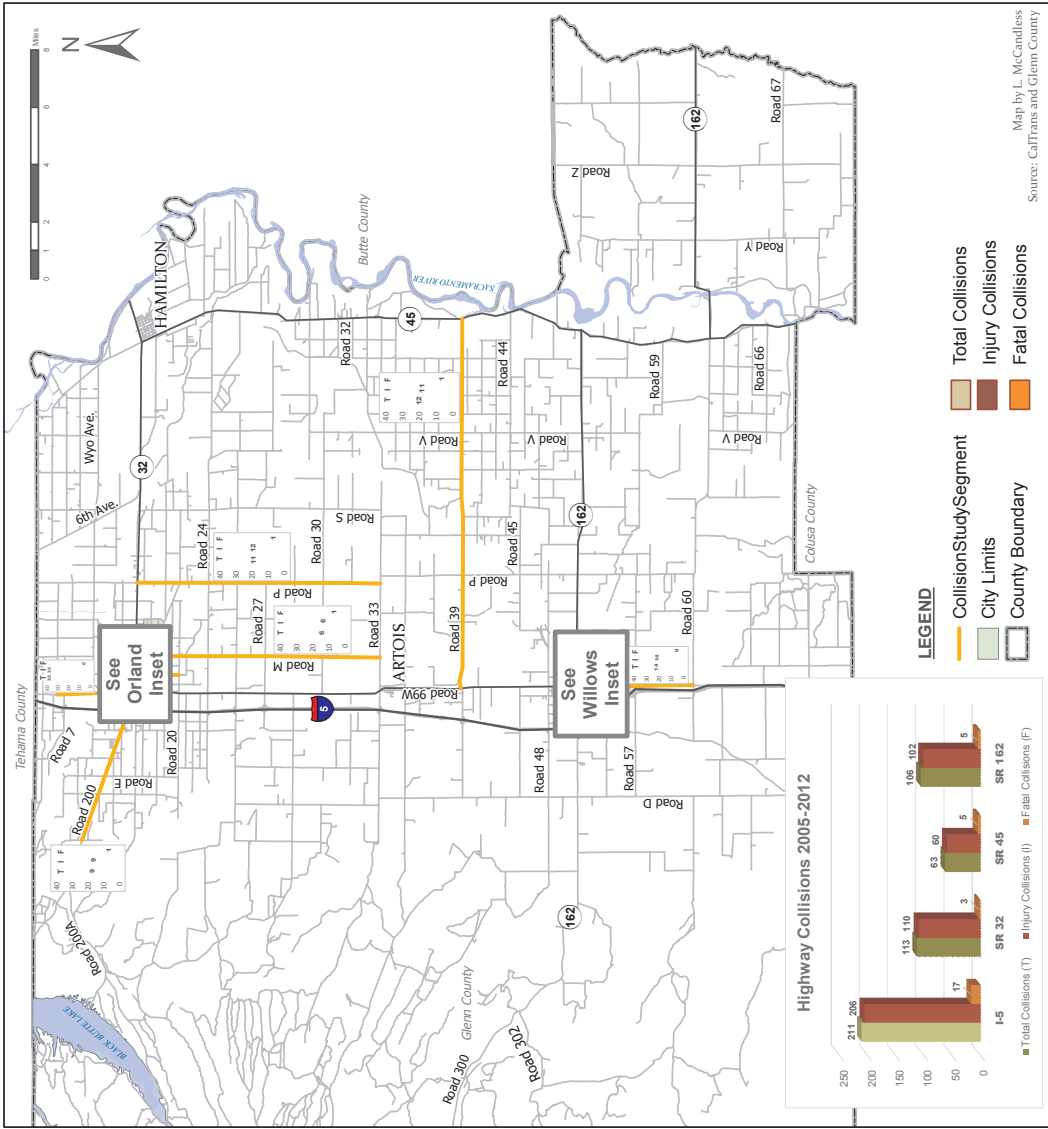
Table 3.7 provides a summary of collisions that occurred on key County facilities in both incorporated areas and unincorporated areas. County Roads 39 and 16 showed the highest number of collisions.

Table 3.7						
Glenn County 8-Year Collision Summary Select County facilities						
Year	Total Collisions	Fatal Collisions	Injury Collisions	Property Damage Only	Victims Killed	Victims Injured
County Road 99 between County Road 7 and County Road 9						
2005	1	0	1	0	0	1
2006	N/A	N/A	N/A	N/A	N/A	N/A
2007	4	0	3	1	0	3
2008	1	0	0	1	0	0
2009	1	0	1	0	0	2
2010	0	0	0	0	0	0
2011	0	0	0	0	0	0
2012	1	0	1	0	0	1
Total	8	0	6	2	0	7
County Road 39 between County Road 99 and SR 45						
2005	9	0	5	4	0	8
2006	11	0	3	8	0	4
2007	4	0	0	4	0	0
2008	1	0	0	1	0	0
2009	4	0	4	0	0	7
2010	0	0	0	0	0	0
2011	1	0	1	0	0	1
2012	1	0	1	0	0	1
Total	31	0	14	17	0	21
County Road P between County Road 33 and SR 32						
2005	N/A	N/A	N/A	N/A	N/A	N/A
2006	1	1	0	0	1	1
2007	2	0	1	1	0	1
2008	3	0	0	3	0	0
2009	2	0	2	0	0	2
2010	2	0	2	0	0	2
2011	1	0	1	0	0	1
2012	2	0	2	0	0	2
Total	13	1	8	4	1	9
County Road 200 between County Road C and SR 5						
2005	N/A	N/A	N/A	N/A	N/A	N/A
2006	5	0	5	0	0	7
2007	4	0	1	3	0	2
2008	3	0	2	1	0	2
2009	2	0	1	0	0	2
2010	2	0	2	0	0	2
2011	0	0	0	0	0	0
2012	0	0	0	0	0	0
Total	16	0	11	4	0	15

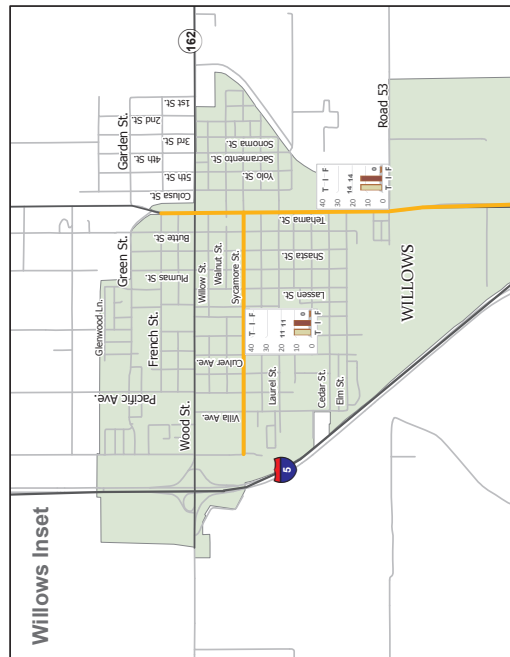
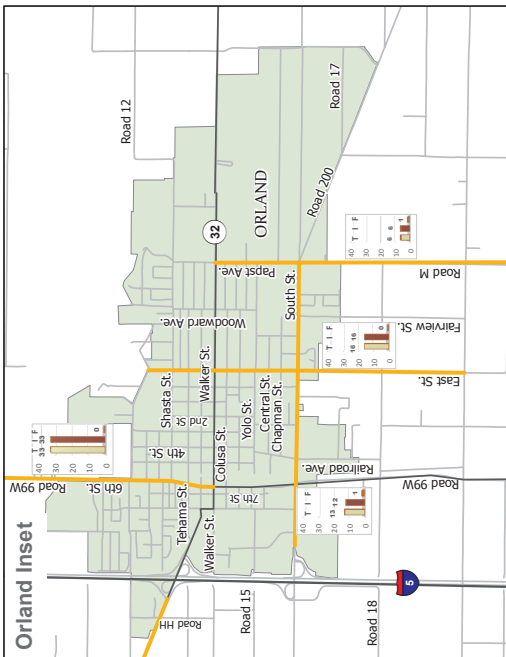
Table 3.7, Continued						
County Road 16/ South Street between County Road 200 and SR 5						
2005	12	0	1	11	0	1
2006	7	0	4	3	0	7
2007	4	0	1	3	0	1
2008	3	0	2	1	0	2
2009	1	0	1	0	0	1
2010	1	1	0	0	0	0
2011	1	0	1	0	0	1
2012	1	0	1	0	0	1
Total	30	1	11	18	0	14
Entire Length of East Street – City of Orland and Unincorporated Glenn County						
2005	6	0	2	4	0	3
2006	6	0	3	3	0	6
2007	9	0	6	3	0	7
2008	4	0	1	3	0	1
2009	0	0	0	0	0	0
2010	1	0	1	0	0	1
2011	3	0	3	0	0	4
2012	2	0	2	0	0	2
Total	31	0	18	13	0	24
Entire Length of County Road M/ Papst Avenue City of Orland						
2005	4	0	1	3	0	1
2006	5	0	0	5	0	0
2007	1	0	0	1	0	0
2008	3	0	0	3	0	0
2009	2	0	2	0	0	3
2010	1	0	1	0	0	1
2011	0	0	0	0	0	0
2012	1	0	1	0	0	1
Total	17	0	5	12	0	6
Source: California Highway Patrol SWITRS Data Base; Fehr & Peers 2005-2008						
Source: Transportation Injury Mapping System (TIMS); Green DOT Transportation 2009-2012 (latest data)						
Note: N/A – Not applicable/ No data available						

Table 3.8 below compares the 2007 accident rates (accidents per 1,000,000 miles of vehicle travel) on State routes in Glenn County with the Caltrans District 3 statewide average for similar facilities. Glenn County's rate was slightly above the District 3 average for 2 and 3 lane facilities and non-freeway, and significantly above the district for 4-lane undivided facilities. Countywide data for 2007 shows the collision rate is still below the district average. The ratio shows the degree each type of facility is above or below the district rate.

Table 3.8			
Traffic Accident Rate (Accidents/1,000,000 on Glenn County State Highways			
Facility	Glenn County	District 3	Ratio
2 and 3 Lane	0.98	0.92	1.06
4 Lane Undivided	3.33	1.39	2.4
Non-Freeway	1.11	0.83	1.34
Freeway	0.35	0.5	0.7
Total All Facilities	0.53	0.65	0.82
Source: 2007 Accident Data on State Highway,			



Map by L. McCandless
Source: CalTrans and Glenn County



**COLLISION SUMMARY
2005-2012**
FIGURE 3.2

TRAFFIC FORECASTS

State Highways

Table 3.9 provides traffic forecasts for the State highways in the County. The future volumes were calculated from Caltrans' historical average growth trends based on their highway count data. Compounded growth rates for each facility were then applied to existing counts to arrive at estimates for 2035. All facilities are forecast to operate within the concept LOS through 2035. This information is mapped on Figure 3.3.

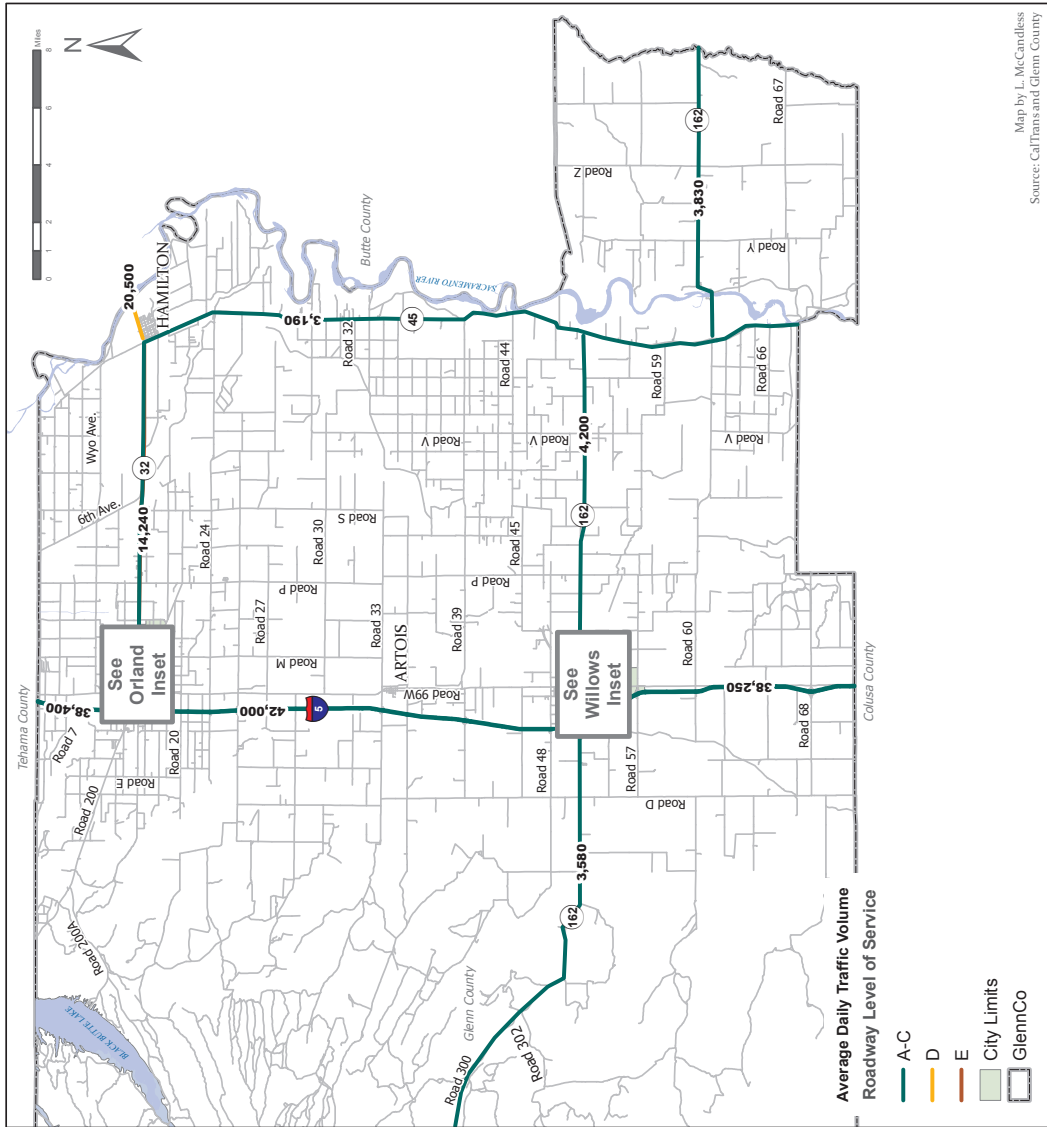
Table 3.9 Existing and Future ADT on State Highways						
Route	Segment	Facility Type	Existing ADT	LOS	2035 ADT	LOS
I-5	Colusa County Line to SR 162	4-Lane Freeway	25,000	A	38,250	C
	SR 162 to SR 32	4-Lane Freeway	28,000	B	42,000	C
	SR 32 to Tehama County Line	4-Lane Freeway	26,500	B	38,425	C
SR 32	I-5 to 6 th Street Orland	Urban Principal Arterial (2 Lane)	9,752	B	14,720	E
	6 th Street to Road M Orland	Urban Principal Arterial (2 Lane)	11,448	C	17,280	F
	Orland City Limits to SR 45	Rural Principal Arterial (2 Lane)	9,434	C	14,240	E
	SR 45 to Butte County Line	Rural Principal Arterial (2 Lane)	13,568	D	20,480	F
SR 45	Colusa County Line to SR 32 JCT	Rural Minor Arterial (2 Lane)	2,550	B	3,188	C
SR 162	County Road 307 to I-5	Rural Minor Arterial (2 Lane)	1,150	A	3,580	C
	I-5 to N Tehama Street	Urban Principal Arterial (4 Lane)	8,700	A	14,390	A
	N Tehama Street to First Street	Urban Principal Arterial (2 Lane)	5,000	A	13,270	B
	First Street to SR 45	Rural Minor Arterial (2 Lane)	3,110	B	4,200	B
	SR 45 to Butte County Line	Rural Minor Arterial (2 Lane)	2,250	B	3,830	B

Source: Caltrans Data Forecasting Unit and Counts; Glenn County.

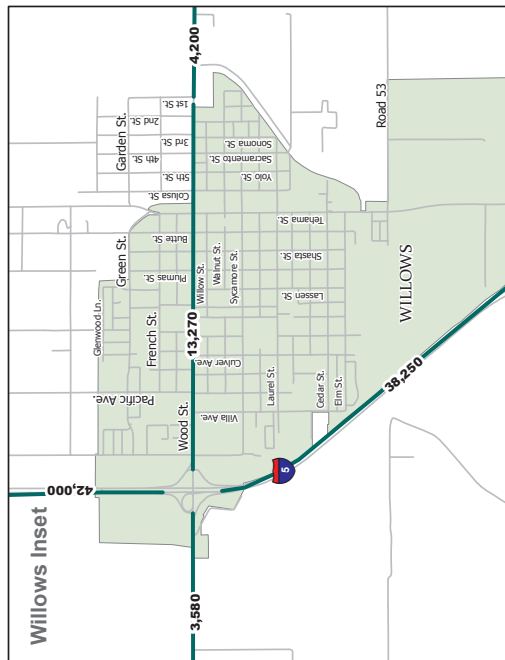
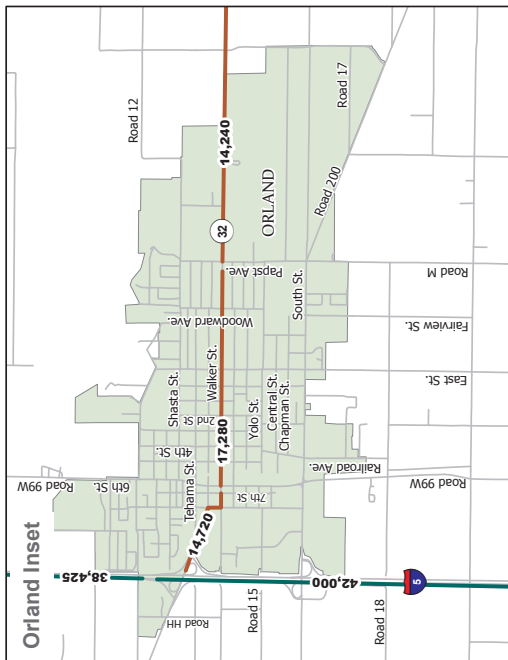
SR 32 is the most impacted roadway in the County, particularly through the city limits of Orland and between Hamilton City and the Butte/ Glenn County Line, with LOS D. Without further improvements, there is a concern that the LOS could downgrade to LOS F. It is this circumstance that the GCTC is addressing with the proposed projects on County Road 27. The improvements on County Road 27 will interconnect with the recent improvement on County Road P. The goal is to develop a truck route between I-5 on County Road 27 to County Road P to State Highway 32, east of the City of Orland. These improvements are expected to reduce truck traffic through the City of Orland and provide a safe, reliable and efficient route for trucks through the County in the east/west direction.

Transportation Concept Reports (TCRs)

Transportation Concept Reports (TCRs) are twenty-year consensus-based transportation planning documents for State highways, which provide a comprehensive analysis of facility conditions, demographics, local economies, land use, and environmental issues. Caltrans has developed TCRs for each of the State Highway facilities in Glenn County – I-5 (2010), SR 32 (2014), SR 45 (2014), and SR 162 (2011). Caltrans strives to maintain a Concept LOS of “D” in rural areas and LOS “E” in urban areas. The TCRs for the State highway facilities in Glenn County establish the following concept LOS standards (on page 3-14):



Map by L. McCandless
Source: CalTrans and Glenn County



AVERAGE DAILY TRAFFIC VOLUMES AND ROADWAY LEVEL OF SERVICE - 2035 CONDITIONS

FIGURE 3.3

- 1-5 - LOS B
- SR 32 - LOS C (Segment 4, 6)
- LOS D (Segment 1, 7, 8, 11)
- LOS E (Segment 2, 3, 5, 9A, 9B, 10A, 10B, 12)
- SR 45 - LOS D
- SR 162 (Segment 1 is not suitable for use as a State Highway)
- LOS A (Segment 9)
- LOS B (Segment 3, 4, 5, 6)
- LOS C (Segment 2, 8)

County Facilities

The future forecasts for ADT and LOS for select County facilities are discussed below. This information is mapped on Figure 3.3.

County Road 9: County Road 9 is a Rural Major Collector and currently experiences LOS A. This road is experiencing growing usage, sometimes being used as an alternative for SR 32 through Orland. Some growth pressures are occurring in the Orland area as population increases. County Road 9 is predicted to experience an increase of approximately 400 ADT by 2035.

County Road 9 from County Road 202 to County Road T is classified as a Rural Major Collector and currently experiences LOS A with 1000 ADT and is projected to increase to 1,257 ADT by 2035. The area is zoned for agricultural use and those uses are actively pursued by residents.

County Road D: County Road D from County Road 45 to County Road 57 operates at a LOS A and is expected to experience an increase of 125 ADT by 2035. County Road D is a Rural Minor Collector, for this segment, and is used to transport agricultural products from the south part of the County. County Road D also provides access to the County landfill located in the central part of the County.

County Road P: County Road P from County Road 15 to County Road 18 is a Rural Minor Collector for this segment and experiences LOS B with current traffic at 1,034, and is anticipated to increase to 1,260 in 2035. This road segment is important for north-south travel in the County whether by automobile or truck. The area is zoned agricultural with rice, sunflowers, row crops and field crops grown on adjacent property.

County Road P from Willows Creek Bridge to County Road 60 is a Rural Major Collector and operates currently at LOS B with approximately 1,730 ADT and is projected to increase to 2,110 ADT in 2035 and continue to operate at LOS B. The area is zoned agricultural with numerous rice fields.

County Road 200: The segment of County Road 200 that is 540 feet east of Road G is classified as a Rural Major Collector and operates at LOS B with current traffic at 2,839 ADT. ADT is predicted to increase to 3,465 by 2035, causing Road 200 to operate at LOS C. This road provides access to Black Butte, one of the County's water recreation areas, and provides truck access.

The proposed road improvements in Chapter 4 will address the increased traffic volumes, especially to the west, and will ensure that LOS (especially at the intersection with Interstate 5), will not deteriorate. The proposed project in the Action Element would interconnect to the other County Road 200 project from County Road 206 to the Tehama County line.

County Road 39: County Road 39 from County Road D to east 1 mile is classified as a Rural Major Collector and currently operates at LOS A with 625 ADT and is projected to increase to 825 by 2035. The area is zoned agricultural and the area is in active production.

Sixth Street: Sixth Street in Orland is classified as an Urban Principal Arterial and operates at LOS D/E and is projected to increase to LOS E/F with ADT of 18,875 (South Street to SR 32) and 16,150 (SR 32 to north City Limits) by the year 2035. The 2008 STIP project would complement the completed realignment of SR 32 through Orland.

Butte Street: Butte Street functions as an Urban Minor Collector and operates at LOS A with ADT of 1,200 (South Butte Street) by the year 2035. Butte Street experiences considerable traffic as the connection between residential areas to the commercial downtown of Willows. The proposed improvements would connect to prior projects on SR 162 (Wood Street), Sycamore Street and north Butte Street project in the 2006 STIP Augmentation.

Butte Street: Butte Street functions as an Urban Minor Collector and operates at LOS A with ADT of 1,200 (South Butte Street) by the year 2035. Butte Street experiences considerable traffic, as it functions as the connection between residential areas to the commercial downtown of Willows. The proposed improvements would connect to prior projects on SR 162 (Wood Street), Sycamore Street and north Butte Street project in the 2006 STIP Augmentation.

Sacramento Street: Sacramento Street functions as Urban Minor Collector for the east side of the City of Willows and operates at LOS A with an ADT of 975 by the year 2035. Sacramento Street provides a connection to the residential area on the east side of Willows and to the commercial downtown. It also provides access to SR 162, and Wood Street to Interstate 5. The project will connect to prior projects on Sycamore Street and SR 162 (Wood Street).

County Road V: County Road V functions as a Rural Local Road and as an alternative to SR 45 for north-south truck traffic for the agricultural community. The current ADT is 975 with 15% truck traffic. County Road V operates at LOS A. The area is zoned agricultural and the area is in active production.

FUTURE NEEDS

This section discusses issues and future needs relating to the transportation system in Glenn County. The section begins with the results of a 2009 survey of the Glenn County transportation system showing general trends. The section provides a discussion of assumptions for population and land use forecasts, and then a discussion of future needs for each mode of travel.

Glenn County Transportation Survey Results

In early 2009 (March 10 through April 16), Regional & Economic Sciences (RES) in Chico conducted a telephone survey for the GCTC. The survey covered several topics including transportation modes, ratings of Glenn County services and Glenn County infrastructure. The Survey included 429 completed interviews involving 27 separate questions. The needs from the 2009 survey are still being addressed. The following information summarizes the transportation and services responses for the County:

- Sixty-five percent of respondents gave high ratings for the County's performance in providing services. Twenty-five percent indicated the performance was fair or poor.
- Ninety-two percent of respondents indicated they use a personal car for travel. Only 1.4 percent rides the bus and 1.6 percent walks or rides a bike
- Willows and Orland were the most frequent destinations for travelers within the County.
- Forty-three percent of respondents would like to see more frequent service on the Glenn Ride, however, 58 percent also indicated they would not use transit to travel to or between Willows, Orland, Hamilton City or Artois. Thirty-nine percent indicated they would use transit within each of these locations.
- Fifty-eight percent of respondents indicated that the conditions of roads, streets and bridges were poor to fair.
- Sixty-two percent indicated they support more funding for the transportation system.

ROAD IMPROVEMENTS

Road improvements can be divided into the following four categories:

- Maintaining the existing roadway with its present dimensions and surface type. Virtually all of the projects in this category are identified and prioritized through either the State or local agency pavement management systems. They range from reconstruction, where major surface and subsurface failures exist, to periodic treatments that maintain the roadway integrity and safety of vehicle travel.
- Major improvements within and outside of the right-of-way improving safety, operations, drainage, and travel.
- Functional improvements include widening of the roadway surface to reduce congestion or to bring the roadway up to current standards.
- Spot improvements to improve safety and reduce flooding. Such improvements may include bridge rehabilitation and replacement, replacement or installation of culverts, installation of traffic control devices, realignment of intersections, and at-grade rail crossing .

Consistent use of a pavement management system for prioritizing projects will ensure protection of a considerable investment in the existing road system. The functional improvements indirectly address safety issues because collision rates will increase on roads that do not meet design standards or do not meet an acceptable LOS.

Table 3.10 provides historical data for the percent of distressed lane miles for the entire State and Caltrans District 3. As the table shows, District 3 has historically had a higher percentage of distressed miles than the State of California as a whole.

	2002	2003	2004	2005	2007	2011	2013
Caltrans District 3	26%	30%	29%	35%	31%	28%	17%
State of California	23%	24%	26%	28%	26%	25%	16%
Source: Caltrans, 2013 State of the Pavement Report							

Glenn County’s unincorporated maintained mileage is 863.19. The GCTC is proposing improvements to approximately 25 miles of roadway in the 2016 Regional Transportation Improvement Program, which equals 2.8% of the County’s roadway. The total mileage for the projects in the City of Willows is less than 3 miles. The project for the City of Orland is on the former State Route 99W (now named CR99W).

There are over 100 maintenance projects identified in the pavement management system that will not be completed within the next 10 years, based on current funding levels. The ratio for re-paving each mile of paved road in Glenn County is once every 200 years, using overlay paving figures during the past 10 years. Many of the County’s roadways exhibit distressed lane miles. The County estimates a backlog of approximately \$300 million in maintenance needs that have accumulated over time.

TRANSIT

In accordance with the Transportation Development Act (TDA), the Glenn County Transportation Commission holds an unmet transit needs hearing on an annual basis to determine needs in the County. The GCTC then makes a determination if the needs are feasible and reasonable to meet or not. This provides the foundation for understanding transit needs in the County. In addition, a 2009 telephone survey of Glenn County households showed that improved transportation for seniors and the disabled was an important need. Also, an earlier Glenn Ride survey conducted an on-board survey to assess existing needs.

GCTC is continuously working to improve transit connectivity for communities and the citizens within them. Some goals include:

- Increase the frequency of service to and from Chico.
- Introduce neighborhood circulators within Willows and Orland.
- Expand service to the Glenn County Medical Center.
- Improve bus stop amenities.
- Develop a sustainable vehicle replacement strategy.

In 2015, Glenn County updated their Coordinated Public Transit – Human Services Transportation Plan which identifies potential strategies and solutions to mitigate service gaps resulting from the “Unmet Transit Needs” process and other transit related hearings. In order to expand Federal funds administered by the Transportation Development Act, the County must certify that transit projects earmarked to receive Local Transportation Funds are derived from a coordinated plan.

Five high-priority strategies were identified in the 2008 coordinated plan and one was retained and included in the 2015 coordinated plan. The identification of new high-priority strategies was conducted in conjunction with Glenn County and the Paratransit Services both keeping broad categories in mind and recognizing realistic constraints such as funding restrictions, time and the availability of other resources. The unmet transportation needs were identified through stakeholder engagement, public input, transportation commission, the Social Services Transportation Advisory Council and the 2008 coordinated plan. Not all reasonable-to-meet unmet needs were included in the high-priority strategies moving forward, but all reasonable-to-meet unmet needs should be considered in future transportation planning (The GCTC defined unmet transit needs and needs that are reasonable to meet in the 2015 Glenn County Coordinated Public Transit Plan). The five strategies are outlined below:

- Out-of-County service – service to Tehama County and revised schedule to better meet up with Butte College transit.
- Expanded service – service to allow residents of Eskaton Manor to get groceries and second non-emergency medical transportation services.
- Reduced Fares – discount for seniors to ride transit.
- Outreach/ Education – better outreach.
- Bus stops – improve bus stop signage.

Short-Range Transit Plan - Small City Transit Demand

The 2014 Glenn County Short-Range Transit Plan used several methodologies from the Transit Cooperative Research Program and summarized that transit demand resulted in an estimated 63,446 trips made on the fixed route and Dial-a-Ride in Glenn County. This indicates that the level of service is in a reasonable range for meeting the demand generated in the County, however, future change in actual transit demand will be influenced by a variety of factors:

- Increasing fuel costs.
- Change in senior population.
- Availability of medical services.

Future Demand

Glenn County has no formal travel demand models to predict future demand for public transportation services that serve older adults, people with disabilities, and people with limited incomes. Population projections were used in the 2008 Coordinated Public Transit – Human Services Transportation Plan to provide the best available trend. According to this plan, the projected growth of the total population in Glenn County is the best predictor of the low-end projection for transit demand. The projected growth of residents over the age of 65 was used to predict the high-range of transit demand. Using data from the California Department of Finance, the low-end projection for transit demand shows it will grow by approximately 23 percent between 2010 and 2020, and by 46 percent between 2015 and 2035. The high-end projection is that transit demand will grow by approximately 38 percent between 2015 and 2025, and by 88 percent by 2035.

AVIATION

Federal and State Classification Systems

Both the State and Federal governments classify airports by how they function in relationship to other airports. The Federal system is based on two broad categories, commercial airports and general aviation airports. Commercial airports must have scheduled air carrier service, and are further broken down by the passenger volume moving through the airport. All non-commercial and non-military airports fall into the category of reliever or general aviation airports. Glenn County's airports are both general aviation airports. The California Aviation System Plan also has a functional classification system that describes how an airport functions in relationship to other airports in California. The System Requirements Element of the California Aviation System Plan depicts recommended standards by airport functional classification. Glenn County's two airports are both Community general aviation airports.

National Plan of Integrated Airports System Status and Its Significance

Both Glenn County Airport and Orland Haigh Field are in the Federal Aviation Administration's (FAA) National Plan of Integrated Airports System (NPIAS). This designation is significant because it makes both airports eligible to apply for Federal grants for airport projects. Only a portion of all US airports are enrolled in the NPIAS. Public use airports in the US are typically owned and managed by local government entities such as cities, Counties, and special districts. Some Counties own and manage several airports. Regardless of ownership, all public-use airports are part of a national system of airports, similar to the Federal interstate highway system.

The FAA grants NPIAS status to airports it feels have significance to this national system of airports. Because of their value to the system, the FAA provides Federal grants to NPIAS airports to maintain and upgrade their facilities. Only NPIAS airports can apply for and receive FAA grants. The FAA has several grant programs that cover a wide variety of projects including capital development, routine maintenance, facility upgrades, and airport planning documents. The FAA's Airport Improvement Program grant program pays 95% of a project's cost. The remaining 5% of a project's cost is split between the State and airport owner. All Federal grants come with a grant assurance requiring repayment in full for all Federal grants given to an airport, should the airport be closed. The FAA's NPIAS web site is:

http://www.faa.gov/airports/planning_capacity/npias/

Airport Land Use Planning Process

The State Aeronautics Act, Public Utilities Code Section 21670 et seq., requires Counties with public use airports to conduct airport land use compatibility planning. This function is typically handled by an Airport Land Use Commission (ALUC), but Counties have the flexibility to develop an alternative process. Counties have the option of designating a single purpose entity, or another existing governing body to serve as the ALUC. ALUC's have two functions: the preparation of Airport Land Use Compatibility Plans (ALUCP) for each public use airport for its County, and the review of local agency land use actions and airport master plans.

The ALUC's authority is limited to land use compatibility and safety concerns within the airport's influence area. Each airport's influence area is defined by the ALUCP or a default two mile radius around the airport. Every public use airport, regardless of size, must have an ALUCP. Guidance for airport land use compatibility planning and ALUC formation and function can be found in Caltrans Division of Aeronautics California Airport Land Use Planning Handbook, October 2011. The Handbook is available online. The ALUC for Glenn County is a 7 member committee: 2 representing cities, 2 representing County, 2 representing airports, 1 representing general public, appointed by the Glenn County Board of Supervisors. The Willows Glenn County Airport ALUCP was adopted May 30, 1990, and the Orland Haigh Field ALUCP is dated February 1991. The ALUC web site is:

http://www.countyofglenn.net/govt/committees/committee_view.asp?group_id=51

Future Aviation Demand

According to the 2015-2019 National Plan of Integrated Airport Systems, annual growth among general aviation operations is expected to grow approximately 1 percent per year. Current operations at the Glenn Airport are approximately 28,000 operations per year, and this figure will likely increase to approximately 32,000 to 34,000 operations per year by 2017.

Critical to the ability of the Glenn County airport to accommodate anticipated growth is the necessity of funded improvements to facilitate added operations. These future improvements, along with potential funding sources, are identified in the Glenn County Airport Master Plan and have been included in the 2008 Regional Transportation Improvement Plan and approved by the Glenn County Transportation Commission.

According to the Willows-Glenn County Airport Master Plan, the role of the airport is expected to remain essentially the same as at present. The airport will continue to serve as a base of operation for light-to-medium general aviation aircraft. While agricultural operations and recreational use will continue to account for the majority of aircraft operations, the percentage of operations by transient business/corporate aircraft is expected to increase. It is anticipated that with the enhanced airport facilities and planned growth of industrial and commercial uses in the community, the airport will experience modest growth. Based on this trend, the future role of the airport will be defined less by the introduction of new uses and more changes among the roles that the airport currently serves (e.g., volume of activity and aircraft mix). A list of short-range and long-range aviation improvements are shown in Appendices O and P.

BICYCLE

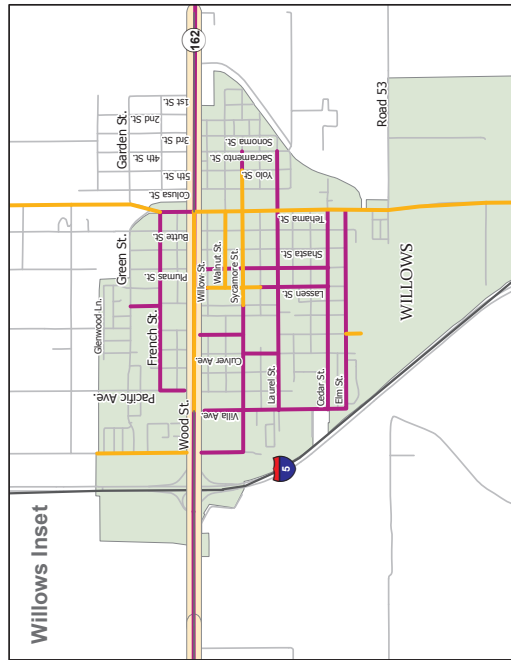
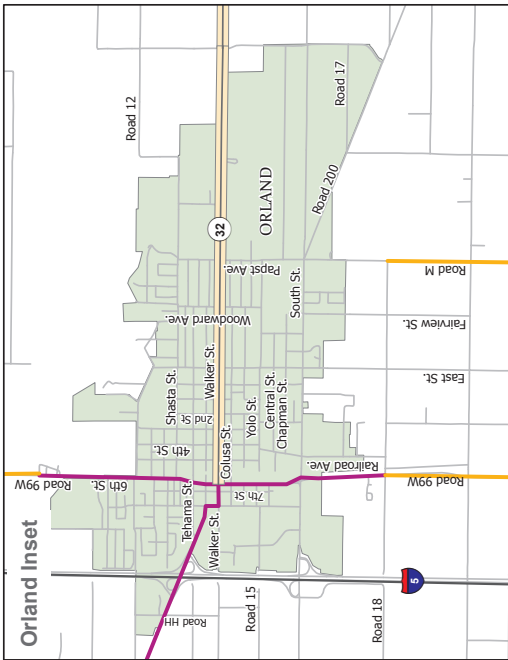
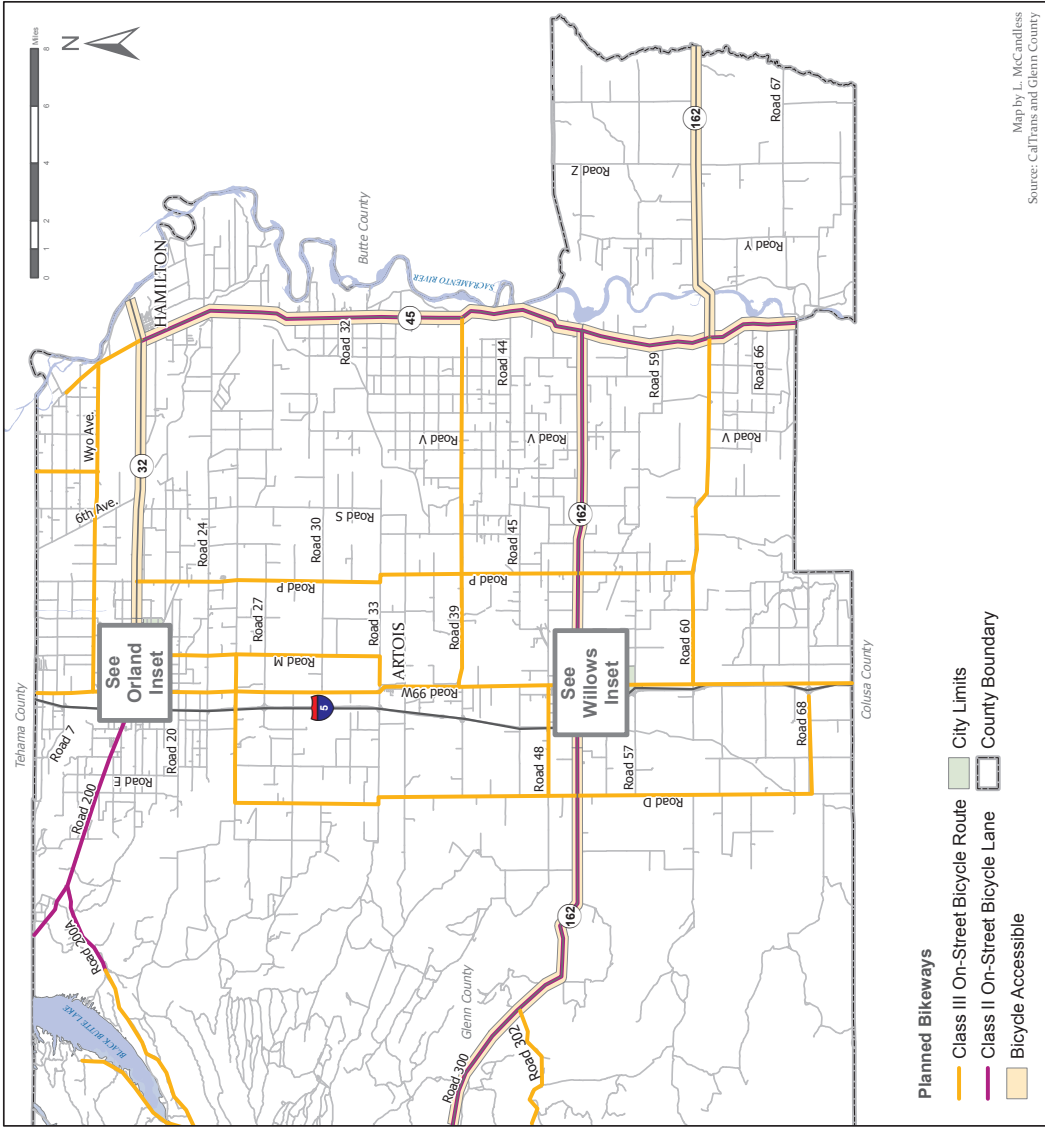
Bicycle demand is expected to continue to grow. Planned bicycle facilities including State routes are shown in Figure 3.4. These facilities are intended to link developed areas with adjacent areas such as the Cities of Willows and Orland for alternative mode travel, and for recreational travel. In addition, demand within the Cities of Willows and Orland, as well as communities such as Hamilton City, will be facilitated by local bike facilities linking major routes together. Short-range and long-range bicycle improvements are discussed in Section 5 – Action Element and listed in Appendices K and L.

HEAVY RAIL AND GOODS MOVEMENT

Existing trends in truck traffic are expected to continue. The movement of agricultural products will continue to be primarily by truck. Truck travel continues to be the primary source of roadway degradation for local facilities (see Table 2.8 on page 2-19). In addition, truck travel mixed with agricultural uses provides for roadway conditions that are substantively different during harvest seasons (late summer/fall) than non-agricultural Counties. Thus, truck traffic will continue to drive the need for roadway restoration and maintenance for years to come.

Truck travel is anticipated to increase in future years through the County requiring additional funding to maintain roads in acceptable condition.

Heavy rail improvements are not a priority for Glenn County.



PROPOSED ON-STREET BIKEWAYS
FIGURE 3.4

RECREATION

Glenn County is considered world class for duck hunting. In addition, the County is known for fishing, boating, sailing, camping, hiking and other wildlife recreational activities offered by the Mendocino Wilderness Area and surrounding State and Federal water reservoirs. These facilities include the Sacramento River, Black Butte Lake, and the Stoney Gorge Reservoir. The Sacramento Wildlife Refuge is a popular tourist destination and guided tours are available through the Willows Chamber of Commerce.

INTER-MODAL AND CONNECTIVITY ISSUES

Glenn County residents travel outside of the County for employment, medical care, educational opportunities and shopping and rely heavily on the transportation network for inter-county travel. Roadway usage is dominated by travel from Orland and Hamilton City to Chico. Communities in Glenn County, especially Orland and Willows which are situated on I-5, have connections to Red Bluff and Sacramento as well.

Glenn County faces gaps in transit coverage when it comes to inter-county travel. There is no option for commuters to use local transit to travel from Orland to Red Bluff or from Willows to Sacramento, and they must use Amtrak or Greyhound instead, at a much higher cost.

The City of Willows Bicycle Plan identifies existing gaps in the non-motorized facilities in Willows, and similar gaps exist in Orland and other communities in Glenn County. The project lists from Glenn County (Chapter 5) contain non-motorized improvements including bike lanes, sidewalk and intersection crossing improvements which will act to connect existing non-motorized facilities and improve connectivity both with other non-motorized facilities and also between non-motorized facilities and transportation and transit facilities.

SECURITY AND EMERGENCY PREPAREDNESS

The development of emergency preparedness guidelines and procedures is an important task to maintain a proactive approach for dealing with emergencies such as natural disaster scenarios. The most likely events in the County include forest fire, earthquakes, and flooding. Emergency preparedness involves many elements, including planning appropriate responses to emergencies, communication between emergency service agencies (police and fire), and communication with County/City officials. At the RTP level, the identification and maintainance of appropriate evacuation routes and services is essential. The majority of communities and residents within the County will use one of the State highways (I-5, SR 32, SR 45, SR 162) or CR 99W as their primary evacuation route.

The following local roads of regional and County significance are also potential evacuation routes and connect to one of the State highways and/or arterials listed above. Several of these roadways are also associated with transportation improvement projects in the Action Element to maintain their safe condition (Chapter 5). Finally, in the event of a disaster, Glenn County transit services should be utilized to provide evacuation services where

- County Road 200
- County Road 20
- County Road 25
- County Road 27
- County Road 33
- County Road 39
- County Road 48
- County Road 57
- County Road 60
- County Road 68
- County Road 45
- County Road 59
- County Road 44
- Road 32
- County Road Z
- County Road V
- County Road 24
- County Road Y
- 6th Avenue, Orland

4 POLICY ELEMENT



The purpose of the Policy Element is to identify legislative, planning, financial and institutional issues and requirements within Glenn County. Consistent with the 2010 RTP Guidelines, the Policy Element is intended to:

- Describe the most important transportation issues in Glenn County as a region.
- Identify regional needs for both short-term (0-10 years) and long-term (11-20 years) planning horizons (Government code Section 65080 (b) (1)).
- Maintain internal consistency with the Financial Element, STIP Fund Estimates, and the RTIP.

STATEWIDE ISSUES

According to the 2014 Report to the California Legislature, the California Transportation Commission identified issues that will impact transportation funding and planning throughout the State; including:

- Establish funding priorities.
- Secure long-term stable revenues.
- Address goods movement.
- Achieve sustainability goals and address greenhouse gas emission reduction.
- Identify and implement reforms.

The California Transportation Commission Legislative Annual Report recognizes that going into 2015, existing mechanisms for funding the State's transportation system is at a critical juncture and must be addressed. With the Federal Highway Trust Fund facing its own challenges, declining state excise tax on gasoline revenues, the projected effects of cap and trade on fuel costs, and other factors, action must be taken now to address the near and long-term financial needs to maintain, operate, and expand the State's transportation system.

The State is currently facing a funding crisis due to revenue reductions historically generated from the gas tax. Current trends in vehicle fuel efficiency and reduced gas tax revenue are expected to affect local agencies throughout the State by reducing the local streets and roads resources distributed through the Highway Users Tax Account. There are a few efforts underway to offset this trend, including increasing the gas tax at the State and Federal level and implementing a form of road charge. This uncertainty of funding will affect revenue and associated projects identified in this RTP. This document was developed based on project funding with the existing revenue sources in place. Should this change, the RTP should be amended to reflect the change in the financing system.

REGIONAL AND LOCAL ISSUES

A broad range of issues continues to exist for the transportation system in Glenn County. The County is faced with maintaining the adequacy of the existing system, while providing for future travel needs in terms of capacity and operational improvements. The identification of transportation issues within Glenn County is a four-step, iterative process that considers the following:

1. Important issues that affect both the existing and future transportation system are identified by mode.
2. The appropriate role for participants (County, City, Tribal Government, etc.) in the planning, funding, and operation of transportation facilities and services are established.
3. Project and program priorities are identified and ranked.
4. Adequate funds to meet the most pressing needs are identified and generated to the degree possible.

The discussion of transportation issues is foundational to the generation of transportation goals and objectives and performance measures for the update of the 2015 RTP. The following general categories of transportation issues have been identified. Their potential impact on the Glenn County transportation system is summarized below. A more detailed discussion of existing and future needs by mode is developed in Chapter 3 - Needs Assessment.

1. Prioritization of and funding for road and highway projects.
2. Maintenance and improvement of the existing road system.
3. Bicycle and Pedestrian projects.
4. Improvement of transit programs.
5. Promotion of economic development within the County.

Prioritization of and Funding for Road and Highway Projects

Due to financial constraints, only the highest priority projects in the County will be programmed. In rural areas especially, State highways are heavily relied upon. Funding opportunities will be monitored closely, and when new funds are procured, maintaining the highway system will remain a top priority for the safety and efficient travel of County residents.

Maintenance and Improvement of the Existing Road System

The management of the existing road system to achieve safe and efficient travel and to protect the existing infrastructure continues to be a priority issue in the development of short and long-range capital improvements. Glenn County has limited resources to address concerns related to safety and flood protection issues. Unless major new funding sources are developed, the County will have difficulty meeting all functional and pavement management needs on County roads.

The size of the road system within Glenn County is not expected to change significantly over the next 20 years. Vehicle miles traveled (VMT) will likely increase on I-5, SR 32, SR 45 and SR 162, with SR 32 likely suffering the most impact. Improvements to address congestion likely will be limited to SR 32 and possibly sections of CR 99W near Orland and Willows. The emphasis during the next 20 years will be on maintaining (system preservation) and improving the existing roadway system as funding allows.

Bicycle and Pedestrian Projects

- Encourage local agencies to develop bicycle and pedestrian master plans and project identification and development.
- Encourage performance monitoring and data collection for school zones and other priority bicycle and pedestrian connection areas. This information will help future ATP applications compete for funding.
- Support encouragement programs like bike to school week/month and national walk to school day.

Improvement of Transit Programs

Schedules: Flexibility in scheduling continues to be an issue. The system has to provide convenient departure and arrival times to be a viable alternative to using the private automobile.

Transit Coordination: Lack of coordination and connectivity between transit services in Glenn County and the surrounding Counties of Tehama and Colusa is an issue. Better coordination would result in increased opportunities for employment and medical services for the residents of Glenn County. Rolling Hills Casino, Sierra Pacific Industries and Bell-Carter Olive Co. in Corning (Tehama County) are major sources of employment for the area and are located approximately 15 miles from Orland. Specialized medical services are also available in Corning. Greyhound Bus Service has limited service in the area and local transit services could address the shortfall.

Transit Assistance for Senior Citizens: There has been limited transit service available for seniors in Glenn County. Glenn Ride applied for and received a Section 5317 New Freedom Grant to operate a new 15 passenger bus for medical transportation services to Chico, which is primarily for dialysis patients and those who are reliant on mobility assistive devices; however the service ceased for lack of sustainable funding. The Volunteer Medical Transportation Program expanded to attempt to fill in, but the level of service does not meet the demand.

Promotion of Economic Development

Economic development efforts should include transportation planning agencies in their planning decisions to ensure transportation infrastructure and programs adequately account for the increased demand on the system.

As described in Chapter 2, a majority of the land in Glenn County (73%) is devoted to agriculture. Economic development, as it relates to transportation issues within Glenn County, includes recreation, industrial, and commercial activities as described below:

Recreational Activities: Recreational destinations in Glenn County are anticipated to continue to draw visitors over the next 20 years. The objective for the County is to increase participation of both residents and visitors in small-scale recreational activities such as fishing, camping, bicycling, and agricultural tourism. The County has many recreational attractions and will work to promote these as time and funding allow. The development of new recreational opportunities will be dependent on available funding and coordination with recreational interests within and outside of the County.

Land Use and Infill Development: Smart growth hinges on the ability of planning agencies to coordinate land use and transportation planning. Sustainable communities can be developed through the planning of central residential and commercial areas that are accessible by non-vehicle modes of transportation, including transit and active transportation. Although the rural nature of Glenn County dictates that many residents must commute for educational and economic opportunities, especially between Glenn County and Chico in Butte County, smart land use planning should still be a priority whenever feasible to implement.

Industrial and Commercial Activities: The availability of efficient transportation services and facilities can play a role in promoting existing industrial activities and attracting new types of activities. Increased residential development in the corridor between Orland and Chico will stimulate new commercial development. Elements of the transportation system related to industrial and commercial activity include the following:

- Road systems with adequate structural strength to support large truck movements.
- Road systems with adequate LOS throughout the day for freight/employee movements.
- Availability of adequate rail loading/unloading sites for freight and regular service to them.
- Airport facilities to support agricultural operations (crop dusting and limited freight and passenger movements in small, private planes).

Industrial and Commercial Activities, continued

In reference to Table 2.8 on page 2-19, it can be seen that I-5 is the main truck route in Glenn County, with almost 30% of all traffic consisting of truck traffic. All other State Routes in Glenn County have truck traffic ranging from about 5% - 15% of the total traffic.

Please note that most of the transportation services that would serve development activities in the County are located outside the County line, including trucking companies and railroad operations.

GOALS, POLICIES AND OBJECTIVES

The comprehensive goals, objectives, and policies that have been developed for this RTP meet the needs of the region and are consistent with the County's regional vision and priorities for action. These objectives are intended to guide the development of a transportation system that is balanced, multi-modal, and will maintain and improve the quality of life for residents and visitors of Glenn County.

The goals, objectives, and policies for each component of the Glenn County transportation system are discussed below. They cover both short-range (0-10 years) and long-range (11-20 years) desired outcomes. They are consistent with the policy direction of the GCTC, the 2008 Glenn County General Plan Circulation Element (2008), the City of Willows General Plan, the City of Orland General Plan (2008), the California Strategic Highway Safety Plan, and the updated California Transportation Plan (CTP 2030).

As the transportation network in rural counties such as Glenn doesn't change much over the course of 5 years, the GCTC discussed the core set of goals, objectives, and policies developed as part of the 2009 RTP and carried the same goals, objectives and policies forward to this 2015 RTP update with very few changes. New goals, objectives, and policies are included for land use integration, management of the transportation system, and the monitoring and reduction of VMT. Additional emphasis has been included for coordination activities with Tribal governments.

The current Glenn County General Plan (1993) contains the following overall goals for Glenn County:

1. To develop and maintain an efficient and effective road system (CDG-5).
2. To provide a safe transportation system (CDG-6).
3. To provide adequate financial resources to meet demonstrated transportation needs (CDG-7).
4. To coordinate interagency transportation plans and programs (CDG-8).
5. To use transportation/circulation decision-making which supports economic development and adopted land use plans (CDG-9).
6. To establish non-auto modes consistent with demand and available resources (CDG-10).

TRANSPORTATION SYSTEM GOALS AND POLICIES

The categories for setting goals are based on regional perspective for long-term funding commitments.

- A goal is the end toward which effort is directed; it is general and timeless.
- A policy is a direction statement that guides actions for use in determining present and future decisions, often used to help reach goals.
- An implementation strategy is a specific means to accomplish the intent of the goal and direction of the policy.

GOAL 1: UPGRADE AND MAINTAIN EXISTING ROAD SYSTEM

Policy 1.1: Promote investment in transportation infrastructure.

Implementation Strategy:

Leverage Federal transportation dollars with available resources to ensure equal opportunity for funding for Glenn County on statewide level.

Implementation Strategy:

Implement and maintain pavement management system to protect the investment in existing roads. As part of this system, Intelligent Transportation Systems (ITS) should be considered. The North Valley Regional ITS Strategic Deployment Plan and Architecture shall be incorporated into these planning actions, to the extent feasible.

Implementation Strategy:

Support interagency and interregional coordination to promote well supported projects into the statewide competitive funding programs.

Implementation Strategy:

Continue to engage in statewide forums to support rural initiatives to maintain transportation funding appropriate for rural areas. This also helps staff keep abreast of changes in funding programs that could result in opportunities for Glenn County.

Policy 1.2: Support reducing the potential for flooding of existing arterials and collectors to the extent that it is economically feasible.

Implementation Strategy:

Develop roadbed design criteria based on soil conditions in the northern and southern sections of the County.

GOAL 2: PROVIDE A SAFE TRANSPORTATION SYSTEM

Policy 2.1: Support the improvement of all State, County, and local roads to adopted design standards.

Implementation Strategy:

Install appropriate traffic control devices, including traffic signals and stop signs, as conditions warrant. As part of traffic control device inventories, Intelligent Transportation Systems (ITS) should be considered. The North Valley Regional ITS Strategic Deployment Plan and Architecture shall be incorporated into these planning actions, to the extent feasible.

Implementation Strategy:

Install left-turn lanes where safety and operations benefits justify the improvements.

Policy 2.2: Support the implementation of improved safety measures.

Implementation Strategy:

Monitor accident records to identify high-accident locations and to recommend appropriate mitigation measures.

Implementation Strategy:

Provide facilities as justified for pupil transportation to and from schools by walking or bicycles. Explore funding for school safety projects through the Active Transportation Program.

Implementation Strategy:

Develop competitive projects with supporting data for the Highway Safety Improvement Program.

Implementation Strategy:

Consider utilizing an Incident Command System (ICS), a tool which controls and coordinates emergency responses, in Glenn County. Timely emergency response is critical in a rural County like Glenn.

Policy 2.3: Promote aviation safety.

Implementation Strategy:

Maintain airport infrastructure in a manner to ensure safety of users.

Policy 2.4: Promote the safety of transit passengers.

Implementation Strategy:

Fund the development of operating procedures for operators of public transit systems to ensure safety of passengers.

GOAL 3: ALIGN FINANCIAL RESOURCES TO MEET THE HIGHEST DEMONSTRATED TRANSPORTATION NEEDS

Policy 3.1: Ensure effective delivery of transportation projects.

Implementation Strategy:

Pursue State-only funding for State Transportation Improvement Program rehabilitation projects to facilitate efficient project delivery.

Implementation Strategy:

Support program and project management tools and training for transportation managers and staff.

Policy 3.2: Support new development through “fair share payments” for required transportation infrastructure.

Implementation Strategy:

Develop mechanisms so that new developments pay their fair share of required transportation infrastructure.

Implementation Strategy:

Obtain and utilize fair share of formula and discretionary transportation funds from State and Federal sources that can address transportation goals.

Policy 3.3: Support the development of assessment districts to maintain and/or improve existing road design standards.

Implementation Strategy:

Develop a project priority system based on facility condition and functional characteristics.

GOAL 4: PROMOTE COORDINATION

Policy 4.1: Consider input from the Social Services Transportation Advisory Council in formulating transportation service policies and programs.

Implementation Strategy:

Coordinate the development of transportation services and plans with private operators and transportation users.

Policy 4.2: Support the involvement of agencies and organizations affected by transportation projects in Glenn County.

Implementation Strategy:

Coordinate development of County roads within specified urban limits with appropriate agencies.

Implementation Strategy:

Coordinate the development of major transportation corridors with adjacent Counties.

Policy 4.2: Support the involvement of agencies and organizations affected by transportation projects in Glenn County.

Implementation Strategy:

Coordinate the development of major transportation corridors with adjacent counties.

Implementation Strategy:

Coordinate development of County roads within specified urban limits with appropriate cities.

Implementation Strategy:

Coordinate transportation planning efforts with natural resource, health, transportation, and human services agencies.

Implementation Strategy:

Coordinate transportation planning efforts with school districts, economic development organizations, Tribal entities, and advocacy groups.

Policy 4.3: Support the involvement of the general public in all phases of transportation planning and programming.

Implementation Strategy:

Maintain coordination with Caltrans and transportation partners to ensure the continued operation of the State highway system in Glenn County.

GOAL 5: EFFICIENT AND EFFECTIVE TRANSPORTATION SYSTEM

Policy 5.1: Promote strategies that result in an efficient, effective, integrated multimodal transportation system in Glenn County.

Implementation Strategy:

Update the RTP consistent with the latest adopted California Transportation Commission RTP guidelines.

Implementation Strategy:

Support other related planning efforts that effect or are affected by the transportation system.

Policy 5.2: Utilize cost-efficiency guidelines in making decisions about new or existing public transit services.

GOAL 6: PROMOTE ECONOMIC DEVELOPMENT AND PROGRESSIVE LAND USE POLICIES

Policy 6.1: Support the rehabilitation and widening of Forest Highway 7 to two travel lanes west from Highway 162 into Mendocino County.

Policy 6.2: Emphasize aviation-related uses on land at the two County-operated airports.

Policy 6.3: Support continued operation and expansion where feasible of existing private rail and bus operations.

Implementation Strategy:

Reserve commercial/industrial lands with transportation advantages, including access to freeway interchanges and rail services.

Implementation Strategy:

Give consideration to farm-to-market transportation in prioritizing road improvements.

Policy 6.4: Promote the orderly implementation of land use policies not specifically included above.

GOAL 7: PROVIDE PUBLIC TRANSPORTATION CONSISTENT WITH DEMAND AND AVAILABLE RESOURCES

Policy 7.1: Transit planning should include transit services to significant portions of Glenn County including the County airports.

Implementation Strategy:

Give consideration to expanding the Dial-a-Ride system.

Policy 7.2: Support improvements in specialized transportation services (including the acquisitions of new transit vehicles) provided by public and private corporations, as long as adequate coordination between other providers exists.

Implementation Strategy:

Consider prioritizing transit improvements.

GOAL 8: DEVELOP A COMPREHENSIVE SYSTEM OF BIKEWAY FACILITIES TO SERVE GLENN COUNTY

Policy 8.1: Identify and serve existing and future bicycle travel demand for commuters and recreational purposes.

Implementation Strategy:

Create a safe and efficient network of bicycle facilities which enhances bicycle use as a viable alternative mode of transportation for both commuter and recreational activity.

Policy 8.2: Promote a bikeway system that provides a safe and comfortable experience for bike riders.

Implementation Strategy:

Develop a bicycle master plan that can be incorporated into the planning and construction activities for all County departments and by the Cities of Orland and Willows, recreation and park districts, and other governmental agencies to efficiently plan, construct, and operate the bikeway system. This reflects an opportunity to incorporate the concept of Complete Streets into street design to increase safety, accessibility, and livability.

GOAL 9: IMPLEMENT TRANSPORTATION SYSTEM MANAGEMENT (TSM) AND TRANSPORTATION DEMAND MANAGEMENT (TDM) TECHNIQUES WHERE FEASIBLE

Policy 9.1: Manage the transportation system to achieve desired speeds and travel times in recognition of funding resources and environmental objectives of the County.

Implementation Strategy:

Periodically review traffic operations along State highways and major County roads and implement cost-effective solutions to manage congestion.

Policy 9.2: Promote access management and accident scene management measures to maintain traffic flow and ensure safety.

Implementation Strategy:

Coordinate with Caltrans, the California Highway Patrol, and local law enforcement on effective scene management procedures.

Policy 9.3: Increase the mode share for public transit by 5 percent by 2035.

Implementation Strategy:

Explore countywide ridesharing and the development of Park-n-Ride facilities to increase transit use and help reduce single occupant vehicle use.

Policy 9.4: Promote public awareness of transit and rideshare opportunities through media and promotional events.

GOAL 10: IMPROVE LIVABILITY IN THE COUNTY THROUGH LAND USE AND TRANSPORTATION INTEGRATION AND DECISIONS THAT ENCOURAGE WALKING, TRANSIT, AND BICYCLING

Policy 10.1: Encourage all County entities to actively participate in the RTP update process to ensure that all modal issues are addressed.

Implementation Strategy:

Assist local jurisdictions in taking a regional approach during their planning processes, and in developing a transportation network of local, regional, State and Federal transportation objectives that supports the goals and objectives.

CALIFORNIA TRANSPORTATION PLAN POLICIES

To provide complete consistency with the goals of the California Transportation Plan, its vision, goals, and objectives are adopted as part of the Policy Element. A summary of the California Transportation Plan planning themes is included as Appendix E.

The draft 2040 CTP (final adoption expected December 2015) provides vision, goals, and strategies for improving transportation in California. The vision is to provide a transportation system that is safe, effective, reliable, interconnected, and equitable to all users. The plan focuses on safety and increased travel choices for California residents. The implementation strategies involve education, collaboration, incentives and promotion, use of advanced technologies, a reexamination of design standards and integration of all modes, and a political presence. The following concepts and issues are important to Glenn County and are reflected in the 2015 RTP update:

- The volume of truck transport for commercial and agricultural products will likely continue to grow on State highways. The County is impacted by this growth and is in need of improved truck routes, truck parking facilities, and truck access to commercial and agricultural land uses. Resurfacing and lane and shoulder-widening projects can be seen in both short-term (Table 5.2) and long-term (Table 5.3) planning, and will result in less congestion through the Cities of Orland and Willows. Improvements to County roads will also encourage alternate routes for inter-County travel.
- The cost of transportation for disabled and low-income groups will likely continue to increase. The RTP recognizes that a more extensive mix of flexible transportation choices and services will improve accessibility for both groups. The transportation system in Glenn County is striving through its RTP goals and policies to be more equitable by promoting urban growth patterns that are easier to serve by transit and to promote walking and biking.
- The CTP summarizes three land use practices that have influenced urban design and that have profound impacts on travel behavior: the lack of coordinated decision-making between cities and counties, single-use zoning, and low-density growth patterns. Glenn County is currently in the process of updating the General Plan and will be developing growth policies that encourage development with access to jobs, education, healthcare, and other services.

CALIFORNIA STRATEGIC HIGHWAY SAFETY PLAN

Regional Transportation Planning Agencies are required to show a strong link between the Strategic Highway Safety Plan planning processes described in Title 23 U.S.C. 148 and the regional planning process. A summary of the Strategic Highway Safety Plan is shown in Appendix F. The Glenn County 2015 RTP reviewed the Strategic Highway Safety Plan in conjunction with the goals and policies developed in Chapter 3.

The RTP includes several goals, policies and objectives to improve the overall safety for all modes in Glenn County. Goals 2 and 5 provide for the development of a safe and efficient system for auto, rail and goods movement. Specific policies are included to maintain and/or upgrade State and County roads to adopted design standards as funding allows, provide safer at-grade-rail crossings and maintaining airport infrastructure. Other goal categories that are relevant to the Strategic Highway Safety Plan are:

- Goal 1 provides for adequate maintenance of transportation facilities and the adoption of alternative truck routes to minimize traffic impacts near urban areas.
- Goal 4 promotes coordination with adjacent counties and the SSTAC in formulating transportation policies and programs.
- Goal 6 promotes economic development and land use policies, including considering farm-to-market transportation as a high priority for projects.
- Goal 7 emphasizes the use of non-auto transportation modes including transit and bicycle.
- Goal 8 provides for the development of a comprehensive, countywide system of bikeways and facilities to promote both commute and recreational bicycle use.
- Goal 9 increases the efficiency of the existing transportation system through Transportation System Management strategies.
- Goal 10 strives to reduce the demand for travel by single-occupant vehicles through transportation demand management techniques where feasible.
- Goal 11 strives to improve livability in the County through land use decisions that encourage walking, transit, and bicycling (Smart Growth).

CLIMATE CHANGE AND GREENHOUSE GAS EMISSIONS

In 2006, the California State Legislature adopted Assembly Bill 32, known as the California Global Warming Solutions Act (Section 38560.5 of the Health and Safety Code). The bill establishes a cap on statewide Greenhouse Gas (GHG) emissions and sets forth the regulatory framework to achieve the corresponding reduction in statewide emissions levels. In 2008, Senate Bill 375 (Sustainable Communities and Climate Protection Act) was enacted to more specifically address the transportation and land use components of greenhouse gas emissions by 2020. The 2010 revisions to the Regional Transportation Plan Guidelines reflect the revisions to address planning requirements of Senate Bill 375 as well as other planning practices. However, the 2010 RTP guidelines states that rural non-MPOs are not subject to the provisions of Senate Bill 375, or the resultant requirements to address regional greenhouse gas targets. It is suggested that in preparing the environmental document (Chapter 6) that any greenhouse gas emissions during construction or as a result of the project be addressed and mitigated, as appropriate.

The following strategies from the guidelines have specific application to Glenn County:

- Emphasize transportation investments in areas where desired land uses, as indicated in a City of County general plan, may result in vehicle miles traveled reduction or other lower-impact use.
- Recognize the rural contribution towards greenhouse gas reduction for counties that have policies that support development within their cities, and protect agricultural and resource lands.
- Consider transportation projects that increase connectivity or provide other means to reduce vehicle miles travelled.

In Glenn County, climate change has resulted in an extremely hot and dry season followed periodically by intense precipitation. These intense wet periods will degrade roads more quickly than in pre-climate change Glenn County. So, even though Glenn County does not have air quality issues related to vehicle travel, replacing car travel with increased bicycle and pedestrian travel will help offset the strain on the roadway system brought on by climate change.

The transportation planning literature recognizes three interrelated components that contribute to transportation emissions reductions. Those components include changes in vehicle technology (cleaner burning engines), alternative fuel sources, and vehicle use. The first two components are typically the responsibility of industry and national governmental interests. Regional Transportation Planning Agencies and local governments have the ability to affect vehicle use by promoting transportation alternatives to the automobile, and by managing the demand for transportation. These efforts typically involve goals and policies and/or projects and programs focused on getting people out of their cars and into non-auto modes of travel (mode shifting). The following RTP goals are established for Glenn County to lessen dependence on the automobile and to promote mode shifting to other forms of transportation.

- Goal 6 promotes coordination between economic development and land use policies, including access to non-auto model.
- Goal 7 promotes a greater use of non-auto modes, such as transit, to reach as many people as possible in the County with improved transit service.
- Goal 8 provides for development of a countywide system of bikeways.
- Goal 9 strives to manage traffic congestion through Transportation System Management techniques and reduces the demand for single-occupant vehicle travel through Transportation Demand Management techniques.
- Goal 11 strives to improve livability in the County through land use decisions that encourage walking, transit, and bicycling.

The effectiveness of efforts by the Regional Transportation Planning Agency to provide transportation alternatives and to implement transportation demand management and transportation system management policies and strategies can be measured in terms of reductions in vehicle miles travelled (VMT) or by the expected growth in VMT. VMT reductions and speed correlate directly with reductions in greenhouse gas emissions.

Caltrans reports VMT by County on an annual basis. From 2004 to 2013, VMT in the County has actually declined by approximately 0.4 percent per year. This reduction is attributed to a reduction in agricultural employment, higher fuel costs, and the State's fluctuating economy.

In recent years, Glenn County has experienced relatively slow growth (less than 1.5 percent per year) in population and employment, and is forecasted to continue this trend through 2035. Based on this trend and the guidelines established in the 2010 RTP guidelines, the County is not required to run a network travel demand model to estimate VMT. The guidelines cite the lack of road congestion and the fact that emission changes from higher mile-per-gallon vehicles will continue to help the County comply with future emission caps established by the California Air Resources Board as part of Assembly Bill 32.

The Caltrans report of annual VMT for State highways and County historical population trends from the California Department of Finance were used by the consultant to calculate VMT per capita for Glenn County. In 2007, VMT per capita was calculated to be approximately 12,430 annually. In 2014, this number increased to approximately 12,865 annually, or about ½ percent a year on average. Glenn County will continue to monitor population and employment and VMT growth consistent with the RTP and the County's General Plan policies to track changes in travel demand.

The Glenn County 2015 RTP recognizes that transportation demand management and other non-auto mobility options, including walking, biking and transit, require coordinated land use decisions and improved infrastructure. To this degree, the goals and policies in the RTP are consistent with the County's proposed general plan revisions to provide a balanced multi-modal transportation system that includes non-auto choices for access and mobility. Goals proposed in the upcoming General Plan revision and update emphasize the following:

- Goal 7.01 to develop and maintain an efficient, safe, and effective road system.
- Goal 7.02 to establish non-auto transportation modes consistent with demand and available resources.
- Goal 7.03 to provide for the orderly growth of the Willows Glenn County/Orland Haigh Field Airports and the area surrounding the airports within the identified planning boundary, and to safeguard the general welfare of the inhabitants within the vicinity of the airports and the public in general.
- Goal 7.04 to develop a comprehensive system of bikeway and pedestrian facilities to serve Glenn County.
- Goal 7.05 to protect the quantity and quality of community water supplies.
- Goal 7.06 to provide quality wastewater service where appropriate to meet growth needs and allow for compact communities.
- Goal 7.07 to facilitate improvement and expansion of communication opportunities to serve County residents, especially fiber-optic and wireless Internet access.
- Goal 7.08 to facilitate improvement of the power distribution and generation to serve County residents while addressing environmental and energy conservation goals.
- Goal 7.10 to support continued operation and expansion where feasible of existing rail transportation.
- Goal 7.11 to reduce the County's reliance on land filling, reduce the volume of the solid waste stream, increase recovery of materials, and dispose of remaining waste in the

The County and Cities are committed to implementing these types of policies and strategies that reduce reliance on the automobile and contribute to the reduction of greenhouse gas emissions.

5 ACTION ELEMENT



The Action Element sets forth a plan to address RTP issues and needs identified in accordance with the goals, objectives and policies from Chapter 4. The Action Element identifies short-range (0-10 years) and long-range (11-20 years) transportation improvements by mode for inclusion in the RTP and ultimately, major funding programs from the State and Federal governments. The Action Element includes a discussion of the State and regional planning processes, and the linkage of program level “performance measures” to RTP goals, policies and implementation strategies in Chapter 4 and transportation needs identified in Chapter 3. The Action Element conforms to the short-range and long-range constrained revenues and costs identified in the Financial Element (Chapter 6). In addition, the first ten years of projects identified in the RTP are consistent with the major funding resources for transportation projects.

STATE AND REGIONAL PLANNING PROCESSES

The State and regional planning processes are defined by legislation at the Federal and State level. Map-21, Assembly Bill 32, Senate Bill 375, and other legislative changes have had significant effects on the RTP planning process in the past few years with new requirements for transportation planning, air quality conformity, project selection and delivery responsibility, development and implementation of transportation system performance measures, decision making, and the allocation of funds. In addition, the 2010 RTP Guidelines place significant emphasis on showing linkages between projects in the RTP and the Regional /State Transportation Improvement Programs process.

ACTION ELEMENT ASSUMPTIONS

The RTP contains both policy and action direction for the future implementation of transportation improvements in the County. The proposed RTP projects and actions are based on the following assumptions:

- The growth in population and employment in Glenn County will remain very modest (less than 1.5 percent per year) and generally consistent with California Department of Finance projections.
- Any increases in population of adjacent Counties (Mendocino, Colusa, Butte, Shasta and Tehama) will potentially affect both through and recreational traffic to Glenn County.
- Existing sources of Federal, State and regional revenues will continue throughout the 20-year life of the RTP, but at reduced levels.
- State and local revenue contributions to maintain the existing system are expected to be a major problem in the future. The gap between need and desire will continue to grow. The current estimate for maintenance backlog in the County is approximately \$300 million.
- Recreation-oriented travel will continue to affect State highways and major County and city roadways, particularly during peak travel months. Tourism will continue to drive the economy with retail trade, agriculture, government, and service industries creating most of the new jobs.
- Transit service demand will continue to grow, primarily due to the increase in the number of elderly and disabled persons residing in the County and erratic fuel prices causing some people to consider non-auto modes of transportation.

- No new influx of major concentrated commercial development is anticipated within the County. Smaller neighborhood scale retail, office and commercial will continue to comprise the predominant growth in services.
- Fuel prices will continue to affect people’s driving choices but will be dampened by the rural nature of the County. However, some mitigation efforts to reduce vehicle miles traveled will continue to be considered by the County to comply with greenhouse gas emissions targets, if established.
- The County will continue to maintain its rural atmosphere while keeping up with modern-day conveniences, technology and vision.
- The greatest assets of the County will continue to be its natural beauty, agricultural resources, historical sites, and the many recreational opportunities it has to offer.

PROGRAM-LEVEL PERFORMANCE MEASURES

In 2015 the Rural County Task Force (RCTF) completed a study on the use of performance indicators for the 26 Regional Transportation Planning Agencies in California. This study evaluated the current Statewide performance monitoring metrics applicability to rural and small urban areas. In addition, the study identified and recommended performance measures more appropriate for the unique conditions and resources of rural and small urban places, like Glenn County. These performance measures, summarized in Table 5.1 (page 5-4), are used to help select RTP project priorities and to monitor how well the transportation system is functioning, both now and in the future. The identified metrics appropriate for rural and small urban areas through the study will be incorporated into the California Transportation Commission’s (CTC) 2016 State Transportation Improvement Program (STIP) Guidelines and were used as guidelines for the performance measures selected for this Regional Transportation Plan.

The following performance measures for small/ rural communities have been identified:

- | | |
|---------------------------|---|
| 1. Congestion/ Delay/ VMT | 5. Transportation System Investment |
| 2. Mode Share/ Split | 6. Preservation/ Service Fuel Use/ Travel |
| 3. Safety | 7. Land Use |
| 4. Transit | |

The following criteria was used in selecting performance measures for this Regional Transportation Plan, ensuring feasibility of data collection and monitoring of performance of the transportation investments.

- Performance measures align with California State transportation goals and objectives.
- Performance measures continue to inform current goals and objectives of Glenn County.
- Performance measures are applicable to Glenn County as a rural area.
- Performance Measures are capable of being linked to specific decisions on transportation investments.
- Performance measures do not impose substantial resource requirements on Glenn County.
- Performance measures can be normalized to provide equitable comparisons to urban regions.

APPLICATION OF PERFORMANCE MEASURES

The program-level performance measures in Table 5.1 are used to help select RTP project priorities and to monitor how well the transportation system is functioning, both now and in the future. The intent of each performance measure and their location within the RTP are identified below.

Performance Measure 1 - Congestion/ Delay/ Vehicle Miles Traveled

This performance measure monitors how well State and County roads are functioning based on peak volume/capacity and vehicle miles traveled (VMT). The data is reported annually and as a trend over time from the year 2000. Monitoring this performance measure requires minimal resources as data regarding the State Highway system is readily available; however, broader coverage may require effort by County and localities to conduct periodic traffic counts. Not all locations are reported annually in Caltrans Vehicle Reports; thus, there is the chance that individual locations may have out-of-date data. This performance measure is reasonably accurate for most locations and may be used in a cost benefit analysis with additional calculations (travel time/delay as functions of V/C).

Desired outcome and RTP/State Goals:

- Measure of overall vehicle activity and use of the roadway network.
- Input maintenance and system preservation.
- Input to safety.
- Input health based pollutant reduction, input GHG reduction.

Performance Measure 2 - Mode Share/ Split

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

Desired outcome and RTP/State Goals:

- Multimodal;
- Efficiency; and
- GHG Reduction.

Performance Measure 3 - Safety

This performance measure monitors safety through the total accident cost, and should be monitored annually. To access this data, staff may be required to access secondary data sources. The data is reasonably accurate and can be used directly for benefit-cost analysis. Glenn County does not track VMT on its County roads, therefore a comparison with the collision rate (collisions per 1,000,000 VMT) for Caltrans District 3 and the State on similar facilities does not exist. However, the County does track the number of collisions on local roads and these will be monitored to identify locations that are in need of safety improvements. SWITRS data can be used to monitor the number of fatal and injury collisions by location to see if added improvements are needed. An eight-year summary of collisions on select facility segments in both incorporated and unincorporated locations within the County is shown in Table 3.6.

Desired outcome and RTP/State Goals:

**Table 5.1
Glenn County RTP Program Level Performance Measures**

Performance Measure	Performance Measure Indicator	Mode	Level	Data Source	Monitoring Frequency	RTP Goals
1. Congestion/Delay/VMT	Vehicle Miles Travelled	Roadway	Regional, corridor, road segment	<ul style="list-style-type: none"> Per Capita Area (County, jurisdiction, sub-region) By Facility Ownership (State hwy; local, state, federal roads) Local vs Tourist 	Annual	RTP Goal s:1,5,7,9
	Congestion/Delay/Vehicle Miles Travelled			<ul style="list-style-type: none"> Peak Hour Directional/ Bi-Directional Volume Average Weekday Peak Hour Directional/ Bi-Directional Volume Peak Month Peak our Directional/ Bi-Directional Volume K (% of peak hour to ADT) D (peak direction %) Threshold volumes based on HCM 2010 		
2. Mode Share/Split	Journey to work	Roadway, transit, people	Regional, transportation mode	American Community Survey (3 years), Caltrans Household Travel Survey (10 years)	Triannual	RTP Goals: 5,9,10
3. Safety	Total Accident Cost	Roadway, transit, people	Regional, corridor, transportation mode	SWITRS(TIMs), Local Agency, Annual Population Report (DOF), National Highway Traffic Safety Administration data on cost by accident type	Annual	RTP Goals: 2,3
4. Transit	Total Operating Cost	Regional, corridor, mode	Roadway, transit, people	Transit agency short range transit plan, transit tri-annual performance audit	Annual	RTP Goals: 5,7,10,11
5. Transportation System Investment	Distressed Lane Miles	Roadway	Regional, facility type, jurisdiction	Regional or local pavement management systems	Triannual	RTP Goals: 1,5
6. Preservation/ Service Fuel Use/ Travel Distance/ Time/ Cost	Pavement Condition Index	Roadway, trucks	Region, local	Pavement Management System	2 years	RTP Goals: 1,5
7. Land Use	Land use efficiency	People	Regional	Annual Population Report (DOF), Farmland Mapping and Monitoring Program (FMMP)	2 years	RTP Goals: 3,6,11

- Establish baseline for the number of fatal collisions and injuries per ADT on select roadways over the past three years.
- Monitor the number, location and severity of collisions, and recommend improvements to reduce incidence and severity.
- Work with Caltrans to reduce the number of collisions on Glenn County State highways.
- Complete projects identified in TCRs and the RTP.

Performance Measure 4 - Transit Cost Effectiveness

This performance measure monitors the cost-effectiveness of transit in Glenn County. This performance measure should be monitored annually. The average farebox revenue for Glenn Ride is approximately 17 percent. Glenn County Transit Services shows a ratio of 12 percent and Volunteer Medical reports a ratio of approximately 8 percent. The long-term forecasts for Glenn Ride indicate the ratio will remain in the 12 to 17 percent range through the life of the RTP. The RTP will emphasize projects and programs that maintain the Transportation Development Act required fare box ratio of 10 percent or higher.

Desired outcome and RTP/State Goals:

- Increase productivity and efficiency.
- Reduce the cost per passenger.

Performance Measure 5 - Transportation System Investment

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

Desired outcome and RTP/State Goals:

- Safety
- System Preservation
- Accessibility
- Reliability
- Productivity
- Return on Investment

Performance Measure 6 - Preservation Service/ Fuel Use/ Travel

Performance measure 6 also monitors the condition of the roadway through pavement condition, which should be monitored every three years. This performance measure should have a high level of accuracy which can be indirectly used in estimating the costs of bringing all roadways up to a minimum acceptable condition.

Desired outcome and RTP/State Goals:

- Safety
- System Preservation
- Accessibility
- Reliability
- Productivity
- Return on Investment
- Coordinate with Caltrans on State highway projects to maintain State highways at acceptable maintenance levels and reduce lane miles needing rehabilitation or resurfacing.
- Recommend RTP projects to maintain roads at or above the minimum acceptable condition as set by the Cities or County.

Performance Measure 7 - Land Use

This performance measure monitors the efficiency of land use and is reported over time since 2000. Agricultural commodity flows are very important to the County in order to maintain its economic status, which is why monitoring of land use efficiency is important. Accessing this data requires minimal resource requirements, should be monitored every 2 years, and has a high level of accuracy. This kind of data is not usable for benefit-cost analysis.

Desired outcome and RTP/State Goals:

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

PROJECT PURPOSE AND NEED STATEMENTS

The RTP guidelines require that an RTP “provides a clearly defined justification for its transportation projects and programs.” This requirement is often referred to as either the Project Intent Statement or Project Purpose and Need. Caltrans’ Deputy Directive No. DD 83 describes a project’s “Need” as an identified transportation deficiency or problem, and its “Purpose” is the set of objectives that will be met to address the transportation deficiency. For Glenn County, each table of projects by mode in Appendix G through O includes a qualitative assessment of purpose and need indicating a project’s contribution to system preservation, capacity enhancement, safety, and/or multimodal enhancements. These broader categories capture the intended outcome for projects during the life of the RTP and serve to enhance and protect the “livability” of residents in the County. The following definitions are used in this document.

System Preservation: This category of improvement indicates a project that serves to maintain the integrity of the existing system so that access and mobility are not hindered for travelers. Improvements may include bridge repairs, upgrading of existing rail lines, airport runway repairs, and upgrades to signs and traffic control devices and striping. In addition, because Glenn County is very rural and contains several small communities, the lack of maintenance funding has resulted in a large amount of “deferred maintenance” that has actually lapsed into a serious need to “rehabilitate” roadways to maintain system preservation. Rehabilitation entails primarily overlay and/or chip seal work that can also be considered a safety improvement. The majority of road projects listed indicate either “rehabilitation” or “reconstruction” to maintain system preservation.

Capacity Enhancement: A capacity enhancement indicates a project that serves to increase traffic flows and to help alleviate congestion and improve LOS. This result may be achieved by adding a lane of traffic, adding a passing lane, and/or adding a turn-out for slow-moving vehicles. Because Glenn County experiences large volumes of truck and recreational traffic on many of its roadways, the ability of vehicles to travel at desired speeds is sometimes restricted. Capacity enhancement projects are designed to increase travel speeds and provide for opportunities to pass slower vehicles safely. Additional capacity can also apply to airport projects where runways are added or extended. The desired outcome is to maintain acceptable LOS on State and regionally significant roads, and adequate capacity at the County’s two airports to meet existing and future demand.

Safety Projects: Safety improvements are intended to reduce the chance of conflicts between modes, prevent injury to motorists using the transportation system, and to ensure that motorists can travel to their destination in a timely manner. Safety improvements may include roadway and intersection realignments to improve sight-distance, pavement or runway resurfacing to provide for a smooth travel surface, signage to clarify traffic and aviation operations, congestion relief, obstacle removal so that traffic flows are not hindered, and improvements to pedestrian and bicycle facilities to promote safe travel to desired destinations. In addition, bridge repairs and reinforcement serve to improve safety. The desired outcome is to reduce the incident of collisions on County facilities and the societal costs in terms of injury, death or property damage.

Multimodal Enhancement: These type of improvements focus on non-auto modes of travel such as bicycling, walking and transit. Projects that are designated as multimodal are designed to enhance travel by one or more of these modes, provide for better connectivity between modes, and to improve non-auto access to major destinations and activity centers. Typical projects include separated bike lanes, shared bike routes, sidewalks, transit amenities, street furniture, and signage.

PROJECT PROGRAMMING AND SELECTION CRITERIA

In addition to general system considerations for purpose and need, RTP projects in Glenn County are selected based on the following criteria:

- Public acceptance and cost effectiveness .
- Operational efficiency/safety.
- GCTC and/or Caltrans District 3 priority.
- Pavement conditions (utilizing the pavement management system).
- Emergency, commercial, agricultural and recreational importance of the road.
- Average daily traffic volumes and counts.
- Funding constraints.
- Percent of heavy trucks and goods movement circulation.
- Principal arterial and high emphasis route designations.

REGIONAL AND LOCAL ACTION PROGRAMS

The regional and local action programs for this RTP are a compilation of projects already proposed and/or planned for Glenn County, as well as new projects deemed necessary to provide adequate operation of the various transportation systems consistent with the County's goals and policies. To provide acceptable operations along the regional road system, Glenn County proposes a series of improvements to be sponsored by the State, the County, Tribal Governments and/or its incorporated Cities of Orland and Willows. The highest priority improvements to the regional transportation system are linked to the system deficiencies identified in Chapter 2 and the Goals and Objectives from Chapter 3. The type of improvement (purpose and need), implementation cost, proposed construction year, and potential sources of funding are identified in the project tables in Appendices G-L.

All projects listed in the Action Element fall into one of the following tier designations. It should be noted that projects within each tier are for the most part in random order. Consequently, the GCTC, County, cities, and/or Caltrans may change the priority ranking or project scope during the RTP approval process.

Tier 1: RTP improvements represent short-range projects that are fully fundable from anticipated revenue sources and will normally be programmed during the first 10 years (0-10 years) of the RTP.

Tier 2: RTP improvements represent long-range projects that are included on the “unfunded” list of projects and are planned for programming in the 11-20 year time frame (by the RTP horizon year, 2035).

The recommended improvements for the transit system, aviation facilities, bikeway and pedestrian facilities, and the goods movement system will serve to implement a balanced multimodal circulation system, improve air quality by reducing VMT and greenhouse gas emissions, and will help accommodate future travel demand in the County. Recommended action programs for Transportation Systems Management, Transportation Demand Management, and Intelligent Transportation Systems are also addressed in this chapter.

RTP PROJECT LISTS

The projects recommended for short-range and long-range funding in the RTP are presented below. Projects lists are provided by mode (Tables 5.2 through 5.10) for the State, County, Cities, and Grindstone Rancheria. All long-term estimates have been adjusted for inflation.

Glenn County Short-Range Highway Projects (Appendix G)

While the adopted State Transportation Improvement Program provides Glenn County with funding for a number of transportation projects, it does not provide enough to fund all of the projects identified by the region. Table 5.2 shows the region’s recommended short-range (constrained) highway projects to be funded in the State Transportation Improvement Program that is active through the 2035 RTP update period. As defined in the Financial Element, revenue from the State Transportation Improvement Program is estimated at \$20 million for the first 10 year period of the RTP. This constrained project list utilizes that capacity and includes 38 County projects, three City of Willows’ projects and four City of Orland projects. The projects address system preservation and reliability performance measures (resurface and reconstruction). Total project costs are approximately \$18 million.

**Table 5.2
Constrained Roadway Projects**

Funding	Agency	Route/PM	Description	Total Cost (\$1,000)	Construction Year
STIP	County	Road 306	Resurface - Road 200 to Road 305	\$ 1,050	18/19
STIP	Willows	Sacramento St.	Reconstruction - Sycamore St. to Wood St.	\$ 661	15/16
STIP	Willows	Sycamore St.	Resurface/Overlay - Lassen St. to Tehama St.	\$ 624	15/16
STIP	Willows	Butte St.	Reconstruction - Willow St. to Wood St.	\$ 276	15/16
STIP	Willows	Lassen St.	Reconstruct - Sycamore to Wood St.	\$ 503	17/18
STIP	Orland	Tehama St.	Reconstruction of railroad tracks to Woodward Ave (4,000 feet)	\$ 760	16/17
STIP	Orland	Papst Ave.	Resurface/ overlay from north of SR 32 for 1,250 feet	\$ 250	14/15
STIP	Orland	Bryant St.	Reconstruct from Woodward Ave. to CR M (2,500 feet)	\$ 500	16/17
STIP	County	Road 200	Resurface - Road 206 to Tehama Co.	\$ 250	By 2019
STIP	County	Road 9	Resurface - Road 202 to Road T.	\$ 140	By 2019
STIP	County	Road 200	Realign,widen,pave - Road 306 to Spanish Camp	\$ 700	By 2019
STIP	County	Road 39	Resurface - Road D to 99	\$ 750	By 2019
STIP	County	Road P	Resurface - Willow Creek to Road 60	\$ 400	By 2019
STIP	County	Road D	Resurface - Road 45 to Road 57	\$ 410	By 2019
STIP	County	Road 200	Resurface - Tehama Co. to west	\$ 375	By 2019
STIP	County	Road P	Resurface - Road 33 to Road 39	\$ 365	By 2019
STIP	County	Road 306	Realign/widen/pave - Road 305 to SR 162	\$ 425	By 2019
STIP	County	Road Z	Resurface - SR 162 to Butte Co.	\$ 700	By 2019
STIP	County	Road 9	Resurface - Road KK to Road P	\$ 315	By 2019
STIP	County	Road 27	Realign,widen,pave - Road M to Road P	\$ 760	By 2019
STIP	County	Road 27	Realign,widen,pave - Road M to I-5	\$ 590	By 2019
STIP	County	Road 39	CR P to SR 45 - Chip seal 7 miles	\$ 308	By 2019
STIP	County	Road D	CR 57 to CCL - Chip seal 7 miles	\$ 308	By 2019
STIP	County	Road 44	CR S to SR 45 - Chip seal 5.2 miles	\$ 229	By 2019
STIP	County	Road P	CR 39 to CR 45 - Chip seal 2 miles	\$ 88	By 2019
STIP	County	Road 45	CR P to CR MM - Chip seal 1.5 miles	\$ 66	By 2019
STIP	County	Road MM	CR 45 to CR 47 - Chip seal 0.7 miles	\$ 31	By 2019
STIP	County	Road 47	CR MM to CR 48 - Chip seal 0.6 miles	\$ 26	By 2019
STIP	County	Road 48	CR 47 to CR 99 - Chip seal 1 mile	\$ 44	By 2019
STIP	County	Road Z	SR 162 to 1 mi. S. of CR 67 - Chip seal 4 miles	\$ 176	By 2019
STIP	County	Road 69	CR Y to CR XX - Chip seal 2 miles	\$ 88	By 2019
STIP	County	Road Y	SR 162 to CR 69 - Chip seal 4.25 miles	\$ 187	By 2019
STIP	County	Road 68	CR F to CR J - Chip seal 2 miles	\$ 88	By 2019
STIP	County	Road 65	CR D to 1.2 mi. W. of D - Chip seal 1.2 miles	\$ 53	By 2019
STIP	County	Road 7	Realign,widen,pave - Road HH to Road 99	\$ 200	By 2035
STIP	County	Road M	Realign,widen,pave - Road 33 to Road 200	\$ 900	By 2035
STIP	County	Road 48	Realign,widen,pave - Road D to HWY 99W	\$ 700	By 2035
STIP	County	Road 99W	Int. improvements @ 9, 20, 24, 33, 39, 48 and 68 (left turn lanes)	\$ 800	By 2035
STIP	County	Road 306	South of CR 410 - Full depth reclamation	\$ 308	By 2035
STIP	County	Road Z	1 mi. S. of CR 67 to Cr 70 - FDR 1 mile	\$ 308	By 2035
STIP	County	Road 70	CR Z to CR YY - FDR 0.5 miles	\$ 154	By 2035
STIP	County	Road XX	CR 69 to CCL - FDR 1.5 miles	\$ 462	By 2035
STIP	County	Road 45	CR P to CR S - FDR 1.8 miles	\$ 554	By 2035
STIP	County	Road 68	CR J to CR D - FDR 3 miles	\$ 924	By 2035
STIP	GR	CR 305	Reconstruct - Grindstone Rancheria	TBD	By 2035
TBD	County/Caltri	SR 45	Intersection Imp. @ Ord Ferry Rd	TBD	By 2035
Total Constrained Project List				\$ 17,806	

* Costs reflect a 3% graduation rate to the year of proposed construction.

Glenn County Long-Range Highway Projects (Appendix H)

The long-range (11-20 years) RTP highway projects are shown in Table 5.3 (page 5-10). The list includes one capacity and maintenance project for Glenn County.

Table 5.3 Unconstrained Roadway Projects						
Funding	Agency	Route/PM	Description	Total Cost (\$1,000)	Running Total	Construction Year
STIP	County	Forest Hwy 7	Realign,widen,pave to Major Collector Standards - Alder Springs to Mendocino CL	\$ 15,000	29437	By 2035
Total Unconstrained Roadway Projects				\$ 15,000		

Glenn County Short-Range Bridge Inventory/Projects (Appendix I)

The proposed short-range bridge projects for Glenn County are provided in Table 5.4a. The bridge number and year the bridge was originally built are shown. The bridges listed in Table 5.4a are identified for some repair during the life of the RTP, as funding allows. Although no expected construction year is included, these four bridge projects are top priorities. Total cost of bridges where costs have been assigned by the County total \$4.2 million.

Table 5.4a Constrained Bridge Projects						
Funding	Bridge #	Route/PM	Description	Suff. Rating	Total Cost (\$1,000)	Construction Year
HBP	11C0003	Road F	Repair over Glenn-Colusa Canal (1948)	75.5	\$ 1,545	TBD
HBP	11C0004	CR 62	Reinforce at Glenn-Colusa Canal (1948)	76.6	\$ 621	TBD
HBP	11C0006	Road 57	Repair over Glenn-Colusa Canal (1948)	85.8	\$ 768	TBD
HBP	11C0010	Bayliss Rd. (CR)	Repair over Glenn-Colusa Canal (1948)	53.7	\$ 1,285	TBD
Total Constrained Bridge					\$ 4,219	

Glenn County Long-Range Bridge Inventory/Projects (Appendix J)

The long-range bridge projects for Glenn County are provided in Table 5.4b. The bridge number and year the bridge was originally built are shown. The bridges listed in Table 5.4b are identified for some repair during the life of the RTP, as funding allows. Since there are no expected construction dates, and none of these projects have been identified as top priorities for the County, all are considered to be unconstrained. Total cost of bridges where costs have been assigned by the County totals \$39.5 million.

Table 5.4b Unconstrained Bridge Projects						
Funding	Bridge #	Route/PM	Description	Suff. Rating	Total Cost (\$1,000)	Construction Year
HBP	11C0011	CR R	Replace at Glenn-Colusa Canal (1950)	46.1	\$ 874	TBD
HBP	11C0013	CR 29	Repair over Central Irrigation Canal (1948)	67.2	\$ 1,084	TBD
HBP	11C0015	CR 67	Rd. 67 @ Howard Slough (1937)	39.9	\$ 4,200	TBD
HBP	11C0016	CR 67	Rd. 67 @ Howard Slough (1950)	45.7	\$ 1,856	TBD
HBP	11C0017	CR 67	Replace @ Howard Slough (1920)	66.7	\$ 848	TBD
HBP	11C0038	CR 24	Repair over Central Irrigation Canal (1948)	73.4	\$ 1,084	TBD
HBP	11C0048	CR P	Road P @ Willow Creek (1940)	80.4	\$ 680	TBD
HBP	11C0055	Road 51	Repair over Glenn-Colusa Canal (1948)	53.7	\$ 998	TBD
HBP	11C0057	CR 306	Scour critical @ Salt Creek (1948)	70.5	\$ 781	TBD
HBP	11C0070	Road Y	Scour critical @ McKee Overflow (1935)	50.2	\$ 554	TBD
HBP	11C0072	CR 50	Replace at Campbell Slough (1930)	39.3	\$ 4,023	TBD
HBP	11C0081	Wyo Ave. (CR 9)	Repair over Central Irrigation Canal (1941)	55.4	\$ 1,084	TBD
HBP	11C0093	IRR CR 306	Scour critical @ Dry Gulch (1930)	73	\$ 252	TBD
HBP	11C0097	Road 48	Scour critical @ Willow Creek (1935)	62.1	\$ 479	TBD
HBP	11C0107	Road 28	Scour critical @ Walker Creek (1925)	88.5	\$ 176	TBD
HBP	11C0109	Road F	Scour critical @ Branch Walker Creek (1928)	45.9	\$ 201	TBD
HBP	11C0117	Road C	Replace at Hambright Creek (1960)	68.7	\$ 345	TBD
HBP	11C0127	Road 60	Scour critical @ Branch Logan Creek (1930)	60.9	\$ 176	TBD
HBP	11C0152	CR 16	Repair over Central Irrigation Canal (1930)	57.1	\$ 1,055	TBD
HBP	11C0153	Montgomery Ave. (CR 204)	Repair over Central Irrigation Canal (1930)	67.8	\$ 854	TBD
HBP	11C0162	CR 303	Replace at South Fork Willow Creek (1929)	39.2	\$ 260	TBD
HBP	11C0163	CR 303	Replace at South Fork Willow Creek (1920)	44.1	\$ 260	TBD
HBP	11C0164	Road 303	Scour critical @ Clark's Valley Creek (1950)	87.3	\$ 714	TBD
HBP	11C0165	CR 302	Scour critical @ S.Fork Willow Creek (1916)	64.9	\$ 479	TBD
HBP	11C0191	CR 99W	99W @ Wilson Creek (1915)	94.7	\$ 518	TBD
HBP	11C0196	CR 99W	Replace @ Stony Creek (1913)	38.8	\$ 14,363	TBD
HBP	11C0215	CR 313	Scour critical @ Watson Creek (1960)	87.3	\$ 227	TBD
HBP	11C0245	Road 200A	Scour critical @ Stony Creek (1960)	27.3	\$ 900	TBD
HBP	11C0060	Road 303	Rd. 48 @ Walker Creek (1974)	94.7	\$ 227	TBD
HBP	11C0001	Road 69	Repair over Glenn-Colusa Canal (1964)	91.5	TBD	TBD
HBP	11C0002	Road D	Repair over Glenn-Colusa Canal (1962)	87.7	TBD	TBD
HBP	11C0009	CR P	Repair over Glenn-Colusa Canal (1961)	71.6	TBD	TBD
HBP	11C0012	Road V	Repair over Central Irrigation Canal (1950)	89.7	TBD	TBD
HBP	11C0018	Soeth Road (410)	Replace at Stony Creek (1900)	31.2	TBD	TBD
HBP	11C0037	Road 22	Repair over Central Irrigation Canal (1936)	75.3	TBD	TBD
HBP	11C0160	Road 303	Scour critical @ Clark's Valley Creek (1935)	73.7	TBD	TBD
HBP	11C0179	CR 67	Replace at Branch Howard Slough (1950)	37.6	TBD	TBD
HBP	11C0191	CR 99W	Scour critical @ Wilson Creek (1928)	94.7	TBD	TBD
HBP	Unknown	CR 35	New Bridge @ Wilson Creek	Unknown	TBD	TBD
HBP	Unknown	CR 35	New Bridge @ Walker Creek	Unknown	TBD	TBD
HBP	11C0091	CR 305	Watson Creek	Unknown	TBD	TBD
HBP	11C0132	CR 200	Salt Creek	Unknown	TBD	TBD
HBP	11C0068	CR 66B	Colusa Drain	Unknown	TBD	TBD
HBP		S. Merrill	New Bridge C.C.I.D. Canal		TBD	
Total Unconstrained Bridge Projects					\$ 39,552	

Constrained Bikeway Projects (Appendix K)

Appendix K lists the proposed short-range bikeway improvements for Glenn County and the City of Willows. These improvements were identified in the 2010 RTP and the 2008 City of Willows Bikeway Master Plan, respectively. The total cost of short-range improvements to bicycle infrastructure in the County is estimated at \$1.8 million. These projects were re-evaluated for this RTP update and remain priority bicycle projects.

Table 5.5 Constrained Bike/Ped Projects					
Funding	Agency	Route/PM	Description	Total Cost (\$1,000)	Construction Year
TBD	County	Local Road 99	Class II Bike Lanes - Tehama CL to CR 9	\$ 375	By 2019
TBD	County	Local Road 99	Class II Bike Lanes - CR 9 to SR 32	\$ 375	By 2019
TBD	County	Local Road 99	Class II Bike Lanes - SR 32 to CR 16	\$ 375	By 2019
TBD	County	Local Road 99	Class II Bike Lanes - CR 16 to CR 25	\$ 685	By 2019
Total Constrained Bike/Ped Projects				\$ 1,810	

Unconstrained Bikeway Projects (Appendix L)

Appendix L lists the proposed long-range bikeway improvements for Glenn County and the City of Willows. These improvements were identified in the 2010 RTP and the 2008 City of Willows Bikeway Master Plan, respectively. The total cost of long-range improvements to bicycle infrastructure in the County is estimated at \$23.4 million. These projects were re-evaluated for this RTP update and remain priority bicycle projects.

Table 5.6 Unconstrained Bike/Ped Projects					
Funding	Agency	Route/PM	Description	Total Cost (\$1,000)	Construction Year
TBD	County	Local Road 99	Class II Bike Lanes - CR 25 to CR 33	\$ 2,735	By 2019
TBD	County	Local Road 99	Class II Bike Lanes - CR 33 to CR 35	\$ 685	By 2019
TBD	County	Local Road 99	Class II Bike Lanes - CR 35 to CR 48	\$ 2,735	By 2019
TBD	County	Local Road 99	Class II Bike Lanes - CR 48 to CR 57	\$ 1,700	By 2019
TBD	County	Local Road 99	Class II Bike Lanes - CR 57 to CL	\$ 3,415	By 2019
TBD	County	Road 200	Class II Bike Lanes - I-5 to Road 200A	\$ 3,862	By 2030
TBD	County	SR 45	Class II Bike Lanes - SR 32 to Colusa CL	\$ 7,693	By 2030
TBD	County	Local Road 60/61	Class III Bike Route - CR 99W to SR 45	\$ 11	By 2030
TBD	County	Local Road 48	Class III Bike Route - CR D to CR 99 W	\$ 3	By 2030
TBD	County	Local Road D	Class III Bike Route - CR 25 to CR 68	\$ 25	By 2030
TBD	County	Local Road P	Class III Bike Route - SR 32 to CR 61	\$ 25	By 2030
TBD	County	Local Road 9	Class III Bike Route - CR 99W to CR 203	\$ 11	By 2030
TBD	County	Local Road 203	Class III Bike Route - Cutter Road to SR 32	\$ 3	By 2030
TBD	County	Local Road 203	Class III Bike Route - CR 306 to CL	\$ 5	By 2030
TBD	County	Local Road 32	Class III Bike Route - SR 45 east to CL	\$ 2	By 2030
TBD	County	Local Road M	Class III Bike Route - CR 33 to CR 16	\$ 9	By 2030
TBD	County	Local Road 24	Class III Bike Route - CR 99 to SR 45	\$ 12	By 2030
TBD	County	Local Road 25	Class III Bike Route - CR D to CR M	\$ 6	By 2030
TBD	County	Local Road 33	Class III Bike Route - CR 99W to CR M	\$ 3	By 2030
TBD	County	Local Road 39	Class III Bike Route - CR 99W to SR 45	\$ 12	By 2030
TBD	County	Local Road 68	Class III Bike Route - CR D to CR 99W	\$ 4	By 2030
TBD	County	Local Road 303	Class III Bike Route - SR 162 to CL	\$ 19	By 2030
TBD	County	Local Road 306	Class III Bike Route - Colusa CL to Tehama CL	\$ 35	By 2030
TBD	County	Local Road 307	Class III Bike Route - CR 406 to Mendocino CL	\$ 29	By 2030
TBD	County	Local Road 406	Class III Bike Route - SR 162 to CR 307	\$ 16	By 2030
TBD	Willows	All	Class II and III Complete Bike Plan	\$ 319	by 2030
Total Unconstrained Bike/Ped Projects				\$ 23,374	

Constrained Transit Projects (Appendix M)

Table 5.7a lists the short-range improvements for Glenn Transit Service. These improvements were recommended in the Glenn County Coordinated Public Transit - Human Services Transportation Plan and the “unmet transit needs” process. There were other recommendations for marketing improvements and coordination, but these are the capital improvements recommended for the RTP. The short-range improvements include one transit bus and long-range improvements including four replacement buses and four demand response vehicles. The cost of the replacement buses is shown at \$525,000 in the short-range.

Table 5.7a Constrained Transit Project List					
Funding Source	Project	Location	Description	Total Cost (\$1000's)	Construction Year
STIP	Glenn Transit Service	Countywide	Glenn Ride Bus Replacement	\$ 525	2015/16
Total Constrained				\$ 525	

Unconstrained Transit Projects (Appendix N)

Table 5.7b lists the long-range improvements for Glenn Transit Service. These improvements were recommended in the Glenn County Coordinated Public Transit - Human Services Transportation Plan and the “unmet transit needs” process. The long-range improvements include four bus replacements at \$500,000 each and four demand response vehicle replacements at \$55,000 each, for a total \$2.2 million in long-range improvements.

Table 5.7b Unconstrained Transit Project List					
Funding Source	Project	Location	Description	Total Cost (\$1000's)	Construction Year
STIP	Glenn Transit Service	Countywide	Four Bus Replacements	\$ 2,000	2020+
STIP	Glenn Transit Service	Countywide	Four Vehicles Demand Response Replacement	\$ 220	2020+
Total Unconstrained			Total Cost:	\$ 2,220	

Constrained Aviation Projects (Appendix O)

Table 5.8 lists the short-range aviation improvements for Glenn County’s two airports. The projects are identified in the FAA Capital Improvement Program and are coordinated with the Caltrans Division of Aeronautics.

The projects for Haigh Field Airport include one planning project and five system preservation improvements. Total short-range costs are estimated at \$835,000.

The short-range projects for the Willows-Glenn airport include operational improvements, capacity enhancements and safety. Total short-range costs are estimated at approximately \$530,000.

Total estimated cost for all aviation related improvements is approximately \$13.6 million.

Table 5.8 Constrained Aviation Project List					
Haigh Field (Appendix M)					
Funding Source	Project Number/Proponent	Location/P.M.	Description	Total Cost (\$1,000s)	Construction Year
AIP	CIP		Update Master Plan	\$ 175	2015
AIP	CIP		Slurry Seal RWY, TWY, & Apron	\$ 105	2016
AIP	CIP	RW15	Acquire RW15 clear zone protection and conservation easement	\$ 105	2017
AIP	CIP		MITL	\$ 200	2018
AIP	CIP		Construct new Taxiway	\$ 50	2019
AIP	CIP		Rehab apron - design	\$ 200	2020
Total Haigh Field Projects				\$ 835	
Willows-Glenn (Appendix M)					
Funding Source	Project Number/Proponent	Location/P.M.	Description	Total Cost (\$1,000)	Construction Year
AIP	CIP		Install lighted wind cone	\$ 15	2015
AIP	CIP	Rwy 16	Install PAPI Rwy 16	\$ 20	2015
AIP	CIP	Rwy 34	Install REIL Rwy 34	\$ 15	2015
AIP	CIP		Rehab pavement	\$ 150	2015
AIP	CIP		Design perimeter fencing and gate	\$ 40	2015
AIP	CIP		Install perimeter fencing and gate	\$ 290	2016
Willows-Glenn Projects				\$ 530	

Unconstrained Aviation Projects (Appendix P)

Table 5.9 The long-range projects at the Willows-Glenn airport provide for land acquisition, relocation of a canal, farm road and taxiway, apron expansion, and construction of a parallel taxiway for Runway 13-31. Total cost of long-range improvements is estimated at approximately \$13.1 million.

Table 5.9					
Unconstrained Aviation Project List					
Haigh Field (Appendix M)					
AIP	CIP		Rebuild/construct hangars	\$ 500	2020
AIP	CIP		Rehab apron - Phase 1	\$ 400	2020
AIP	CIP		Rehab apron - Phase 2	\$ 250	2020
AIP	CIP		Rehab apron - Phase 3	\$ 250	2020
AIP	CIP		Install apron lighting	\$ 75	2020
Total Haigh Field Projects				\$ 1,475	
Willows-Glenn (Appendix M)					
AIP	CIP		Install perimeter fencing and gate	\$ 290	2016
AIP	CIP		Construct hangar taxilanes (Phase 1)	\$ 410	2017
AIP	CIP		Construct hangar	\$ 500	2018
AIP	CIP	Rwy 31	Avigation easement RWY 31	\$ 45	2019
AIP	CIP		Install Jet A tank	\$ 150	2019
AIP	CIP		Reconstruct apron, Phase 2	\$ 320.00	2030
AIP	CIP		Construct taxilanes Phase 2	\$ 190.00	2030
AIP	CIP		Construct Ag apron w/access road	\$ 836.00	2030
AIP	CIP	Rwy 34	Land acquisition Rwy 34 approach	\$ 700.00	2030
AIP	CIP		Land acquisition Rwy 16 approach	\$ 430.00	2030
AIP	CIP		Move canal and relocate Farm Rd.	\$ 220.00	2030
AIP	CIP		Expand north apron	\$ 320.00	2030
AIP	CIP		Relocate parallel taxiway for Rwy	\$ 1,370.00	2030
AIP	CIP		Construct parallel taxiway E for Rwy 13-31	\$ 1,520.00	2030
AIP	CIP		Total Willows-Glenn Projects	\$ 4,345	
Willows-Glenn Projects				\$ 11,646	

State Projects (Appendix Q)

Caltrans has proposed approximately \$71 million dollars for transportation projects on State highways in Glenn County over the RTP planning horizon and beyond. The short range projects (0-10 years) make up \$57 million of the need. The remaining \$14 million comes in the year 2020 and beyond. Table 5.10 shows a summary of the projects. The complete list of proposed Caltrans projects can be found in Appendix O.

**Table 5.10
State Project List**

Route	Location	Project Description	Est. Total Cost (\$1000)	Proposed Completion Year	Lead Agency	Source Document	RTP Project Y or N	Fiscally Constrained (FC) or Unconstrained (U) RTP Project
162	On SR 162, N Villa Ave to Tehema St	Install a Class III Bicycle Route on SR 162, from N Villa Ave to Tehema St.	TBD	2030	GCTC	2011 SR 162 TCR 2013 D3 State Highway Bicycle Facility Plan	Y	FC
32	On SR 32, Orland to Butte County line	Realign and widen SR 32 from Orland through the Butte County line to 4/5 lanes	\$ 10	2035	GC	2010 Glenn County RTP 2014 SR 32 TCR	Y	FC
162	On SR 162 west of Willows, CR 307 to I-5	Realign, widen, and pave the shoulder from SR 162 west of Willows, CR 307 to I-5.	\$ 22	2030	TBD	2011 SR 162 TCR	Y	U
162	On SR 162, I-5 to CR 307 overcrossing	Install Class II bicycle lanes on SR 162 from I-5 to CR 307 overcrossing.	\$ 6,534	2030	CT	2011 SR 162 TCR 2010 Glenn County RTP 2013 D3 State Highway Bicycle Facility Plan	Y	U
162	On SR 162 east of Willows, First St to Princeton Codora Canal	Realign, widen, pave the shoulder, and raise roadbed on SR 162 east of Willows, from First St. to Princeton Codora Canal.	\$ 12	2030	CT	2011 SR 162 TCR 2010 Glenn County RTP - Appendix 4k.	Y	U
162	On SR 162 Segment 4 east of Willows, First St to Princeton Codora Canal	Install Class II bicycle lanes on SR 162 east of Willows, from First St. to Princeton Codora Canal.	\$ 3	2030	CT	2011 SR 162 TCR 2010 Glenn County RTP	Y	U
45	SR 45 from Colusa/Glenn county line to junction SR 32 (end of route)	Improve and widen shoulders for Class II bicycle/pedestrian facilities SR 45 from Colusa/Glenn county line to junction SR 32 (end of route).	\$ 7,693	2030	GC	2014 SR 45 TCR 2010 Glenn County RTP DSMP Project list 2013 2013 D3 State Highway Bicycle Facility Plan	Y	U
162	On SR 162, 0.1 to 3.0 miles east of Willows	Realign, widen, pave and raise the roadbed on SR 162, from 0.1 to 3.0 miles east of Willows.	TBD	TBD	CT	2010 Glenn County RTP	Y	U
5	On I-5, 14 miles north of Willows from CR 16 overcrossing to CR 3 overcrossing Bridge #11 0074 - County Road 16 OC	Raise structures to improve vertical clearance on I-5, 14 miles north of Willows from CR 16 overcrossing to CR 3 overcrossing.	\$ 11,509	2015	CT	2014 SHOPP Transportation System Development Program Goods Movement Study	N	N/A
32	On SR 32 in Orland from I-5 to CR M 1/2	Complete microsurfing and add traffic stripes on SR 32 in Orland from I-5 to CR M 1/2.	\$ 300	2016	CT	Maintenance	N	N/A
45	On SR 45, at CR 61 and at the junction of SR 162 west and on SR 162 at CR Z	Install breakaway utility poles on SR 45, at CR 61 and at the junction of SR 162 west and on SR 162 at CR Z.	\$ 118	2016	CT	Maintenance	N	N/A
162	At SR 162/5 seperation in Willows	Complete bridge deck rehab with overlay and seal at the SR 162/5 seperation in Willows.	\$ 193	2016	CT	Maintenance	N	N/A
5	On I-5, near Orland from 0.2 miles north of CR 28 overcrossing to Tehama County line	Place rubberized hot mix asphalt on I-5 near Orland from 0.2 miles north of CR 28 overcrossing to Tehama County line.	\$ 7,333	2017	CT	SHOPP Report 2015	N	N/A
Var	In Butte, Glenn, Placer, Sutter, and Yuba Counties at various locations	Rehabilitate bridge deck at various locations within Butte, Glenn, Placer, Sutter, and Yuba Counties.	\$ 1,266	2017	CT	Maintenance	N	N/A
5	On I-5, 14 locations in Gle, Yol, Nev, ED, Yub, But, and Sut Counties	Install CCTV and CMS on I-5 at 14 locations in Gle, Yol, Nev, ED, Yub, But, and Sut Counties.	\$ 6,715	2018	CT	10-Year SHOPP Performance Tool	N	N/A
162	On SR 162 near Butte City at Butte City Bridge	Place rock slope protection on SR 162 near Butte City at the Butte City Bridge.	\$ 215	2018	CT	SHOPP Report 2015	N	N/A
5	Throughout District 3 on Routes 5, 50, 51, 65, 70, 80, 99, 149 and intersecting routes	Replace signs, sign lighting, and install existing signs	\$ 1,703	2016	CT	SHOPP Report 2016	N	N/A
5	Willows SRRA	Upgrade water and sewage system to comply with water quality standards and permits	\$ 6,450	2016	CT	SHOPP Report 2016	N	N/A
32	City of Orland	Construct pedestrian infrastructure	\$ 2,158	2016	CT	SHOPP Report 2016	N	N/A
5	On I-5, from Colusa County line to Tehama County line	Glenn native planting at various locations along I-5, from Colusa County line to Tehama County line.	\$ 980	2019	CT	Maintenance	N	N/A
5	On I-5, CR 68 to CR 7 at various locations	Along I-5 from CR 68 to CR 7 at various locations, pave slopes, areas beyond the gores and narrow areas, relocate roadside facilities away from traffic, and install a worker access gate.	\$ 2,800	2020	CT	10-Year SHOPP Performance Tool	N	N/A
32	On SR 32, CR P to CR S	Construct two way left turn lanes on SR 32, CR P to CR S.	\$ 2,500	2020	CT	2014 SR 32 TCR	N	N/A
32	On SR 32, from 6.0 km east of Orland to 5.0 km west of Hamilton City	Complete Stoney Creek Bridge replacement (scour) on SR 32, from 6.0 km east of Orland to 5.0 km west of Hamilton City.	\$ 10,423	2020	CT	STIP Report 2015	N	N/A
162	On SR 162, from CR D to just east of Walker Creek Bridge (Br#11-11) Willows	Provide ADA access on SR 162, from CR D to just east of Walker Creek Bridge (Br#11-11) Willows.	\$ 3,800	2020	CT	10-Year SHOPP Performance Tool Transportation System Development Program	N	N/A

TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

Transportation Systems Management (TSM) is a term used to describe low-cost actions that maximize the efficiency of existing transportation facilities and systems. In urbanized areas, strategies using various combinations of techniques can be implemented. However, in relatively rural areas like Glenn County, many measures that would be taken in metropolitan areas are not practical.

With limited funding, Glenn County must look for the least capital-intensive solutions. On a project basis, TSM measures are good engineering and management practices. Many are already in use to increase the efficiency of traffic flow and movement through intersections. Long-range TSM considerations should include:

- Signing and striping modifications
- Parking efficiency improvement.
- Paving and re-striping parking areas to facilitate off-street parking, installing or modifying signals to provide alternate circulation routes for residents, and
- Re-examining speed zones on certain streets

These types of actions will remain part of the RTP and General Plan planning process over the next 20 years.

TRANSPORTATION DEMAND MANAGEMENT TECHNIQUES (TDM)

Transportation Demand Management (TDM) is a term used to describe a set of strategies and policies aimed at reducing travel demand, especially that of single-occupant vehicles. Expanding the transit and non-motorized networks, encouraging ride-sharing and educating the public are major avenues of reducing travel demand.

With limited funding, Glenn County must look for the least capital-intensive solutions. Expanding the transit and non-motorized networks in Glenn County would be costly, and ultimately may not benefit the majority of rural County residents. Glenn County will be reducing travel demand by promoting public awareness of transit and rideshare opportunities through media and promotional events and by developing Park-n-Ride projects for future implementation.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Intelligent Transportation Systems (ITS), as defined in law, refers to the employment of “electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.” The implementation of ITS is a priority for the U.S. Department of Transportation, and is recommended in Glenn County although not currently employed. A key component of that nationwide implementation is the National ITS Architecture, a framework devised to encourage functional harmony, interoperability, and integration among local, regional, State and Federal ITS applications. It can include:

- Transit and Traveler Information (e.g. Telephonic and Web-based Travel Information Access)
- Highway Advisory Radio
- Commercial Vehicle Operations Systems (e.g. Weigh-in-Motion Systems at Roadside Weighing & Inspection Stations, etc.)
- Automated Vehicle Location (AVL) Systems for Transit Vehicles

6 FINANCIAL ELEMENT



The Financial Element provides the cost and revenue forecasts necessary to implement the 2015 Glenn County RTP Action Element (Chapter 5). The forecasts address specific governmental funding programs from Federal, State and local sources. The availability of local revenues from tax initiatives and development fees are explored. Surpluses and deficits resulting from the difference in projected revenues and planned and/or projected expenditures are identified, along with the ramifications of implementing only those improvements that have secure funding. Long-range transportation project costs are inflated to real dollars for the horizon year 2035.

Many of the elements of the transportation system are partly funded or operated by other public agencies or private companies. Addressing these issues in many cases will not be the sole responsibility of the County but will require a cooperative and coordinated process with concerned interests.

The purpose of the Financial Element is to:

1. Project revenue for transportation projects.
2. Estimate the costs to implement the Action Element (Chapter 5).
3. Project operation and maintenance costs.
4. Identify financially constrained transportation projects-short range projects (1-5 years).
5. Identify unconstrained transportation projects-long range projects (6-20 years).
6. Identify potential funding shortfalls.

The short-range and long-range projects listed in Chapter 5 (Action Element) are consistent with the Goals, Policies and Objectives identified in Chapter 4.

PROJECTED REVENUES

Table 6.1 provides a summary of the projected revenues from Federal, State, and local sources over the life of the RTP (by 2035). The estimates in Table 6.1 are based on historical average annual amounts and reasonably anticipated forecasts by the GCTC, County and Cities for future funding. Amounts are shown in 2015 dollars. Total anticipated revenues from all sources are approximately \$81 million over the life of the RTP (2035).

Key assumptions in projecting revenues for the RTP are stated below:

- Revenues that historically have been constant and reliable are reflected through 2035 for all modes.
- Projections are based on MAP -21 funding levels or similar transportation funding bills, and historical funding levels.
- State revenues are expected to be available at historical funding levels.
- Non-auto revenues are estimated based on historical levels.

Table 6.1 Projected Revenues from Federal, State, and Local Sources*						
Revenue Category	Revenue (in 1000's) 2015 RTP			Revenue (in 1000's) 2010 RTP		
	Short-Range (1-10 yr)	Long-Range (11-20 yr)	Total	Short-Range (1-10 yr)	Long-Range (11-20 yr)	Total
State Transportation Improvement Program (STIP)	\$20,110	\$18,099	\$38,209	\$15,000	\$16,570	\$31,570
Regional Surface Transportation Program (RSTP)	\$3,662	\$3,296	\$6,958	\$3,990	\$4,389	\$8,379
Local Transportation Fund (LTF)	\$7,500	\$6,750	\$14,250	\$7,980	\$7,980	\$15,960
State Transit Assistance (STA)	\$1,000	\$900	\$1,900	\$540	\$600	\$1,140
Federal Transit Administration (FTA)	\$1,500	\$1,350	\$2,850	\$1,090	\$1,090	\$2,180
Airport Improvement Program (AIP)	\$1,500	\$1,350	\$2,850	\$1,600	\$1,600	\$3,200
Proposition 42	\$1,300	\$1,170	\$2,470	\$1,310	\$1,310	\$2,620
Transit Fares	\$1,200	\$1,080	\$2,280	\$1,320	\$1,320	\$2,640
Highway Bridge Program (HBP)	\$3,000	\$2,700	\$5,700	\$1,500	\$1,500	\$3,000
Highway Safety Improvement Program (HSIP)	\$1,000	\$900	\$1,900	\$2,700	\$2,700	\$5,400
Active Transportation Program (ATP)	\$1,000	\$900	\$1,900	-	-	\$0
Federal Forest Reserve	N/A	N/A	\$0	\$729	\$729	\$1,458
Transportation Enhancement (old)	N/A	N/A	\$0	\$1,540	\$1,540	\$3,080
Total Transportation Revenue	\$42,772	\$38,495	\$81,267	\$39,299	\$41,328	\$80,627

*Revenues are based on known or expected annual revenues. The annual is then projected through the 10 and 20 year periods. Bridge revenues based on previous programming periods.

COST SUMMARY

Table 6.2 contains a summary of the RTP improvement costs identified for each modal category in the RTP. Expenditures are projected based on transportation projects proposed and/or planned by Glenn County, Caltrans, the Cities of Orland and Willows, and the Grindstone Rancheria. A total of \$95 million has been proposed for all modes of travel for the 20-year period.

Table 6.2 Revenue vs Costs by Mode							
	Projected Revenue by Mode		Projected Costs by Mode			Revenue Minus Costs by Mode	
	Short Range	Long Range	Funding Source	Short Range	Long Range	Short Range	Long Range
Roadway	\$26,072	\$23,465	STIP, RSTP, Prop. 42, HSIP	\$17,947	\$15,000	\$8,125	\$8,465
Bridge	\$3,000	\$2,700	HBP	\$4,219	\$0	(\$1,219)	\$2,700
Transit Operating	\$11,200	\$10,080	LTF, STA, FTA, Transit Fares	\$4,052	\$12,157	\$7,148	(\$2,077)
Transit Capital	\$500	\$2,420	LTF, STA, FTA, Transit Fares	\$525	\$2,220	(\$25)	\$200
Bicycle and Pedestrian	\$1,000	\$900	ATP	\$1,810	\$23,374	(\$810)	(\$22,474)
Airport Capital	\$1,500	\$1,350	AIP	\$1,365	\$13,121	\$136	(\$11,771)

Roadway revenues include STIP, RSTP, and HSIP resources. Transit capital based on estimated revenues and expenditure needs.

APPENDICES
FOR THE
GLENN COUNTY
2015 REGIONAL TRANSPORTATION PLAN



October 2015



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Appendices

- A Public Participation Plan
- B Public Involvement Documents
- C Stakeholders List
- D FAA 5010 Master Airport Record
- E Summary of CTP Planning Themes
- F SHSP Summary
- G Constrained Roadway Project List
- H Unconstrained Roadway Project List
- I Constrained Bridge Project List
- J Unconstrained Bridge Project List
- K Constrained Bike/Pedestrian Project List
- L Unconstrained Bike/Pedestrian Project List
- M Constrained Transit Project List
- N Unconstrained Transit Project List
- O Constrained Aviation Project List
- P Unconstrained Aviation Project List
- Q State Project List

Appendix A

Public Participation Plan

8.00 PUBLIC PARTICIPATION

To encourage public participation in the transportation planning process and for compliance with federal and state regulations, the Glenn County Transportation Commission (GCTC) sets forth and formalizes its public participation plan.

GCTC shall provide a 45-day comment period on these public involvement policies prior to adoption by the GCTC. GCTC shall distribute the public involvement procedures to all member jurisdictions, the media, state and federal agencies, public libraries and other affected agencies within the region. GCTC will also provide a noticed public hearing prior to adoption of the public participation plan.

GCTC shall communicate and provide information on current and relevant transportation issues through the GCTC transportation advisory committees and the GCTC monthly agendas. Agendas for GCTC are notice on the previous month's agenda and committees are noticed seven (7) days in advance to the public and media and posted in a freely accessible place at a minimum of seventy-two (72) hours before all regular meetings. GCTC meeting agendas provide opportunity for public comments and testimony on agenda items. No action or discussion may take place on any item NOT appearing on the posted agenda except that: the Commission may briefly respond to statements made or questions posed by persons during the public comment agenda item; on own initiative, or in response to questions posed by the public, the Commission may ask questions for clarification, provide a reference to staff or other resources for factual information, request staff to report back to the Board at a subsequent meeting on any matter, and direct staff to place a matter of business on a future agenda.

GCTC also has a website within the County's website www.countyofglenn.net/transportation. The website provides agendas and minutes of meetings; information on the Unmet Transit Needs process in English and Spanish (meeting schedule, flyer and comment sheet); a copy of the Regional Transportation Plan.; descriptions of the GCTC and Regional Transit Committee; and transit program information. Unmet Transit Needs materials are provided in two languages to assist in distribution of information to the underserved. A Spanish language translator is available to develop bilingual materials and translation of responses. GCTC will continue to use the website for transportation information.

GCTC shall maintain a website that contains regional plans, programs, agendas, maps and other relevant data used for the preparation of transportation documents and meeting agendas. Access and copies of information shall be provided to the public and member agencies upon request.

GCTC shall provide a 45-day comment period prior to adoption of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP). GCTC shall notice the public comment period in regional newspapers and other media as available. Copies of all documents included in the notice shall be available at the GCTC office and website during the 30-day comment period. GCTC shall provide a public hearing prior to adoption of the fore-mentioned plans.

GCTC shall document and respond in writing to all written comments received during the 45-day comment period provided for the RTP and RTIP. Copies of all written comments and accompanying responses will be included with the appropriate document.

GCTC shall provide an additional 45-day comment period in those instances where significant public comment on a draft plan or RTIP has resulted in significant changes that require additional public review. Determination on whether significant comments were received on a draft plan or RTIP will be decided by the GCTC Technical Advisory Committee (TAC).

GCTC shall utilize the Social Services Transportation Advisory Council (SSTAC), required by California's Transportation Development (TDA), to identify unmet transportation needs within the planning area. The SSTAC specifically includes representatives of underserved groups, including seniors, low income households, and persons with disabilities. The SSTAC will also provide advise on other major transit issues, including the coordination and consolidation of specialized transportation services.

GCTC shall annually review the public involvement process as part of the annual certification of GCTC's Overall Work Program and budget, in cooperation with Caltrans.

As a local government entity operating within the State of California, GCTC is subject to the State's open meeting laws identified in the Ralph M. Brown Act.

All monthly meetings of GCTC are noticed and open to the public. GCTC's transportation advisory committees include the Technical Advisory Committee and the Social Services Transportation Advisory Council. SSTAC and TAC do not meet on a regular basis.

The GCTC Technical Advisory Committee (TAC) Members include planning and engineering staff of the County of Glenn, Cities of Orland and Willows and a representative from the Native American Grindstone Indian Rancheria. Advisory members for the Committee are from the California Highway Patrol, U.S. Forest Service, and Caltrans, District 3. This Committee has the responsibility to use their expertise to review, evaluate, prioritize and recommend regional projects for programming Glenn County's share of the State Transportation Improvement Program funds for the Glenn County Transportation Commission's consideration.

The Regional Transit Committee (RTC) consists of six representatives. The County, the City of Orland and the City of Willows each appoint two representatives. This Committee is responsible for the operations of transit services offered in Glenn County. The Regional Transit Committee considers the recommendations of the SSTAC and presents the recommendations to the Transportation Commission.

The GCTC Social Services Transportation Advisory Council (SSTAC) was established under the requirements of the Transportation Development Act (TDA), to ensure that unmet transit needs are identified with Glenn County.

Glenn County Transportation Commission (GCTC) includes six representatives from the County, the City of Orland and the City of Willows. The membership is three representatives from the County and one representative from each of the two cities with the remaining membership rotating between the two cities. GCTC is the regional transportation planning agency for Glenn County.

Appendix B

Public Involvement Documents

GLENN COUNTY RTP

KICK-OFF MEETING AGENDA

DATE: SEPTEMBER 24, 2014
TIME: 2:00PM
LOCATION: PLANNING AND PUBLIC WORKS BUILDING
777 N. COLUSA STREET
WILLOWS, CA 95988

BACKGROUND:

Updating the 2015 Glenn County Regional Transportation Plan and for preparation of all necessary environmental documents. The RTP shall be compliant with 2010 RTP Guidelines. Green DOT Transportation will coordinate with the city and county staff as part of this update. The project teams' first coordination, as set forth in the proposal, is the project kick-off meeting with GCTC staff to refine the project scope, schedule, expectations and document format.

- A. COMMUNITY OUTREACH**
 - MEETING DATES
 - STAKEHOLDERS
- B. AVAILABLE INFORMATION**
 - OLD RTP FILES
 - GIS
- C. FUTURE PROJECTS**
 - RECENT PROJECTS NOT IN 2010 RTP
- D. EXPECTATIONS**
 - GCTC EXPECTATIONS FOR ARB GHG
- E. DISCUSS NEXT STEPS**
- F. ADJOURN**

For information regarding this meeting, please contact Project Manager Jeff Schwein at:

530-781-2499

jeff@greendottransportation.com

GLENN COUNTY RTP

KICK-OFF MEETING SUMMARY

DATE: SEPTEMBER 24, 2014
TIME: 2:00PM
LOCATION: PLANNING AND PUBLIC WORKS BUILDING
777 N. COLUSA STREET
WILLOWS, CA 95988

BACKGROUND: Updating the 2015 Glenn County Regional Transportation Plan and for preparation of all necessary environmental documents. The RTP shall be compliant with 2010 RTP Guidelines. Green DOT Transportation will coordinate with the city and county staff as part of this update. The project teams' first coordination, as set forth in the proposal, is the project kick-off meeting with GCTC staff to refine the project scope, schedule, expectations and document format.

- A. COMMUNITY OUTREACH**
 - MEETING DATES
 - STAKEHOLDERS
- B. AVAILABLE INFORMATION**
 - OLD RTP FILES
 - GIS
- C. FUTURE PROJECTS**
 - RECENT PROJECTS NOT IN 2010 RTP
- D. EXPECTATIONS**
 - GCTC EXPECTATIONS FOR ARB GHG
- E. DISCUSS NEXT STEPS**

Discussion:

- A. Green DOT and the county agreed on a timeframe for future meetings: sometime in November 2014 will be the first meeting and January 2015 which is their quarterly meeting which will be the second meeting. It was suggested to use existing meetings dates and times at either BOS meetings or commission meetings. TAC meetings are held on an as needed basis.

GLENN COUNTY RTP

Green DOT will run an outreach strategy by Caltrans for approval if the existing meetings times and dates work or if they want more outreach done.

Green DOT will develop a schedule and submit it to the Mardy Thomas for approval. Green DOT will also develop a list of stakeholders in addition to the trucking contacts listed in the appendices of the 2010 RTP. Additional stakeholders that were suggested were: the school districts, tribal communities, Caltrans, irrigation district, City of Willows, City of Orland, CHP, city managers.

- B. Made copies of pertinent information from the existing RTP. Received copies of GIS files from Mardy on a flash drive. Can get more copies if need.
- C. Discussed future projects that needs to be added into the update. The county mentioned that a supervisor from the City of Orland is highly interested in a 4 lane change along HWY 32 east of Orland, which was also a Caltrans idea, however the county struck that down (no benefit to the county as a whole)and will possibly be making into 3 lanes (third lane being a “suicide lane”). Mardy stated he would confirm this with TAC to see if this project is still moving forward.
- D. GC had no expectations beyond normal procedures.
- E. Mardy suggested looking at the Bike Plan for Federal and or State money to go towards county projects. Bicycle Groups = STIP money. Also, need to finish up sidewalks for ADA purposes and connectivity for both the City of Orland and City or Willows. He thinks there was a sidewalk study done with some data. The data only includes sidewalk feet/length. Also, a streetscape plan along HWY 32, Caltrans project.

GLENN COUNTY TRANSPORTATION COMMISSION

TECHINICAL ADVISORY COMMITTEE

Peter R. Carr, City Manager
Forrest Marston, Public Works Director
Steve Holsinger, City Manager
Skyler Lipski, Public Works Director
Matthew Gomes, Deputy Director, Planning & Public Works
Di Aulabaugh, Executive Director

City of Orland
City of Orland
City of Willows
City of Willows
County of Glenn
County of Glenn

Eduardo Olmedo
Bruce A. Carpenter, Lieutenant Commander
Nora Hogan, Transportation Planner

U.S. Forest Service (non-voting)
California Highway Patrol (non-voting)
Caltrans

AGENDA

Monday, November 17, 2014 at 1:30 p.m.

Glenn County Board of Supervisors, Conference Room

525 West Sycamore Street, Willows
(530) 934-6530 Fax (530) 934-6533

1) **CALL TO ORDER:**

2) **UNSCHEDULED:**

Receive comments from the audience, staff and committee members and, if deemed necessary, refer the subject matter for follow-up and/or schedule the matter on a subsequent agenda if required.

3) **ITEMS FOR CONSIDERATION:**

- a) Discussion and comment on Regional Transportation Plan (RTP) update.
This may include project updates, changes in project funding, updates to policy
- b) Consider holding regular quarterly meetings
- c) Other items

4) **NEXT MEETING:**

5) **ADJOURN**

GLENN COUNTY TRANSPORTATION COMMISSION TECHNICAL ADVISORY COMMITTEE

DI AULABAUGH, EXECUTIVE DIRECTOR
PHONE: (530)934-6530 FAX: (530)934-6533

AGENDA ITEM

MEETING OF NOVEMBER 17, 2014

SUBJECT

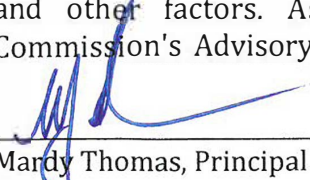
Regional Transportation Plan Update

ATTACHMENTS

- Regional Transportation Plan Guidelines (not printed) available at:
http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/index_files/2010%20RTPGuidelines_Jan2011_Technical_Change.pdf
- Impacts of SB 375 on Transportation (not printed) available at:
http://www.dot.ca.gov/hq/tpp/californiatrnsportationplan2040/Documents/legislation/SB_375_Summary-Prepared_by_Caltrans.pdf
- 2010 Glenn County Regional Transportation Plan Update (not printed) available at:
<https://glenncountyrtp.files.wordpress.com/2014/09/glenn-county-rtp-2009-2010.pdf>
- 2015 Regional Transportation Plan Matrix

BACKGROUND & DISCUSSION

California Transportation Commission (<http://www.catc.ca.gov/programs/rtp.htm>) states that "since the mid-1970s, with the passage of Assembly Bill 69 (AB 69, Chapter 1253, Statutes of 1972) California state law has required the preparation of Regional Transportation Plans (RTPs) to address transportation issues and assist local and state decision-makers in shaping California's transportation infrastructure. On July 1, 2009, the California Transportation Commission (Commission), upon consultation with the California Air Resources Board and the California Department of Transportation (Caltrans), formed an Advisory Committee to prepare necessary revisions to the Commission's RTP Guidelines in response to the requirements of Senate Bill 375 (SB 375, Chapter 728, Statutes of 2008) and other factors. As required by Government Code Section 14522.1(a) (2), the Commission's Advisory Committee included representatives of the metropolitan planning


Mardy Thomas, Principal Planner

3A
Agenda Item#

organizations, Caltrans, organizations knowledgeable in the creation and use of travel demand models, local governments, and organizations concerned with the impacts of transportation investments on communities and the environment. The 2010 RTP Guidelines adopted by the Commission in April 2010, link provided above, incorporated new planning requirements as a result of SB 375 and incorporated the addendum to the 2007 RTP Guidelines.”

At this time the Glenn County Transportation Commission (GCTC) is considering, but has not yet elected, a revision to the update cycle for the Regional Transportation Plan from five years to four years as provided by SB 375. Therefore this update must be completed by May of 2015. In order to accomplish this task the GCTC has secured the services of a consultant and has begun work on the update.

As few changes have occurred since the last update process in 2009-2010 this is not anticipated to be a comprehensive update. There are some key areas that are required by statute to be reviewed and updated that we will address through this process. Please see the attached matrix identifying in more detail each of the RTP components and what changes have been identified. Many of these changes are related to the new Federal Highway Bill called Map 21 and the distribution of funding for alternative transportation projects (i.e. bicycle, pedestrian and transit projects). Additionally, the financial element and the project lists need to be reflective of any changes to funding and projects.

The consultant has developed and made available a website for tracking this project, its progress, documents and meetings. The website address is: www.glenncountyrtp.com

For this meeting the primary focus will be Appendix 4 of the current RTP. All jurisdictions will be asked to provide input on the following:

1. Eliminate completed projects or projects nearing completion
2. Identify projects to be added to the lists:
 - a. Road
 - b. Bridge
 - c. Bicycle/Pedestrian
 - d. Transit
 - e. Airport
3. Discuss next steps for the RTP update

RECOMMENDATION

Each jurisdiction should review the linked and attached information, consider any updates to their jurisdiction projects, funding for projects, and or any other recommended changes to the RTP. The results of this effort should be an updated plan that assures projected funding will meet the programmed projects, a prioritization of projects, and development of the future projects list. The sooner the individual jurisdiction information can be identified, gathered and provided to the consultant the more time the consultant and the GCTC TAC members will have to assure the result of their efforts is a valuable and useful tool for future project development.

2015 Regional Transportation Plan

Existing	RTP Chapter #	RTP Page #	Chart/ Table/ Figure	What Needs to be Changed?/ Existing Source
Chapter 1 Introduction				
SAFETEA-LU/ TEA-21	1	1-1	NA	Update to Map-21 information https://www.fhwa.dot.gov/map21/
Population Distribution	1	1-2	Table 1.1	Need population updates source: State of California, Department of Finance, Table E-4 City/County Population Estimates
Employment	1	1-4	Table 1.2	Update table: Source: California Employment Development Department; Glenn County Coordinated Public Transit – Human Services Plan July 2008
Glenn County Housing	1	1-4	Table 1.3	Update table: Source: California Department of Finance – Demographic Research Unit; County Economic Profiles
2007 RTP Guidelines	1	1-5	NA	Purpose of the Plan: talks about 2007 RTP guidelines, need 2010 language
Entire page needs updated	1	1-7	NA	This whole page needs to be updated: coordination with other plans and studies, coordination with trucking firms, organizational structure of the GCTC
Entire page needs updated	1	1-8	NA	Needs updating: Public participation, Coordination with GC Resource Agencies, Coordination with Tribal Gov't's
Federally Recognized GC Indian Tribal Govt	1	1-9	Table 1.4	Update table: Source: Caltrans. Fehr and Peers also stated they made telephone contact. There is also language that needs to be changed to reflect 2015 RTP update.
Chapter 2 Needs Assessment				
Historical Population Growth	2	2-1	Table 2.1	Update table: Source: State of California, Department of Finance, E-4 Population Estimates for Cities, Counties and the State, 2001–2009, with 2000 Benchmark. Sacramento, California, May 2009.
Journey to Work	2	2-2	Figure 2.1	Source: California Employment Development Department, Glenn County Profile (http://www.labormarketinfo.edd.ca.gov/cgi/databrowsing/localAreaProfileQSMOREResult.asp?menuChoice=localAreaPro&criteria=Unemployment+Rate&categoryType=employment&geoArea=0604000021&area=Glenn+County&timeseries=Unemployment+RateTimeSeries)
Distressed Lane Miles	2	2-3	Table 2.2	Source: Caltrans, 2007 State of the Pavement
GC Lane Use Designations	2	2-4	Table 2.3	May need to update probably hasn't changed much though. Source: Glenn County 2009
TCRs	2	2-9		Update Transportation Concept Reports paragraph to reflect current data. Sources: http://www.dot.ca.gov/dist3/departments/planning/tcr/tcr45.pdf
Historical Daily Traffic Volumes	2	2-10	Table 2.4	Update table: Source: Caltrans Traffic and Vehicle Data Systems Unit, 2009
LOS Definitions	2	2-11	Table 2.5	Update table: The manual used for this data was from 2000. The manual has been updated 2010 data.
Max Daily Volume Thresholds	2	2-12	Table 2.6	Notes: Based on the 2000 Highway Capacity Manual, Chapters 20 and 22, which provided maximum peak hour flows. The values in this table were converted to daily travel using the peak period percent (approximately 10%) for these facilities. The urban capacities were taken from the City of Orland 2008 General Plan Circulation Element.
Existing ADT on State Highways	2	2-12	Table 2.7	Update table: Source: Caltrans Traffic Data Unit; Glenn County
Existing ADT on select County and City Facilities	2	2-14	Table 2.8	Update table: Source: Glenn County; City of Willows 2009 and recent. Note: Segments in Italics shows road segments with 2009 traffic counts.
Summ of Forest Serv Roads	2	2-15	Table 2.9	Note: N/A – Not applicable. Source: U.S. Forest Services, 1992
Glenn Ride hours of operat	2	2-15	Table 2.10	Source: http://gcppwa.net/divisions/public_transit/documents/WebSch062013.pdf
Glenn County Transit Coverage	2	2-16	Figure 2.4	Update Transit coverage with new route maps.
Social Serv Transportation				Source: "2008 Glenn County Coordinated Public Transit – Human Services

2015 Regional Transportation Plan

Existing	RTP Chapter #	RTP Page #	Chart/ Table/ Figure	What Needs to be Changed?/ Existing Source
GC Transit Services Performance Indicators	2	2-19	Table 2.11	Update table: Source: The County recently compiled ridership data for Glenn Ride for FY 2008/09. Total ridership was reported at 59,938 showing an 8 percent increase over FY 2007/08.
Private Transpo Services	2	2-20	NA	Info needs updated: cab companies and merit midirons
Transit Needs Assessment	2	2-20	NA	This information sites 2007 survey
Future Population Forecasts	2	2-24	Table 2.12	Update table: Source: California Department of Finance
Employment figures	2	2-25	NA	Update employment information
Existing and Future ADT on State HWYs	2	2-25	Table 2.13	Update table: Caltrans Data Forecasting Unit and Counts; Glenn County; Fehr & Peers 2009
GC 3 1/2 year Collision Summary on State Facilities	2	2-29	Table 2.14	Update table: Source: California Highway Patrol SWITRS Data Base; Fehr & Peers 2009.
GC 3 1/2 year Collision Summary on County Facilities	2	2-29	Table 2.15	Incomplete information: This table doesn't show totals. Supposed to be similar format to Table 2.14
Traffic Accident Rate	2	2-31	Table 2.16	Update table: Source: 2007 Accident Data on State Highway, Caltrans
Transit information	2	2-32	NA	Update transit paragraph as well as "future transit demand"
Truck Volumes	2	2-34	Table 2.17	Update table: Source: Caltrans 2007 Truck Volumes
Chapter 3 Policy Element				
Chapter 3 Policy Element	3	3-1	NA	Page needs to reflect current data
Design Standards and Functional Classification	3	3-3/3-4	NA	Make sure this information is consistent with Chapt 2 as stated
Chapter 4 Action Element				
SAFETEA-LU	4	4-1	NA	Update to include Map-21 information
RTP Program Level Performance Measures	4	4-4	Table 4.1	Update table: Program Level Perf. Measures. Source: Fehr & Peers 2009; New source: Green DOT
Application of Perfomance Measures	4	4-5/ 4-6	NA	Update measures/ data
Completed projects	4	4-8	NA	Updated completed projects STIP and Prop 1B funds
Regional and Local Action Programs	4	4-8	NA	Information talks about appendices 4a-4j, make sure this is reflected in any changes
RTP Project List	4	4-10/ 4-13	NA	Update information
Chapter 5 Financial Element				
First page of chapter 5	5	5-1/ 5-7	NA	First paragraph needs updating. Ie 2009 should be 2015 etc, funding sources should be reflected to have current sources. Ie safetea-lu should be map-21
Summ of 20 Year RTP Aniticipated Revenue	5	5-8	Table 5.1	Update table: Source from 2010 RTP says: Glenn County
RTP Project Cost Summary	5	5-9	Table 5.2	Update table: Source from 2010 RTP says: Glenn County
Comparison of Cost and Revenues Bridge and Road	5	5-10	Table 5.3	Update table: See notes from 2010 RTP
Comparison of Cost and Revenues Transit	5	5-10	Table 5.4	Update table: transit projects anticip[ated to be fully funded from Local Transportation Fund and FTA Grants
Comparison Cost and Revenue for Bike and Pedestrian	5	5-11	Table 5.5	Update table: See notes from 2010 RTP
Comparison Cost and Revenue for Aviation	5	5-11	Table 5.6	Update table: Notes: deficit anticipated to be zero based on historical state and federal funding levels
Funding Strategies	5	5-12/ 5-13	NA	UPDATE
Chapter 6 Environmental Assessment				
Initial Study and Neg Dec	6			Separate document
Appendices				
Appendices				
Programming and Operations				Exempted projects, SCS development (MPOs only), non-MPOs-RTPAs addressing GHG, adaptation of RTS to climate change

REGIONAL TRANSIT COMMITTEE AND GLENN COUNTY TRANSPORTATION COMMISSION

REGIONAL TRANSIT COMMITTEE

Gary Hansen, Chairman	City of Willows	Bruce T. Roundy	City of Orland
John Viegas	County of Glenn	Jim Yoder	City of Willows
Salina Edwards	City of Orland	Dwight Foltz	County of Glenn
Jeff Williams (Alternate)	City of Willows	Jim Paschall (Alternate)	City of Orland
		Vacant (Alternate)	County of Glenn

GLENN COUNTY TRANSPORTATION COMMISSION

Gary Hansen, Chairman	City of Willows	Dwight Foltz	County of Glenn
Bruce T. Roundy	City of Orland	John Viegas	County of Glenn
Salina Edwards	City of Orland	R. Keith Corum	County of Glenn
Jim Yoder (Alternate)	City of Willows	Vacant (Alternate)	County of Glenn

Executive Director, Di Aulabaugh

AGENDA

Thursday, January 15, 2015 at 9:00 a.m.

WILLOWS MEMORIAL HALL, BOARD OF SUPERVISORS' CHAMBERS

525 West Sycamore Street, Willows

(530) 934-6530

Fax (530) 934-6533

transit@countyofglenn.net

The Regional Transit Committee and Transportation Commission welcome you to this meeting. Pursuant to the provisions of the Brown Act, comments will be heard from the public on each agenda item being considered. After posting of this agenda, the public may request copies of support information for public agenda items listed.

Agenda Posted: Friday, January 9, 2015 at 8:50 a.m.

REGIONAL TRANSIT COMMITTEE

- 1. CALL TO ORDER:**
- 2. PLEDGE OF ALLEGIANCE:**
- 3. ROLL CALL:**
- 4. APPROVAL OF MINUTES:**
[Minutes of November 20, 2014 meeting](#)

5. CONSENT ITEMS:

- A. [Schedule of Meetings for 2015](#)

6. ITEMS FOR CONSIDERATION AND ACTION:

- A. Election of Chairman and Vice Chairman
B. [Fare Increase for Glenn Ride](#) (Public Hearing)

7. STAFF REPORT

[This is a standing agenda item for staff to report on ongoing projects or legislative developments related to transit.](#)

8. UNSCHEDULED MATTERS AND FUTURE AGENDA ITEMS:

(If the matter is not on the agenda, the public may address the Committee at this time. Unless the matter qualifies for an exemption under the provisions of Government Code Section 54954.2(b), action or discussion cannot be taken on Unscheduled Matters.)

9. NEXT MEETING:

**Thursday, February 19, 2015, at
Orland Carnegie Community Center, Council Chambers
912 Third Street, Orland at 9:00 a.m.**

ADJOURN TO MEETING OF
GLENN COUNTY TRANSPORTATION COMMISSION

1. CALL TO ORDER:

2. ROLL CALL:

3. APPROVAL OF MINUTES:

[Minutes of December 18, 2014 meeting](#)

4. CONSENT ITEMS:

- A. [Schedule of Meetings for 2015.](#)

5. ITEMS FOR CONSIDERATION AND ACTION:

- A. Election of Chairman and Vice Chairman
B. [Report on Regional Transportation Plan Update by GreenDOT](#)

6. STAFF REPORT:

[This is a standing agenda item for staff to report on ongoing projects or legislative developments related to transportation.](#)

7. UNSCHEDULED MATTERS AND FUTURE AGENDA ITEMS:

(If the matter is not on the agenda, the public may address the Commission at this time. Unless the matter qualifies for an exemption under the provisions of Government Code Section 54954.2(b), action or discussion cannot be taken on Unscheduled Matters.)

8. **NEXT MEETING:**
Thursday, February 19, 2015, at
Orland Carnegie Community Center, Council Chambers
912 Third Street, Orland at 9:00 a.m.

Glenn County 2015 Regional Transportation Plan

THE RTP

- ❖ Must be updated every 5 years
- ❖ Guides transportation investments – 20 year document
- ❖ Includes many project types and modes of transport
 - ❖ Local Roadways
 - ❖ County & City
 - ❖ State Highways
 - ❖ Bridges
 - ❖ Bicycle and Pedestrian
 - ❖ Transit
 - ❖ Airports

SUCCESS!

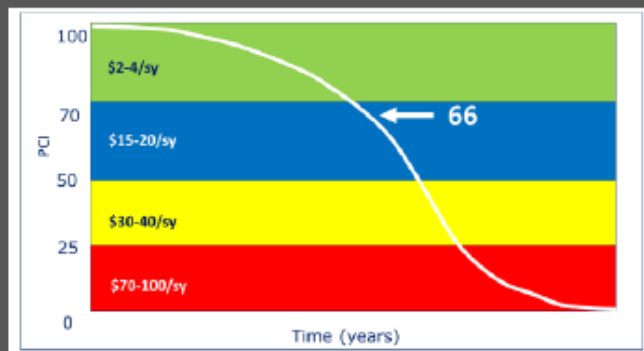
\$26 million since 2010



PAVEMENT NEEDS

Pavement

- ❖ 1800 Lane Miles
- ❖ Avg. PCI = 60.7
- ❖ Pavement Cost
 - ❖ \$2,751-\$4,901/ lane mile
 - ❖ \$354 Million 10 year need
 - ❖ \$700 Million 20 year RTP



Essential Components

- ❖ \$981-\$3,525/ lane mile
- ❖ \$24 Million 10 year need
- ❖ \$48 Million 20 year RTP

Classification	Unit Costs (\$/square yard)			
	Preventive Maintenance	Thin AC Overlay	Thick AC Overlay	Reconstruction
Major Roads	\$4.85	\$18.82	\$29.73	\$68.48
Local Roads	\$4.61	\$18.04	\$28.44	\$60.31

BRIDGE NEEDS

- ❖ 167 Bridges
 - ❖ Average Sufficiency Rating=76
 - ❖ 58 Bridges <80
 - ❖ 22 Bridges <50
 - ❖ \$56 MILLION Rehabilitation Needs



ALTERNATIVE NEEDS

- ❖ Transit
- ❖ Pedestrian
 - ❖ \$72 Million
- ❖ Bicycle
 - ❖ Short Range = \$13.4 Million
 - ❖ Long Range = \$34 Million+
- ❖ Aviation Projects
 - ❖ \$15 Million



Policy, Funding, Projects

- ❖ Policy language
 - ❖ Consistency with local and state planning documents
 - ❖ Consistency with Federal Highway programs
- ❖ Funding
 - ❖ State Funding Resources (SHOPP, IIP, etc.)
 - ❖ State Transportation Improvement Program
 - ❖ Regional Surface Transportation Program
 - ❖ Local Transportation Funds
 - ❖ State Transit Assistance
 - ❖ Secure Rural Schools and Community Self-Determination Act
 - ❖ Airport Improvement Program
 - ❖ Federal Transit Administration
 - ❖ Highway Bridge Program
 - ❖ Active Transportation Program
- ❖ Project Lists
 - ❖ Short Range 5 Yr.
 - ❖ Long Range 5-20 Yr.
- ❖ Projects put forward by regional and local agencies

NEXT

- ❖ Projections
 - ❖ Funding
 - ❖ Population
 - ❖ Needs
- ❖ Project Development
 - ❖ Project lists
 - ❖ Funding resources
- ❖ Meetings
 - ❖ February TAC
 - ❖ March GCTC-outreach

GC RTP UPDATE

I. MEETING SUMMARY

DATE: JANUARY 15, 2015
TIME: 9:00AM – 11:00AM
LOCATION: WILLOWS CITY HALL
221 NORTH LASSEN STREET
WILLOWS, CA 95988

BACKGROUND: Meeting was scheduled at the regularly scheduled Transportation Commission meeting. Green DOT presented a slide show that talked about past project successes, funding resources, and importance of project application in the RTP update. A public comment period was held thereafter.

- A. DISCUSS PROJECT
- B. COMMUNICATION PROTOCOLS
- C. PROJECT/ MEETING SCHEDULE

Attendees:

Project Team Members:

Jeff Schwein, Rebecca Schmidt

Caltrans:

David Smith

County of Glenn:

Mardy Thomas – Planner

Discussion:

Public comment period was held after the slide show presentation by Green DOT.

- Thad Rogers a resident of Glenn County had some concerns about road conditions and a bridge replacement in the area. He stated that Road V and HWY 162 had a ramp repaired and it needs further work because of damage.
- Road 34 on the west side of the lane, there is a big divot that when vehicle tires travel over it throws the wheels off and lands you in the other lane.
- He also stated a bridge needs to be replaced on Ord Ferry Road – Jeff stated that they are doing the environmental work on it now and it can take quite some time to fully integrate a new bridge – up to 5 years.

GC RTP UPDATE

- Matt Gomes from Glenn County Public Works stated that the divot job won't be listed on the new RTP because the repair will already be done before the final RTP.
- Michelle Allen is a resident in Glenn County. She stated that the intersection at HWY 32 and 4 Street is a congested area that has several accidents per every few months. She stated that this a busy area with walking pedestrians and that there needs to be a flashing crosswalk sign or something to make it safer.

The Commissioners commented:

Commissioner Viegas:

- Commissioner Viegas banked off a public comment from Michelle Allen about HWY 32 and 4-5th Street had known of a fatality of a student.
- He also stated that private truck drivers are looking for an alternate route that have no stop signs or stop lights and are tearing up the roads. They have nowhere to turn around so they do it unsafely in the middle of the road because there are no shoulders on the roads.
- He also commented on safe routes to schools – the school bus has to stop in the middle of the road to let the children off of school at the end of the day, the children have to dart across the center of the road to go home.
- He stated that the roadway widths need to be looked into.
- Thad Rogers spoke again to state that he had to move his mailbox for the mail delivery driver because of the lack of shoulders on the roadway – he lives off of Bayless Road.
- He stated that the area near the pumpkin patch vehicles make U-turns frequently – Jeff stated that Caltrans has mentioned this which means they are aware of it.

Commissioner Corum:

- Commissioner Corum spoke about Reed Street going east and how there are no sidewalks for kids and parents with strollers to access.
- He stated that every corner in Orland has a crosswalk corners with few in Willows.
- He also commented on exiting Wal-Mart to the west. Vehicles would have to make a U-turn in order to head back to Willows. Within the past 6 months a no U-turn sign has appeared on both sides of the roadway. He stated there was no public comments and asked why it had changed? Commissioner Hanson stated that they can address that to Caltrans at their next meeting.

Commissioner Edwards:

- Commissioner Edwards commented on the Safe Routes to Schools in Orland – She stated there is a housing development near the Aquatic Center Park and that kids don't have safe access to get to school.

Chairperson Hanson:

GC RTP UPDATE

- Chairperson Hanson commented on the intersection at SR 45/ HWY 32 of the collision pattern. He stated this is a heavily traveled area and needs to be controlled. He stated there is a residence on one corner of this intersection with heavy shrubbery in their yard that overgrows at times and it obstructs the view of drivers.
- County Road 39 is also heavily traveled with an S-curve and should be looked at.
- County Road 39 and P -

Commissioner Fultz:

- Commissioner Fultz commented on the parking along HWY 32 and 5th Street – dangerous.

GLENN COUNTY TRANSPORTATION COMMISSION

DI AULABAUGH, EXECUTIVE DIRECTOR
PHONE:(530)934-6530 FAX:(530)934-6533

AGENDA ITEM

MEETING OF JANUARY 15, 2015

SUBJECT

Report on the 2015 update of the Regional Transportation Plan

ATTACHMENTS

- Regional Transportation Plan Guidelines (not printed) available at:
http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/index_files/2010%20RTPGuidelines_Jan2011_Technical_Change.pdf
- Impacts of SB 375 on Transportation (not printed) available at:
http://www.dot.ca.gov/hq/tpp/californiatrnsportationplan2040/Documents/legislation/SB_375_Summary-Prepared_by_Caltrans.pdf
- 2010 Glenn County Regional Transportation Plan Update (not printed) available at:
<https://glenncountyrtp.files.wordpress.com/2014/09/glenn-county-rtp-2009-2010.pdf>

BACKGROUND & DISCUSSION

The Regional Transportation Plan is the guiding document for transportation investments in the near term (5-10 years) and the long term (10-20 years) for all of Glenn County. The 2010 RTP identified approximately \$110 million available for transportation projects in Glenn County over the 20 year planning horizon. The 2015 RTP update has been underway since October and is expected to be completed in May. Staff and the Technical Advisory Committee are working with the project consultant, GreenDOT, to develop projects to be included in the 2015 RTP. Additionally, required chapters that include the policy, action and financial elements are also being developed.

California Transportation Commission (<http://www.catc.ca.gov/programs/rtp.htm>) states that "since the mid-1970s, with the passage of Assembly Bill 69 (AB 69, Chapter 1253, Statutes of 1972) California state law has required the preparation of Regional Transportation Plans (RTPs) to address transportation issues and assist local and state decision-makers in shaping California's transportation infrastructure. On July 1, 2009, the California Transportation Commission (Commission), upon consultation with the California Air Resources Board and the California Department of Transportation (Caltrans), formed an Advisory Committee to prepare necessary revisions to the Commission's RTP Guidelines in response to the requirements of Senate Bill 375


Mardy Thomas, Principal Planner

5B
Agenda Item#

(SB 375, Chapter 728, Statutes of 2008) and other factors. As required by Government Code Section 14522.1(a) (2), the Commission's Advisory Committee included representatives of the metropolitan planning organizations, Caltrans, organizations knowledgeable in the creation and use of travel demand models, local governments, and organizations concerned with the impacts of transportation investments on communities and the environment. The 2010 RTP Guidelines adopted by the Commission in April 2010, link provided above, incorporated new planning requirements as a result of SB 375 and incorporated the addendum to the 2007 RTP Guidelines.”

2015 RTP UPDATE

As few changes in population, development and roadway capacity needs have occurred since the last RTP update in 2010, the 2015 RTP update is less complex than a comprehensive update would be. There are some key areas that are required by statute to be reviewed and updated that will be addressed in this process. These areas include:

- Language consistency with the latest Federal Highway Bill, Moving Ahead for Progress in the 21st Century (MAP-21).
- Compliance with Senate Bill 375 (for rural areas).
- Compliance with the 2010 RTP Guidelines.
- Updated RTP elements including; Policy Element, Action Element, and Financial Element.
- Develop baseline performance measures.
- Integration with local planning efforts (i.e. blueprint, land use, transit, etc.).
- Integration with the California Transportation Plan.
- Integration with the Strategic Highway Safety Plan.
- Update the CEQA compliance.

The RTP development requires input from the community and from technical stakeholders. This meeting is the first of 2 meetings open to members of the community for information distribution and as a forum for comments on the RTP. The 2nd community meeting will be later in the spring and will include a presentation of the draft elements and a solicitation for comments. The technical stakeholders are also working on the RTP update. The Technical Advisory Committee met in November to discuss the development of the RTP and update project lists. The TAC will meet several times throughout this process to discuss the 3 main elements of the RTP; policy, action and financial.

The consultant has developed and made available a website for tracking this project, its progress, documents and meetings. The website address is: www.glenncountyrtp.com

This RTP update will guide the future investment of transportation financial resources through the year 2035. Projects identified in the RTP will be eligible for Federal and State funding through regular distribution programs and grant programs.

RECOMMENDATION

Information Only. Consultant will receive any comments from the Commission and the Public.

Regional Transportation Plan Update

an informational presentation to the

Glenn County Transportation Commission

You are invited to participate in updating the Glenn County Regional Transportation Plan (RTP)! Come hear an informational presentation about the RTP and provide comments to the Commission. The RTP is a long-range (20 year) planning document used to identify transportation infrastructure and program projects within the County. RTP's are required to be updated every 5 years to ensure funding eligibility.

Date: January 15th, 2015

Time: 9:00AM

Location: Willows Memorial
Hall Board of Supervisors'
Chambers
525 West Sycamore Street
Willows, CA



For further information, please visit the project website:
www.glenncountyrtp.com

Contacts:

Mardy Thomas - Transportation Commission
mthomas@countyofglenn.net
(530) 934-6530

Jeff Schwein - Project Manager
jeff@greendottransportation.com
(530) 895-1109



Public Outreach for Transportation Commission Meeting on January 15th, 2015:

Placed flyers at the following locations:

Orland:

Chamber of Commerce
City Hall
CVS – Breakroom only
Walgreens
Berry Patch Restaurant

Willows:

City Hall
Courthouse – Breakroom
Chamber of Commerce – She said she would put it on her website
Starbucks
Paratransit Office – She said she would put the flyer on the buses
Bus Shelter – Located at the Glenn Medical Center
Bus pole – near the west end of the hospital entrance

GLENN COUNTY TRANSPORTATION COMMISSION

TECHINICAL ADVISORY COMMITTEE

Peter R. Carr, City Manager
Forrest Marston, Public Works Director
Steve Holsinger, City Manager
Steve Soeth, Public Works Director
Matthew Gomes, Deputy Director, Planning & Public Works
Di Aulabaugh, Executive Director

City of Orland
City of Orland
City of Willows
City of Willows
County of Glenn
County of Glenn

Eduardo Olmedo
Bruce A. Carpenter, Lieutenant Commander
Nora Hogan, Transportation Planner

U.S. Forest Service (non-voting)
California Highway Patrol (non-voting)
Caltrans

AGENDA

Friday, February 20, 2015 at 10:00 a.m.

Glenn County Planning & Public Works, Conference Room

777 N. Colusa Street, Willows
(530) 934-6530 Fax (530) 934-6533

1) CALL TO ORDER:

2) UNSCHEDULED:

Receive comments from the audience, staff and committee members and, if deemed necessary, refer the subject matter for follow-up and/or schedule the matter on a subsequent agenda if required.

3) ITEMS FOR CONSIDERATION:

- a) Discussion and comment on Regional Transportation Plan (RTP) update.
This will include project updates, changes in project funding, updates to policy
- b) Other items

4) NEXT MEETING:

5) ADJOURN

GLENN COUNTY TRANSPORTATION COMMISSION TECHNICAL ADVISORY COMMITTEE

DI AULABAUGH, EXECUTIVE DIRECTOR
PHONE: (530)934-6530 FAX: (530)934-6533

AGENDA ITEM

MEETING OF FEBRUARY 20, 2015

SUBJECT

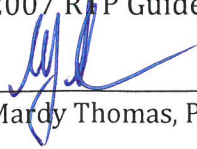
Regional Transportation Plan Update

ATTACHMENTS

- 2015 RTP funding projections (Draft)
- 2010 Glenn County Regional Transportation Plan Update, Chapter 3. Also available at:
<https://glenncountyrtp.files.wordpress.com/2014/09/glenn-county-rtp-2009-2010.pdf>

BACKGROUND & DISCUSSION

California Transportation Commission (<http://www.catc.ca.gov/programs/rtp.htm>) states that "since the mid-1970s, with the passage of Assembly Bill 69 (AB 69, Chapter 1253, Statutes of 1972) California state law has required the preparation of Regional Transportation Plans (RTPs) to address transportation issues and assist local and state decision-makers in shaping California's transportation infrastructure. On July 1, 2009, the California Transportation Commission (Commission), upon consultation with the California Air Resources Board and the California Department of Transportation (Caltrans), formed an Advisory Committee to prepare necessary revisions to the Commission's RTP Guidelines in response to the requirements of Senate Bill 375 (SB 375, Chapter 728, Statutes of 2008) and other factors. As required by Government Code Section 14522.1(a) (2), the Commission's Advisory Committee included representatives of the metropolitan planning organizations, Caltrans, organizations knowledgeable in the creation and use of travel demand models, local governments, and organizations concerned with the impacts of transportation investments on communities and the environment. The 2010 RTP Guidelines adopted by the Commission in April 2010, link provided above, incorporated new planning requirements as a result of SB 375 and incorporated the addendum to the 2007 RTP Guidelines."


Mardy Thomas, Principal Planner


Agenda Item#

At this time the Glenn County Transportation Commission (GCTC) has elected to go a four year update cycle for the Regional Transportation Plan as provided by SB 375. This update is scheduled to be completed by May of 2015 with the assistance Green DOT Transportation solutions.

Many of the changes to the RTP are related to the new Federal Highway Bill called Map 21 and the distribution of funding for alternative transportation projects (i.e. bicycle, pedestrian and transit projects). Additionally, the financial element and the project lists have and are being updated to reflect changes to funding and projects.

The consultant has developed and made available a website for tracking this project, its progress, documents and meetings. The website address is: www.glenncountyrtp.com

For this meeting, the primary focus will be completion Appendix 4 of the current RTP. All jurisdictions will be asked to provide input on the following:

1. Review revenue projections
2. Review proposed projects
3. Prioritize short-range projects
4. Identify three priority long-range projects
5. Review polices
6. RTP schedule for draft distribution and future adoption of final plan

RECOMMENDATION

For items not reviewed at the meeting, please provide information or comments to Green DOT Transportation Solutions as soon as possible.

REGIONAL TRANSIT COMMITTEE AND GLENN COUNTY TRANSPORTATION COMMISSION

REGIONAL TRANSIT COMMITTEE

Gary Hansen, Chairman	City of Willows	Bruce T. Roundy	City of Orland
John Viegas	County of Glenn	Jim Yoder	City of Willows
Salina Edwards	City of Orland	Dwight Foltz	County of Glenn
Jeff Williams (Alternate)	City of Willows	Jim Paschall (Alternate)	City of Orland
		Vacant (Alternate)	County of Glenn

GLENN COUNTY TRANSPORTATION COMMISSION

Gary Hansen, Chairman	City of Willows	Dwight Foltz	County of Glenn
Bruce T. Roundy	City of Orland	John Viegas	County of Glenn
Salina Edwards	City of Orland	R. Keith Corum	County of Glenn
Jim Yoder (Alternate)	City of Willows	Vacant (Alternate)	County of Glenn

Executive Director, Di Aulabaugh

AGENDA

Thursday, May 21, 2015 at 9:00 a.m.

WILLOWS MEMORIAL HALL, BOARD OF SUPERVISORS' CHAMBERS

525 West Sycamore Street, Willows

(530) 934-6530

Fax (530) 934-6533

transit@countyofglenn.net

The Regional Transit Committee and Transportation Commission welcome you to this meeting. Pursuant to the provisions of the Brown Act, comments will be heard from the public on each agenda item being considered. After posting of this agenda, the public may request copies of support information for public agenda items listed.

Agenda Posted: Friday, May 15, 2015 at 8:50 a.m.

REGIONAL TRANSIT COMMITTEE

1. **CALL TO ORDER:**
2. **PLEDGE OF ALLEGIANCE:**
3. **ROLL CALL:**
4. **APPROVAL OF MINUTES:**
[Minutes of April 16, 2015 meeting](#)

5. CONSENT ITEMS:

A. None.

6. ITEMS FOR CONSIDERATION AND ACTION:

- A. [Third Quarter Ridership and Performance Indicator Report](#)
- B. [Summer Promotional Fares for Glenn Ride](#)

7. STAFF REPORT

[This is a standing agenda item for staff to report on ongoing projects or legislative developments related to transit.](#)

8. UNSCHEDULED MATTERS AND FUTURE AGENDA ITEMS:

(If the matter is not on the agenda, the public may address the Committee at this time. Unless the matter qualifies for an exemption under the provisions of Government Code Section 54954.2(b), action or discussion cannot be taken on Unscheduled Matters.)

9. NEXT MEETING:

**Thursday, June 18, 2015, at
Orland Carnegie Community Center, Council Chambers
912 Third Street, Orland at 9:00 a.m.**

ADJOURN TO MEETING OF
GLENN COUNTY TRANSPORTATION COMMISSION

1. CALL TO ORDER:

2. ROLL CALL:

3. APPROVAL OF MINUTES:

[Minutes of April 16, 2015 meeting](#)

4. CONSENT ITEMS:

A. None.

5. ITEMS FOR CONSIDERATION AND ACTION:

- A. [Unmet Transit Needs Public Hearing to receive comments on unmet transit needs in Glenn County](#)
- B. [Consider approval of the Findings of Apportion which determine how Local Transportation Funds and other funding sources are distributed by the Commission.](#)
- C. [Draft Regional Transportation Plan presentation by GreenDOT](#)

6. STAFF REPORT:

[This is a standing agenda item for staff to report on ongoing projects or legislative developments related to transportation.](#)

7. UNSCHEDULED MATTERS AND FUTURE AGENDA ITEMS:

(If the matter is not on the agenda, the public may address the Commission at this time. Unless the matter qualifies for an exemption under the provisions of Government Code Section 54954.2(b), action or discussion cannot be taken on Unscheduled Matters.)

8. NEXT MEETING:

**Thursday, June 18, 2015, at
Orland Carnegie Community Center, Council Chambers
912 Third Street, Orland at 9:00 a.m.**

Appendix C

Stakeholders List

2015 RTP Stakeholder List

	Mailing Address	Email
TAC Members Stakeholder List		
Glenn County		
Di Aulabaugh, Deputy Director	777 North Colusa St Willows CA 95988	daulabaugh@countyofglenn.net
Matthew Gomes, Deputy Director		mgomes@countyofglenn.net
Casey Murray, Assistant Planner	777 North Colusa St Willows CA 95988	cmurray@countyofglenn.net
Mardy Thomas, Principle Planner	777 North Colusa St Willows CA 95988	mthomas@countyofglenn.net
City of Orland		
Peter Carr, City Manager	815 Fourth Street Orland CA 95963	PeterC@cityoforland.com
Forrest Marston, Public Works	815 Fourth Street Orland CA 95963	fmarston@cityoforland.com
City of Willows		
Steve Holsinger, City Manager	201 N. Lassen St Willows CA 95988	sholsinger@cityofwillows.org
John Wanger, City Engineer		wanger@coastlandcivil.com
Grindstone Rancheria		
Ron Kirk, Tribal Chairperson	3600 Co Rd 305 #13, Elk Creek, CA 95758 530-968-5365	
Caltrans District 3		
David Smith	530-634-7799	david.j.smith@dot.ca.gov
Susan Zanchi, Chief		susan.zanchi@dot.ca.gov
CHP - Willows Office		
Bruce Carpenter, Lieutenant Commander	464 N. Humboldt Ave Willows CA 95988	bcarpenter@chp.ca.gov
Mendocino National Forest Service		
Eduardo Olmedo	825 N. Humboldt Ave Willows CA 95988	mailroom_r5_mendocino@fs.fed.us
Glenn County School Districts		
Capay Joint Union Elementary School		
	7504 Cutting Ave Orland CA 95963	
Hamilton Unified School District		
	PO Box 488 Hamilton City CA 95951	
Hamilton Elementary School		
Hamilton High School		
Ella Barkley High School		
Hamilton State Preschool		
Hamilton Adult School		
Hamilton Community Day School		
Orland Unified School District		
	1320 Sixth Street Orland CA 95963	
Mill Street School		
Fairview School		
C.K. Price Middle School		
Orland High School		
North Valley Continuation High School		
Orland Community Day School		

Plaza Elementary School District	7322 County Rd 24 Orland CA 95963
Princeton Joint Unifed School District	PO Box 8 Princeton CA 95970
Princeton Elementary School	
Princeton Junior-Senior High School	
Stony Creek Joint Unifed School District	3430 County Rd 309 Elk Creek CA 95939
Elk Creek Elementary School	
Indian Valley Middle School	
Elk Creek Junior-Senior High School	
Willows Unified School District	823 Laurel Street Willows CA 95988
Murdock Elementary School	
Willows Intermediate School	
Willows High School	
Willows Community High School	
Other Stakeholders	
Glenn-Colusa Irrigation District	PO Box 150 Laurel Street Willows CA 95988
Willows Chamber of Commerce	118 West Sycamore Willows CA 95988
Trucking Contacts	
Jim Aartman Inc	6480 County Rd 27 Orland CA 95963
Baker's Trucking Service	1031 North Tehama Street Willows CA 95988
Camper Brothers	824 Tehama Street Orland CA 95963
Carolyn Pendergrass Trucking	6456 County RD 21 Orland CA 95963
Embrey and Stokes Trucking	1637 Railroad Ave. Orland CA 95963
Fred's Low Bed Service	1059 West Elm Street Willows CA 95988
Gray Rock Trucking	332 Meadowwood Dr. Orland CA 95963
Highway Truck Auto	1475 County Rd 99 Willows CA 95988
Howard H. Hammond	6449 County Rd 21 Orland CA 95963
Interstate Distributor Company	6470 County Rd 21 Orland CA 95963
Irvin William Trucking	6507 County Rd 18 Orland CA 95963
J&R Giesbrecht	2018 Highway 45 Glenn CA 95943
J&S Transportation	992 North Tehama Street Willows CA 95988

Jack Spense	821 Papst Ave Orland CA 95963
John Cecil Ranch Inc.	1330 County Rd P Willows CA 95988
K&K	1115 4th Ave Orland CA 95963
Kampschmidt Trucking	895 North Tehama Street Willows CA 95988
Manner Trucking Service	410 Central Orland CA 95963
McCorkle Trucking	2470 County Rd WW Glenn CA 95988
Smith's Produce	690 North Butte Street Willows CA 95988
Swift Transportation	1475 County Rd 99 Willows CA 95988
Tom Rolse Trucking	PO Box 247 Hamilton City CA 95951
Than Williams Logging	950 North Tehama Street Willows CA 95988
WLT Trucking	1036 South St. Orland CA 95963
Yellow Transportation	1403 Cortina Drive Orland CA 95963

Appendix D

FAA 5010 Master Airport Record



> 1 ASSOC CITY: ORLAND 4 STATE: CA LOC ID: O37 FAA SITE NR: 01995.8*A
> 2 AIRPORT NAME: HAIGH FIELD 5 COUNTY: GLENN CA
3 CBD TO AIRPORT (NM): 03 SE 6 REGION/ADO: AWP/SFO 7 SECT AERO CHT: SAN FRANCISCO

GENERAL		SERVICES		BASED AIRCRAFT	
10 OWNERSHIP:	PU	> 70 FUEL:	100LL	90 SINGLE ENG:	41
> 11 OWNER:	GLENN COUNTY	> 71 AIRFRAME RPRS:	MAJOR	91 MULTI ENG:	4
> 12 ADDRESS:	777 N. COLUSA ST WILLOWS, CA 95988	> 72 PWR PLANT RPRS:	MAJOR	92 JET:	0
> 13 PHONE NR:	530-934-6541	> 73 BOTTLE OXYGEN:	NONE	TOTAL:	45
> 14 MANAGER:	MATT GOMES	> 74 BULK OXYGEN:	NONE	93 HELICOPTERS:	2
> 15 ADDRESS:	777 N. COLUSA ST WILLOWS, CA 95988	75 TSNT STORAGE:	TIE	94 GLIDERS:	3
> 16 PHONE NR:	530-934-6546	76 OTHER SERVICES:		95 MILITARY:	0
> 17 ATTENDANCE SCHEDULE:				96 ULTRA-LIGHT:	1
ALL	MON-FRI 0700-1530				
		FACILITIES		OPERATIONS	
		> 80 ARPT BCN:	CG	100 AIR CARRIER:	0
		> 81 ARPT LGT SKED:		102 AIR TAXI:	0
		> 82 UNICOM:	122.700	103 G A LOCAL:	8,000
18 AIRPORT USE:	PUBLIC	> 83 WIND INDICATOR:	YES-L	104 G A ITNRNT:	12,000
19 ARPT LAT:	39-43-13.4000N ESTIMATED	84 SEGMENTED CIRCLE:	YES	105 MILITARY:	0
20 ARPT LONG:	122-08-46.9000W	85 CONTROL TWR:	NONE	TOTAL:	20,000
21 ARPT ELEV:	218.0 SURVEYED	86 FSS:	RANCHO MURIETA	OPERATIONS FOR 12	
22 ACREAGE:	300	87 FSS ON ARPT:	NO	MONTHS ENDING	11/30/2013
> 23 RIGHT TRAFFIC:	NO	88 FSS PHONE NR:			
> 24 NON-COMM LANDING:	NO	89 TOLL FREE NR:	1-800-WX-BRIEF		
25 NPIAS/FED AGREEMENTS:NGPRY					
> 26 FAR 139 INDEX:					

RUNWAY DATA

> 30 RUNWAY IDENT: 15/33
> 31 LENGTH: 4,500
> 32 WIDTH: 60
> 33 SURF TYPE-COND: ASPH-G
> 34 SURF TREATMENT:
35 GROSS WT: SW 30.0
36 (IN THSDS) DW
37 DTW
38 DDTW
> 39 PCN:

LIGHTING/APCH AIDS

> 40 EDGE INTENSITY: MED
> 42 RWY MARK TYPE-COND: BSC - F / BSC - F - / -
> 43 VGS: P2L / P2L / /
44 THR CROSSING HGT: 28 / 27 / /
45 VISUAL GLIDE ANGLE: 3.50 / 3.50 / /
> 46 CNTRLN-TDZ: N - N / N - N - / -
> 47 RVR-RVV: - N / - N - / -
> 48 REIL: N / N / /
> 49 APCH LIGHTS: / / /

OBSTRUCTION DATA

50 FAR 77 CATEGORY: A(V) / A(V) / /
> 51 DISPLACED THR: / / /
> 52 CTLG OBSTN: ROAD / POLE / /
> 53 OBSTN MARKED/LGTD: / / /
> 54 HGT ABOVE RWY END: 15 / 30 / /
> 55 DIST FROM RWY END: 700 / 1,200 / /
> 56 CNTRLN OFFSET: 125L / 125L / /
57 OBSTN CLNC SLOPE: 33:1 / 33:1 / /
58 CLOSE-IN OBSTN: N / N / /

DECLARED DISTANCES

> 60 TAKE OFF RUN AVBL (TORA): / / /
> 61 TAKE OFF DIST AVBL (TODA): / / /
> 62 ACLT STOP DIST AVBL (ASDA): / / /
> 63 LNDG DIST AVBL (LDA): / / /

15/33			
4,500			
60			
ASPH-G			
30.0			
MED			
BSC - F / BSC - F	- / -	- / -	- / -
P2L / P2L	/ /	/ /	/ /
28 / 27	/ /	/ /	/ /
3.50 / 3.50	/ /	/ /	/ /
N - N / N - N	- / -	- / -	- / -
- N / - N	- / -	- / -	- / -
N / N	/ /	/ /	/ /
/	/ /	/ /	/ /
A(V) / A(V)	/ /	/ /	/ /
/	/ /	/ /	/ /
ROAD / POLE	/ /	/ /	/ /
/	/ /	/ /	/ /
15 / 30	/ /	/ /	/ /
700 / 1,200	/ /	/ /	/ /
125L / 125L	/ /	/ /	/ /
33:1 / 33:1	/ /	/ /	/ /
N / N	/ /	/ /	/ /
/	/ /	/ /	/ /
/	/ /	/ /	/ /
/	/ /	/ /	/ /
/	/ /	/ /	/ /

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS:

A 014 DEP DIRECTOR PLANNING PUBLIC WORKS
A 016 OFFICE AT ORLAND ARPT PHONE 530-865-1173.
A 081 RWY BCN DUSK-DAWN. ACTVT MIRL RY 15/33 AND PAPI RYS 15 & 33 - CTAF.
A 096 ULTRALIGHT ACTIVITY ON & INVOLF ARPT.

111 INSPECTOR: (S) 112 LAST INSP: 12/27/2013 113 LAST INFO REQ:



> 1 ASSOC CITY: WILLOWS 4 STATE: CA LOC ID: WLW FAA SITE NR: 02461.*A
> 2 AIRPORT NAME: WILLOWS-GLENN COUNTY 5 COUNTY: GLENN CA
3 CBD TO AIRPORT (NM): 01 W 6 REGION/ADO: AWP/SFO 7 SECT AERO CHT: SAN FRANCISCO

GENERAL		SERVICES		BASED AIRCRAFT	
10 OWNERSHIP: PU	> 70 FUEL: 100LL	90 SINGLE ENG:	39	91 MULTI ENG:	0
> 11 OWNER: COUNTY OF GLENN	> 71 AIRFRAME RPRS:	92 JET:	1	TOTAL:	40
> 12 ADDRESS: 125 S. MURDOCK AVE WILLOWS, CA 95988	> 72 PWR PLANT RPRS:	93 HELICOPTERS:	2	94 GLIDERS:	0
> 13 PHONE NR: 530-934-6541	> 73 BOTTLE OXYGEN: NONE	95 MILITARY:	0	96 ULTRA-LIGHT:	0
> 14 MANAGER: MATT GOMES	> 74 BULK OXYGEN: NONE				
> 15 ADDRESS: 777 N. COLUSA ST WILLOWS, CA 95988	75 TSNT STORAGE: TIE				
> 16 PHONE NR: 530-934-6546	76 OTHER SERVICES: AGRI				
> 17 ATTENDANCE SCHEDULE: ALL ALL 0730-1530					
	FACILITIES	OPERATIONS			
18 AIRPORT USE: PUBLIC	> 80 ARPT BCN: CG	100 AIR CARRIER:	0	102 AIR TAXI:	0
19 ARPT LAT: 39-30-56.7000N ESTIMATED	> 81 ARPT LGT SKED: SEE RMK	103 G A LOCAL:	22,000	104 G A ITRNRT:	7,500
20 ARPT LONG: 122-13-02.2000W	> 82 UNICOM: 122.800	105 MILITARY:	0	TOTAL:	29,500
21 ARPT ELEV: 141.0 SURVEYED	> 83 WIND INDICATOR: YES-L	OPERATIONS FOR 12 MONTHS ENDING 11/30/2013			
22 ACREAGE: 320	84 SEGMENTED CIRCLE: YES				
> 23 RIGHT TRAFFIC: 13, 16	85 CONTROL TWR: NONE				
> 24 NON-COMM LANDING:	86 FSS: RANCHO MURIETA				
25 NPIAS/FED AGREEMENTS:NGY3	87 FSS ON ARPT: NO				
> 26 FAR 139 INDEX:	88 FSS PHONE NR:				
	89 TOLL FREE NR: 1-800-WX-BRIEF				

RUNWAY DATA
> 30 RUNWAY IDENT: 13/31 16/34 H1
> 31 LENGTH: 3,788 4,125 60
> 32 WIDTH: 60 100 60
> 33 SURF TYPE-COND: ASPH-F ASPH-G CONC-G
> 34 SURF TREATMENT:
35 GROSS WT: SW 12.0 38.0
36 (IN THSDS) DW 53.0
37 DTW
38 DDTW
> 39 PCN:

LIGHTING/APCH AIDS
> 40 EDGE INTENSITY:
> 42 RWY MARK TYPE-COND:
> 43 VGS: / / V4L / /
44 THR CROSSING HGT: / / 31 / /
45 VISUAL GLIDE ANGLE: / / 3.00 / /
> 46 CNTRLN-TDZ: N - N / N - N N - N / N - N - / - / -
> 47 RVR-RVV: - N / - N - N / - N - / - / -
> 48 REIL: N / N N / N / /
> 49 APCH LIGHTS: / / / /

OBSTRUCTION DATA
50 FAR 77 CATEGORY: A(V) / A(V) B(V) / C / /
> 51 DISPLACED THR: / 243 / /
> 52 CTLG OBSTN: TREES / ROAD / / /
> 53 OBSTN MARKED/LGTD: / / / /
> 54 HGT ABOVE RWY END: 50 / 15 / / /
> 55 DIST FROM RWY END: 1,910 / 550 / / /
> 56 CNTRLN OFFSET: 100R / 0B / / /
57 OBSTN CLNC SLOPE: 34:1 / 50:1 23:1 / 50:1 / /
58 CLOSE-IN OBSTN: N / N N / N Y / N /

DECLARED DISTANCES
> 60 TAKE OFF RUN AVBL (TORA): / / / /
> 61 TAKE OFF DIST AVBL (TODA): / / / /
> 62 ACLT STOP DIST AVBL (ASDA): / / / /
> 63 LNDG DIST AVBL (LDA): / / / /

13/31	16/34	H1	
3,788	4,125	60	
60	100	60	
ASPH-F	ASPH-G	CONC-G	
12.0	38.0		
	53.0		
	MED		
BSC - G / BSC - G	BSC - G / NPI - G	BSC - G / -	- / -
/	/ V4L	/	/
/	/ 31	/	/
/	/ 3.00	/	/
N - N / N - N	N - N / N - N	- / -	- / -
- N / - N	- N / - N	- / -	- / -
N / N	N / N	/	/
/	/	/	/
A(V) / A(V)	B(V) / C	/	/
/ 243	/	/	/
TREES /	ROAD /	/	/
/	/	/	/
50 /	15 /	/	/
1,910 /	550 /	/	/
100R /	0B /	/	/
34:1 / 50:1	23:1 / 50:1	/	/
N / N	N / N	Y / N	/
/	/	/	/
/	/	/	/
/	/	/	/
/	/	/	/

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

> 110 REMARKS:
A 014 COUNTY PUBLIC WORKS DEPUTY DIRECTOR.
A 058 RWY H1 +8 FT BUSHES 25 FT NE OF HELIPAD.
A 070 24HR CARD LOCK
A 081 RWY APT ACTVT MIRL RY 16/34 & VASI RY 34 - CTAF.
A 110 THIS AIRPORT HAS BEEN SURVEYED BY THE NATIONAL GEODETIC SURVEY.

111 INSPECTOR: (S) 112 LAST INSP: 12/27/2013 113 LAST INFO REQ:

Appendix E

Summary of CTP Planning Themes



FACT SHEET

WHAT? The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas (GHG) emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective **vision for California's future statewide, integrated, multimodal transportation system**. The CTP is prepared in response to federal and state requirements and is updated every five years.

WHY? The purpose of the CTP is to provide a **common policy framework** (see reverse) that will guide transportation investments and decisions by all levels of government, the private sector, and other transportation stakeholders. Through this policy framework, and by using newly created modeling tools, the CTP 2040 will identify the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the State's transportation needs.

WHEN? The CTP 2025 was approved in 2006 and updated by a 2030 Addendum in 2007. The CTP 2040 was initiated in early 2010 with the development of the California Interregional Blueprint (CIB) in response to Senate Bill 391 (Liu, 2009). The CIB is a state-level transportation blueprint that articulates the State's vision for an integrated multimodal transportation system that complements regional transportation plans and land use visions. The CIB provides the foundation for the CTP 2040, which will conclude with plan approval by the Secretary of the California State Transportation Agency (CalSTA) in December 2015.

How? The CTP 2040 will be developed in collaboration with transportation partners and stakeholders across the State and through ongoing engagement as outlined in the Public Participation Plan (2013) for the CTP and Federal Statewide Transportation Improvement Program. The vision of the CTP 2040 is a fully integrated, multimodal, **sustainable transportation system** that supports the three outcomes (3Es) that define quality of life: prosperous economy, human and environmental health, and social equity.

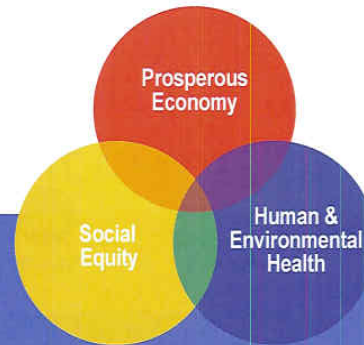


The CTP 2040 update will focus on meeting new trends and challenges, such as economic and job growth, climate change, freight movement, and public health. In addition, performance measures and targets will be developed to assess performance of the transportation system to meet the requirements of MAP-21.*

Contact: Gabriel Corley, Project Manager, at (916) 653-1305 or gabriel.corley@dot.ca.gov. For more information about the CTP and to participate in upcoming outreach activities, please visit our webpage at: <http://www.californiatransportationplan2040.org>.

*Moving Ahead for Progress in the 21st Century Act (MAP-21) is the federal legislation authorizing and governing transportation system funding through 2014.





THE VISION SUSTAINABILITY

California's transportation system is safe, sustainable, and globally competitive. It provides reliable and efficient mobility and accessibility for people, goods, and services while meeting our greenhouse gas emission reduction goals and preserving community character. This integrated, connected, and resilient multimodal system supports a prosperous economy, human and environmental health, and social equity.

THE GOALS

- 1 **Improve Multimodal Mobility and Accessibility for All People**
- 2 **Preserve the Multimodal Transportation System**
- 3 **Support a Vibrant Economy**
- 4 **Improve Public Safety and Security**
- 5 **Foster Livable and Healthy Communities and Promote Social Equity**
- 6 **Practice Environmental Stewardship**

THE POLICIES

POLICY 1 Manage and Operate an Efficient Integrated System	POLICY 1 Apply Sustainable Preventative Maintenance and Rehabilitation Strategies	POLICY 1 Support Transportation Choices to Enhance Economic Activity	POLICY 1 Reduce Fatalities, Serious Injuries, and Collisions	POLICY 1 Expand Engagement in Multimodal Transportation Planning and Decision Making	POLICY 1 Integrate Environmental Considerations in All Stages of Planning and Implementation
POLICY 2 Invest Strategically to Optimize System Performance	POLICY 2 Evaluate Multimodal Life Cycle Costs in Project Decision Making	POLICY 2 Enhance Freight Mobility, Reliability, and Global Competitiveness	POLICY 2 Provide for System Security, Emergency Preparedness, Response, and Recovery	POLICY 2 Integrate Multimodal Transportation and Land Use Development	POLICY 2 Conserve and Enhance Natural, Agricultural, and Cultural Resources
POLICY 3 Provide Viable and Equitable Multimodal Choices Including Active Transportation	POLICY 3 Adapt the Transportation System to Reduce Impacts from Climate Change	POLICY 3 Seek Sustainable and Flexible Funding to Maintain and Improve the System		POLICY 3 Integrate Health and Social Equity in Transportation Planning and Decision Making	POLICY 3 Reduce Greenhouse Gas Emissions and Other Air Pollutants
					POLICY 4 Transform to a Clean and Energy Efficient Transportation System



www.californiatransportationplan2040.org



California Department of Transportation, November 2013

Appendix F

SHSP Summary



California Strategic Highway Safety Plan

Updating the SHSP

California is updating our Strategic Highway Safety Plan (SHSP). The state has had great success over the last five years developing and implementing the SHSP, but now it is time to pause, evaluate, and chart a course to continue reducing traffic related fatalities and serious injuries.

Your support as leaders is critical to this process.

With your insight, commitment, and support we will be able develop a second-generation plan that will keep us focused on the right strategies, continue our safety progress, and ensure that our work covers all roads within California. Some of our activities over the next several months include:

Conducting an analysis of SHSP process strengths, weaknesses, opportunities, and threats (SWOT) related to highway safety:

- **What worked well under the last plan?**
- **What are the areas of improvements going forward?**
- **A series of interviews and an online survey of what stakeholders think of our safety efforts to date.**

Collecting, analyzing, and presenting data on our most serious traffic safety problems.

Leveraging other planned statewide and regional meetings to educate partners and other stakeholders about the SHSP and why we need their involvement in updating the plan.

Promoting opportunities at statewide webinars and two Safety Summits for input on strategies to include in the SHSP.

Coordinating the SHSP with other statewide plans such as:

- **The California Transportation Plan,**
- **The Highway Safety Improvement Program, and**
- **The Highway Safety Plan.**

Developing a roadmap to improve traffic safety over the next five years.

Webinars

Tribal Road Safety Webinar

Tuesday, October 28, 2014, 10am - noon PDT

<https://www3.gotomeeting.com/register/748923310>

Focus Populations Webinar (younger, older, and commercial drivers and motorcyclists)

Tuesday, October 28, 2014, 2-4pm PDT

<https://www3.gotomeeting.com/register/644011454>

Driver Behavior Webinar (impaired driving, seat belts, speeding, distracted driving)

Wednesday, October 29, 2014, 10am-noon PDT

<https://www3.gotomeeting.com/register/846173870>

Infrastructure and Operations Webinar (intersections and roadway departure)

Wednesday, October 29, 2014 2-4 pm PDT

<https://www3.gotomeeting.com/register/789652342>

Vulnerable Road Users Webinar (bicycle and pedestrian)

Thursday, October 30, 2014 10am-noon PDT

<https://www3.gotomeeting.com/register/909221630>

Emergency Medical Services Webinar

Thursday, October 30, 2014 2-4pm PDT

<https://www3.gotomeeting.com/register/372661422>

Summits

Southern California

November 12, 2014

8:00 am to 1:00 pm

California State, Los Angeles,

Golden Eagle Student Union

Northern California

November 14, 2014

8:00 am to 1:00 pm

California State, Sacramento

University Union Ballrooms 2 & 3

To register, click:

<http://www.surveygizmo.com/s3/1821831/California-SHSP-Development-Summits>

For more information on the update process and ways to get involved, contact our consultants Pam Beer pbeer@camsys.com or Audrey Wennink, awennink@camsys.com with Cambridge Systematics. If you have questions for Caltrans, contact Ursula Stuter at ursula.stuter@dot.ca.gov.

Check website for details: <http://www.dot.ca.gov/hq/traffops/shsp/>

Appendix G

Constrained Roadway Project List

**Table 5.2
Constrained Roadway Projects**

Funding	Agency	Route/PM	Description	Total Cost (\$1,000)	Construction Year
STIP	County	Road 306	Resurface - Road 200 to Road 305	\$ 1,050	18/19
STIP	Willows	Sacramento St.	Reconstruction - Sycamore St. to Wood St.	\$ 661	15/16
STIP	Willows	Sycamore St.	Resurface/Overlay - Lassen St. to Tehama St.	\$ 624	15/16
STIP	Willows	Butte St.	Reconstruction - Willow St. to Wood St.	\$ 276	15/16
STIP	Willows	Lassen St.	Reconstruct - Sycamore to Wood St.	\$ 503	17/18
STIP	Orland	Tehama St.	Reconstruction of railroad tracks to Woodward Ave (4,000 feet)	\$ 760	16/17
STIP	Orland	Papst Ave.	Resurface/ overlay from north of SR 32 for 1,250 feet	\$ 250	14/15
STIP	Orland	Bryant St.	Reconstruct from Woodward Ave. to CR M (2,500 feet)	\$ 500	16/17
STIP	County	Road 200	Resurface - Road 206 to Tehama Co.	\$ 250	By 2019
STIP	County	Road 9	Resurface - Road 202 to Road T.	\$ 140	By 2019
STIP	County	Road 200	Realign,widen,pave - Road 306 to Spanish Camp	\$ 700	By 2019
STIP	County	Road 39	Resurface - Road D to 99	\$ 750	By 2019
STIP	County	Road P	Resurface - Willow Creek to Road 60	\$ 400	By 2019
STIP	County	Road D	Resurface - Road 45 to Road 57	\$ 410	By 2019
STIP	County	Road 200	Resurface - Tehama Co. to west	\$ 375	By 2019
STIP	County	Road P	Resurface - Road 33 to Road 39	\$ 365	By 2019
STIP	County	Road 306	Realign/widen/pave - Road 305 to SR 162	\$ 425	By 2019
STIP	County	Road Z	Resurface - SR 162 to Butte Co.	\$ 700	By 2019
STIP	County	Road 9	Resurface - Road KK to Road P	\$ 315	By 2019
STIP	County	Road 27	Realign,widen,pave - Road M to Road P	\$ 760	By 2019
STIP	County	Road 27	Realign,widen,pave - Road M to I-5	\$ 590	By 2019
STIP	County	Road 39	CR P to SR 45 - Chip seal 7 miles	\$ 308	By 2019
STIP	County	Road D	CR 57 to CCL - Chip seal 7 miles	\$ 308	By 2019
STIP	County	Road 44	CR S to SR 45 - Chip seal 5.2 miles	\$ 229	By 2019
STIP	County	Road P	CR 39 to CR 45 - Chip seal 2 miles	\$ 88	By 2019
STIP	County	Road 45	CR P to CR MM - Chip seal 1.5 miles	\$ 66	By 2019
STIP	County	Road MM	CR 45 to CR 47 - Chip seal 0.7 miles	\$ 31	By 2019
STIP	County	Road 47	CR MM to CR 48 - Chip seal 0.6 miles	\$ 26	By 2019
STIP	County	Road 48	CR 47 to CR 99 - Chip seal 1 mile	\$ 44	By 2019
STIP	County	Road Z	SR 162 to 1 mi. S. of CR 67 - Chip seal 4 miles	\$ 176	By 2019
STIP	County	Road 69	CR Y to CR XX - Chip seal 2 miles	\$ 88	By 2019
STIP	County	Road Y	SR 162 to CR 69 - Chip seal 4.25 miles	\$ 187	By 2019
STIP	County	Road 68	CR F to CR J - Chip seal 2 miles	\$ 88	By 2019
STIP	County	Road 65	CR D to 1.2 mi. W. of D - Chip seal 1.2 miles	\$ 53	By 2019
STIP	County	Road 7	Realign,widen,pave - Road HH to Road 99	\$ 200	By 2035
STIP	County	Road M	Realign,widen,pave - Road 33 to Road 200	\$ 900	By 2035
STIP	County	Road 48	Realign,widen,pave - Road D to HWY 99W	\$ 700	By 2035
STIP	County	Road 99W	Int. improvements @ 9, 20, 24, 33, 39, 48 and 68 (left turn lanes)	\$ 800	By 2035
STIP	County	Road 306	South of CR 410 - Full depth reclamation	\$ 308	By 2035
STIP	County	Road Z	1 mi. S. of CR 67 to Cr 70 - FDR 1 mile	\$ 308	By 2035
STIP	County	Road 70	CR Z to CR YY - FDR 0.5 miles	\$ 154	By 2035
STIP	County	Road XX	CR 69 to CCL - FDR 1.5 miles	\$ 462	By 2035
STIP	County	Road 45	CR P to CR S - FDR 1.8 miles	\$ 554	By 2035
STIP	County	Road 68	CR J to CR D - FDR 3 miles	\$ 924	By 2035
STIP	GR	CR 305	Reconstruct - Grindstone Rancheria	TBD	By 2035
TBD	County/Caltri	SR 45	Intersection Imp. @ Ord Ferry Rd	TBD	By 2035
Total Constrained Project List				\$ 17,806	

Appendix H

Unconstrained Roadway Project List

**Table 5.3
Unconstrained Roadway Projects**

Funding	Agency	Route/PM	Description	Total Cost (\$1,000)	Running Total	Construction Year
STIP	County	Forest Hwy 7	Realign, widen, pave to Major Collector Standards - Alder Springs to Mendocino CL	\$ 15,000	29437	By 2035
Total Unconstrained Roadway Projects				\$ 15,000		

Appendix I

Constrained Bridge Project List

**Table 5.4a
Constrained Bridge Projects**

Funding	Bridge #	Route/PM	Description	Suff. Rating	Total Cost (\$1,000)	Construction Year
HBP	11C0003	Road F	Repair over Glenn-Colusa Canal (1948)	75.5	\$ 1,545	TBD
HBP	11C0004	CR 62	Reinforce at Glenn-Colusa Canal (1948)	76.6	\$ 621	TBD
HBP	11C0006	Road 57	Repair over Glenn-Colusa Canal (1948)	85.8	\$ 768	TBD
HBP	11C0010	Bayliss Rd. (CR)	Repair over Glenn-Colusa Canal (1948)	53.7	\$ 1,285	TBD
Total Constrained Bridge					\$ 4,219	

Appendix J

Unconstrained Bridge Project List

**Table 5.4b
Unconstrained Bridge Projects**

Funding	Bridge #	Route/PM	Description	Suff. Rating	Total Cost (\$1,000)	Construction Year
HBP	11C0011	CR R	Replace at Glenn-Colusa Canal (1950)	46.1	\$ 874	TBD
HBP	11C0013	CR 29	Repair over Central Irrigation Canal (1948)	67.2	\$ 1,084	TBD
HBP	11C0015	CR 67	Rd. 67 @ Howard Slough (1937)	39.9	\$ 4,200	TBD
HBP	11C0016	CR 67	Rd. 67 @ Howard Slough (1950)	45.7	\$ 1,856	TBD
HBP	11C0017	CR 67	Replace @ Howard Slough (1920)	66.7	\$ 848	TBD
HBP	11C0038	CR 24	Repair over Central Irrigation Canal (1948)	73.4	\$ 1,084	TBD
HBP	11C0048	CR P	Road P @ Willow Creek (1940)	80.4	\$ 680	TBD
HBP	11C0055	Road 51	Repair over Glenn-Colusa Canal (1948)	53.7	\$ 998	TBD
HBP	11C0057	CR 306	Scour critical @ Salt Creek (1948)	70.5	\$ 781	TBD
HBP	11C0070	Road Y	Scour critical @ McKee Overflow (1935)	50.2	\$ 554	TBD
HBP	11C0072	CR 50	Replace at Campbell Slough (1930)	39.3	\$ 4,023	TBD
HBP	11C0081	Wyo Ave. (CR 9)	Repair over Central Irrigation Canal (1941)	55.4	\$ 1,084	TBD
HBP	11C0093	IRR CR 306	Scour critical @ Dry Gulch (1930)	73	\$ 252	TBD
HBP	11C0097	Road 48	Scour critical @ Willow Creek (1935)	62.1	\$ 479	TBD
HBP	11C0107	Road 28	Scour critical @ Walker Creek (1925)	88.5	\$ 176	TBD
HBP	11C0109	Road F	Scour critical @ Branch Walker Creek (1928)	45.9	\$ 201	TBD
HBP	11C0117	Road C	Replace at Hambright Creek (1960)	68.7	\$ 345	TBD
HBP	11C0127	Road 60	Scour critical @ Branch Logan Creek (1930)	60.9	\$ 176	TBD
HBP	11C0152	CR 16	Repair over Central Irrigation Canal (1930)	57.1	\$ 1,055	TBD
HBP	11C0153	Montgomery Ave. (CR 204)	Repair over Central Irrigation Canal (1930)	67.8	\$ 854	TBD
HBP	11C0162	CR 303	Replace at South Fork Willow Creek (1929)	39.2	\$ 260	TBD
HBP	11C0163	CR 303	Replace at South Fork Willow Creek (1920)	44.1	\$ 260	TBD
HBP	11C0164	Road 303	Scour critical @ Clark's Valley Creek (1950)	87.3	\$ 714	TBD
HBP	11C0165	CR 302	Scour critical @ S.Fork Willow Creek (1916)	64.9	\$ 479	TBD
HBP	11C0191	CR 99W	99W @ Wilson Creek (1915)	94.7	\$ 518	TBD
HBP	11C0196	CR 99W	Replace @ Stony Creek (1913)	38.8	\$ 14,363	TBD
HBP	11C0215	CR 313	Scour critical @ Watson Creek (1960)	87.3	\$ 227	TBD
HBP	11C0245	Road 200A	Scour critical @ Stony Creek (1960)	27.3	\$ 900	TBD
HBP	11C0060	Road 303	Rd. 48 @ Walker Creek (1974)	94.7	\$ 227	TBD
HBP	11C0001	Road 69	Repair over Glenn-Colusa Canal (1964)	91.5	TBD	TBD
HBP	11C0002	Road D	Repair over Glenn-Colusa Canal (1962)	87.7	TBD	TBD
HBP	11C0009	CR P	Repair over Glenn-Colusa Canal (1961)	71.6	TBD	TBD
HBP	11C0012	Road V	Repair over Central Irrigation Canal (1950)	89.7	TBD	TBD
HBP	11C0018	Soeth Road (410)	Replace at Stony Creek (1900)	31.2	TBD	TBD
HBP	11C0037	Road 22	Repair over Central Irrigation Canal (1936)	75.3	TBD	TBD
HBP	11C0160	Road 303	Scour critical @ Clark's Valley Creek (1935)	73.7	TBD	TBD
HBP	11C0179	CR 67	Replace at Branch Howard Slough (1950)	37.6	TBD	TBD
HBP	11C0191	CR 99W	Scour critical @ Wilson Creek (1928)	94.7	TBD	TBD
HBP	Unknown	CR 35	New Bridge @ Wilson Creek	Unknown	TBD	TBD
HBP	Unknown	CR 35	New Bridge @ Walker Creek	Unknown	TBD	TBD
HBP	11C0091	CR 305	Watson Creek	Unknown	TBD	TBD
HBP	11C0132	CR 200	Salt Creek	Unknown	TBD	TBD
HBP	11C0068	CR 66B	Colusa Drain	Unknown	TBD	TBD
HBP		S. Merrill	New Bridge C.C.I.D. Canal		TBD	
Total Unconstrained Bridge Projects					\$ 39,552	

Appendix K

Constrained Bike/Pedestrian Project List

**Table 5.5
Constrained Bike/Ped Projects**

Funding	Agency	Route/PM	Description	Total Cost (\$1,000)	Construction Year
TBD	County	Local Road 99	Class II Bike Lanes - Tehama CL to CR 9	\$ 375	By 2019
TBD	County	Local Road 99	Class II Bike Lanes - CR 9 to SR 32	\$ 375	By 2019
TBD	County	Local Road 99	Class II Bike Lanes - SR 32 to CR 16	\$ 375	By 2019
TBD	County	Local Road 99	Class II Bike Lanes - CR 16 to CR 25	\$ 685	By 2019
Total Constrained Bike/Ped Projects				\$ 1,810	

Appendix L

Unconstrained Bike/Ped Project List

**Table 5.6
Unconstrained Bike/Ped Projects**

Funding	Agency	Route/PM	Description	Total Cost (\$1,000)	Construction Year
TBD	County	Local Road 99	Class II Bike Lanes - CR 25 to CR 33	\$ 2,735	By 2019
TBD	County	Local Road 99	Class II Bike Lanes - CR 33 to CR 35	\$ 685	By 2019
TBD	County	Local Road 99	Class II Bike Lanes - CR 35 to CR 48	\$ 2,735	By 2019
TBD	County	Local Road 99	Class II Bike Lanes - CR 48 to CR 57	\$ 1,700	By 2019
TBD	County	Local Road 99	Class II Bike Lanes - CR 57 to CL	\$ 3,415	By 2019
TBD	County	Road 200	Class II Bike Lanes - I-5 to Road 200A	\$ 3,862	By 2030
TBD	County	SR 45	Class II Bike Lanes - SR 32 to Colusa CL	\$ 7,693	By 2030
TBD	County	Local Road 60/61	Class III Bike Route - CR 99W to SR 45	\$ 11	By 2030
TBD	County	Local Road 48	Class III Bike Route - CR D to CR 99 W	\$ 3	By 2030
TBD	County	Local Road D	Class III Bike Route - CR 25 to CR 68	\$ 25	By 2030
TBD	County	Local Road P	Class III Bike Route - SR 32 to CR 61	\$ 25	By 2030
TBD	County	Local Road 9	Class III Bike Route - CR 99W to CR 203	\$ 11	By 2030
TBD	County	Local Road 203	Class III Bike Route - Cutter Road to SR 32	\$ 3	By 2030
TBD	County	Local Road 203	Class III Bike Route - CR 306 to CL	\$ 5	By 2030
TBD	County	Local Road 32	Class III Bike Route - SR 45 east to CL	\$ 2	By 2030
TBD	County	Local Road M	Class III Bike Route - CR 33 to CR 16	\$ 9	By 2030
TBD	County	Local Road 24	Class III Bike Route - CR 99 to SR 45	\$ 12	By 2030
TBD	County	Local Road 25	Class III Bike Route - CR D to CR M	\$ 6	By 2030
TBD	County	Local Road 33	Class III Bike Route - CR 99W to CR M	\$ 3	By 2030
TBD	County	Local Road 39	Class III Bike Route - CR 99W to SR 45	\$ 12	By 2030
TBD	County	Local Road 68	Class III Bike Route - CR D to CR 99W	\$ 4	By 2030
TBD	County	Local Road 303	Class III Bike Route - SR 162 to CL	\$ 19	By 2030
TBD	County	Local Road 306	Class III Bike Route - Colusa CL to Tehama CL	\$ 35	By 2030
TBD	County	Local Road 307	Class III Bike Route - CR 406 to Mendocino CL	\$ 29	By 2030
TBD	County	Local Road 406	Class III Bike Route - SR 162 to CR 307	\$ 16	By 2030
TBD	Willows	All	Class II and III Complete Bike Plan	\$ 319	by 2030
Total Unconstrained Bike/Ped Projects				\$ 23,374	

Appendix M

Constrained Transit Project List

**Table 5.7a
Constrained Transit Project List**

Funding Source	Project	Location	Description	Total Cost (\$1000's)	Construction Year
STIP	Glenn Transit Service	Countywide	Glenn Ride Bus Replacement	\$ 525	2015/16
Total Constrained				\$ 525	

Appendix N

Unconstrained Transit Project List

**Table 5.7b
Unstrained Transit Project List**

Funding Source	Project	Location	Description	Total Cost (\$1000's)	Construction Year
STIP	Glenn Transit Service	Countywide	Four Bus Replacements	\$ 2,000	2020+
STIP	Glenn Transit Service	Countywide	Four Vehicles Demand Response Replacement	\$ 220	2020+
Total Unconstrained			Total Cost:	\$ 2,220	

Appendix O

Constrained Aviation Project List

**Table 5.8
Constrained Aviation Project List**

Haigh Field (Appendix M)					
Funding Source	Project Number/Proponent	Location/P.M.	Description	Total Cost (\$1,000s)	Construction Year
AIP	CIP		Update Master Plan	\$ 175	2015
AIP	CIP		Slurry Seal RWY, TWY, & Apron	\$ 105	2016
AIP	CIP	RW15	Acquire RW15 clear zone protection and conservation easement	\$ 105	2017
AIP	CIP		MITL	\$ 200	2018
AIP	CIP		Construct new Taxiway	\$ 50	2019
AIP	CIP		Rehab apron - design	\$ 200	2020
Total Haigh Field Projects				\$ 835	
Willows-Glenn (Appendix M)					
Funding Source	Project Number/Proponent	Location/P.M.	Description	Total Cost (\$1,000)	Construction Year
AIP	CIP		Install lighted wind cone	\$ 15	2015
AIP	CIP	Rwy 16	Install PAPI Rwy 16	\$ 20	2015
AIP	CIP	Rwy 34	Install REIL Rwy 34	\$ 15	2015
AIP	CIP		Rehab pavement	\$ 150	2015
AIP	CIP		Design perimeter fencing and gate	\$ 40	2015
AIP	CIP		Install perimeter fencing and gate	\$ 290	2016
Willows-Glenn Projects				\$ 530	

Appendix P

Unconstrained Aviation Project List

**Table 5.9
Unconstrained Aviation Project List**

Haigh Field (Appendix M)					
AIP	CIP		Rebuild/construct hangars	\$ 500	2020
AIP	CIP		Rehab apron - Phase 1	\$ 400	2020
AIP	CIP		Rehab apron - Phase 2	\$ 250	2020
AIP	CIP		Rehab apron - Phase 3	\$ 250	2020
AIP	CIP		Install apron lighting	\$ 75	2020
Total Haigh Field Projects				\$ 1,475	
Willows-Glenn (Appendix M)					
AIP	CIP		Install perimeter fencing and gate	\$ 290	2016
AIP	CIP		Construct hangar taxilanes (Phase 1)	\$ 410	2017
AIP	CIP		Construct hangar	\$ 500	2018
AIP	CIP	Rwy 31	Avigation easement RWY 31	\$ 45	2019
AIP	CIP		Install Jet A tank	\$ 150	2019
AIP	CIP		Reconstruct apron, Phase 2	\$ 320.00	2030
AIP	CIP		Construct taxilanes Phase 2	\$ 190.00	2030
AIP	CIP		Construct Ag apron w/access road	\$ 836.00	2030
AIP	CIP	Rwy 34	Land acquisition Rwy 34 approach	\$ 700.00	2030
AIP	CIP		Land acquisition Rwy 16 approach	\$ 430.00	2030
AIP	CIP		Move canal and relocate Farm Rd.	\$ 220.00	2030
AIP	CIP		Expand north apron	\$ 320.00	2030
AIP	CIP		Relocate parallel taxiway for Rwy	\$ 1,370.00	2030
AIP	CIP		Construct parallel taxiway E for Rwy 13-31	\$ 1,520.00	2030
AIP	CIP		Total Willows-Glenn Projects	\$ 4,345	
Willows-Glenn Projects				\$ 11,646	

Appendix Q

State Project List

**Table 5.10
State Project List**

Route	Location	Project Description	Est. Total Cost (\$1000)	Proposed Completion Year	Lead Agency	Source Document	RTP Project Y or N	Fiscally Constrained (FC) or Unconstrained (U) RTP Project
162	On SR 162, N Villa Ave to Tehema St	Install a Class III Bicycle Route on SR 162, from N Villa Ave to Tehema St.	TBD	2030	GCTC	2011 SR 162 TCR 2013 D3 State Highway Bicycle Facility Plan	Y	FC
32	On SR 32, Orland to Butte County line	Realign and widen SR 32 from Orland through the Butte County line to 4/5 lanes	\$ 10	2035	GC	2010 Glenn County RTP 2014 SR 32 TCR	Y	FC
162	On SR 162 west of Willows, CR 307 to I-5	Realign, widen, and pave the shoulder from SR 162 west of Willows, CR 307 to I-5.	\$ 22	2030	TBD	2011 SR 162 TCR	Y	U
162	On SR 162, I-5 to CR 307 overcrossing	Install Class II bicycle lanes on SR 162 from I-5 to CR 307 overcrossing.	\$ 6,534	2030	CT	2011 SR 162 TCR 2010 Glenn County RTP 2013 D3 State Highway Bicycle Facility Plan	Y	U
162	On SR 162 east of Willows, First St to Princeton Codora Canal	Realign, widen, pave the shoulder, and raise roadbed on SR 162 east of Willows, from First St. to Princeton Codora Canal.	\$ 12	2030	CT	2011 SR 162 TCR 2010 Glenn County RTP - Appendix 4k.	Y	U
162	On SR 162 Segment 4 east of Willows, First St to Princeton Codora Canal	Install Class II bicycle lanes on SR 162 east of Willows, from First St. to Princeton Codora Canal.	\$ 3	2030	CT	2011 SR 162 TCR 2010 Glenn County RTP	Y	U
45	SR 45 from Colusa/Glenn county line to junction SR 32 (end of route)	Improve and widen shoulders for Class II bicycle/pedestrian facilities SR 45 from Colusa/Glenn county line to junction SR 32 (end of route).	\$ 7,693	2030	GC	2014 SR 45 TCR 2010 Glenn County RTP DSMP Project list 2013 2013 D3 State Highway Bicycle Facility Plan	Y	U
162	On SR 162, 0.1 to 3.0 miles east of Willows	Realign, widen, pave and raise the roadbed on SR 162, from 0.1 to 3.0 miles east of Willows.	TBD	TBD	CT	2010 Glenn County RTP	Y	U
5	On I-5, 14 miles north of Willows from CR 16 overcrossing to CR 3 overcrossing Bridge #11 0074 - County Road 16 OC	Raise structures to improve vertical clearance on I-5, 14 miles north of Willows from CR 16 overcrossing to CR 3 overcrossing.	\$ 11,509	2015	CT	2014 SHOPP Transportation System Development Program Goods Movement Study	N	N/A
32	On SR 32 in Orland from I-5 to CR M 1/2	Complete microsurfacing and add traffic stripes on SR 32 in Orland from I-5 to CR M 1/2.	\$ 300	2016	CT	Maintenance	N	N/A
45	On SR 45, at CR 61 and at the junction of SR 162 west and on SR 162 at CR Z	Install breakaway utility poles on SR 45, at CR 61 and at the junction of SR 162 west and on SR 162 at CR Z.	\$ 118	2016	CT	Maintenance	N	N/A
162	At SR 162/5 seperation in Willows	Complete bridge deck rehab with overlay and seal at the SR 162/5 seperation in Willows.	\$ 193	2016	CT	Maintenance	N	N/A
5	On I-5, near Orland from 0.2 miles north of CR 28 overcrossing to Tehama County line	Place rubberized hot mix asphalt on I-5 near Orland from 0.2 miles north of CR 28 overcrossing to Tehama County line.	\$ 7,333	2017	CT	SHOPP Report 2015	N	N/A
Var	In Butte, Glenn, Placer, Sutter, and Yuba Counties at various locations	Rehabilitate bridge deck at various locations within Butte, Glenn, Placer, Sutter, and Yuba Counties.	\$ 1,266	2017	CT	Maintenance	N	N/A
5	On I-5, 14 locations in Gle, Yol, Nev, ED, Yub, But, and Sut Counties	Install CCTV and CMS on I-5 at 14 locations in Gle, Yol, Nev, ED, Yub, But, and Sut Counties.	\$ 6,715	2018	CT	10-Year SHOPP Performance Tool	N	N/A
162	On SR 162 near Butte City at Butte City Bridge	Place rock slope protection on SR 162 near Butte City at the Butte City Bridge.	\$ 215	2018	CT	SHOPP Report 2015	N	N/A
5	Throughout District 3 on Routes 5, 50, 51, 65, 70, 80, 99, 149 and intersecting routes	Replace signs, sign lighting, and install existing signs	\$ 1,703	2016	CT	SHOPP Report 2016	N	N/A
5	Willows SRRA	Upgrade water and sewage system to comply with water quality standards and permits	\$ 6,450	2016	CT	SHOPP Report 2016	N	N/A
32	City of Orland	Construct pedestrian infrastructure	\$ 2,158	2016	CT	SHOPP Report 2016	N	N/A
5	On I-5, from Colusa County line to Tehama County line	Glenn native planting at various locations along I-5, from Colusa County line to Tehama County line.	\$ 980	2019	CT	Maintenance	N	N/A
5	On I-5, CR 68 to CR 7 at various locations	Along I-5 from CR 68 to CR 7 at various locations, pave slopes, areas beyond the gores and narrow areas, relocate roadside facilities away from traffic, and install a worker access gate.	\$ 2,800	2020	CT	10-Year SHOPP Performance Tool	N	N/A
32	On SR 32, CR P to CR S	Construct two way left turn lanes on SR 32, CR P to CR S.	\$ 2,500	2020	CT	2014 SR 32 TCR	N	N/A
32	On SR 32, from 6.0 km east or Orland to 5.0 km west of Hamilton City	Complete Stoney Creek Bridge replacement (scour) on SR 32, from 6.0 km east of Orland to 5.0 km west of Hamilton City.	\$ 10,423	2020	CT	STIP Report 2015	N	N/A
162	On SR 162, from CR D to just east of Walker Creek Bridge (Br#11-11) Willows	Provide ADA access on SR 162, from CR D to just east of Walker Creek Bridge (Br#11-11) Willows.	\$ 3,800	2020	CT	10-Year SHOPP Performance Tool Transportation System Development Program	N	N/A