

DRAFT



## 2020 Glenn County Regional Transportation Plan

December 2019



# 2020 Glenn County

## *Regional Transportation Plan*

Report Prepared For:



Report Prepared By:



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# 1. Introduction

## 1.1 About the Glenn County Local Transportation Commission

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 supervisors from Glenn County, one representative each from the Cities of Orland and Willows, and a remaining representative alternated between Orland and Willows on an annual basis. The County is within the jurisdictional boundaries of Caltrans District 3, with headquarters in Marysville. The GCTC, along with Caltrans District 3, fulfills the transportation planning responsibilities for Glenn County. The GCTC is also served by a Technical Advisory Committee (TAC) which consist of representatives from the following agencies:

- ❖ Glenn County Public Works.
- ❖ City of Orland.
- ❖ City of Willows.
- ❖ Grindstone Indian Rancheria.
- ❖ California Department of Transportation (Caltrans), District 3.
- ❖ California Highway Patrol, Willows office.
- ❖ U.S. Forest Service, Mendocino National Forest.

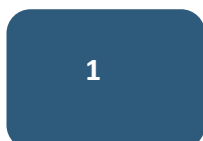
One of the main responsibilities of the GCTC is the preparation and approval of the Regional Transportation Plan (RTP). The RTP serves as the planning blueprint to guide transportation investments in Glenn County involving local, State, and Federal funding over the next twenty years. Transportation improvements in the RTP are identified as short-term (2020 - 2030) or long-term (2031 - 2040). The coordination focus brings the County, Caltrans, Cities of Orland and Willows, the TAC, Grindstone Rancheria of Wintun-Wailaki Indians of California (Grindstone Indian Rancheria), governmental resource agencies, commercial and agricultural interests, and citizens into the planning process.

## 1.2 About the Regional Transportation Plan

The overall focus of the 2020 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 RTP must be updated every four (4) years to be compliant with Caltrans guidelines and to be eligible for many sources of funding; the last RTP update was adopted in 2015. With limited exceptions, regional transportation projects must be included in an adopted RTP in order to be eligible for federal and state funding.

Key elements of the RTP include:





- ❖ The Policy Element (Chapter 3) describes the regional vision and goals, supported by short and long-range objectives and course of action;
- ❖ The Action Element (Chapter 4) identifies the projects that support the vision, goals and objectives set forth in the Policy Element;
- ❖ The Financial Element (Chapter 5) identifies the current and anticipated revenue sources and funding strategies available to fund the planned transportation projects set forth in the Action Element.

## 1.3 RTP Planning Requirements

The GCTC is required to update the RTP every four years. Guidelines regarding the preparation of the RTP are updated to reflect evolving priorities and requirements at the state and federal level. New state/federal laws, policies, executive orders, and programs affect the content of the RTP. The California Transportation Commission (CTC) develops RTP Guidelines to provide guidance so that RTPAs will develop their RTPs to be consistent with federal and state transportation planning requirements.

For the first time, two separate guidelines were adopted in January 2017 to guide RTP development in Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs). Both documents incorporate new legislation and the associated goals, particularly related to Assembly Bill 32 and Senate Bill 375, which encourage regional greenhouse gas (GHG) emission reductions from passenger vehicles and light duty trucks through changes in transportation and land use. Although Glenn County is not located in an MPO and therefore not subject to the strict guidelines regulating GHG reductions emissions, this planning document will promote measures to improve air quality and health goals in alignment with state and federal goals.

## 1.4 RTP Planning Process

### 1.4.1 Inter-Agency Coordination

A stakeholder list was developed identifying local, regional and state agencies and other parties having an interest in the County, including Caltrans, the Mendocino National Forest, agencies responsible for land use, natural resources, environmental protection, conservation, historic preservation and private interests such as freight companies. The list was used throughout the RTP planning process to notify stakeholders of new plan developments and to inform of upcoming community meetings. For the complete stakeholder list, see Attachment A.

Federally recognized Native American tribal governments and the Caltrans Tribal Liaison were contacted and invited to participate in the identification of transportation project needs, the development of regional policies, and review of draft documents.





## 1.4.2 Coordination with Other Plans and Studies

During development of the 2020 RTP update, existing plans, documents and studies addressing transportation in Glenn County were reviewed to ensure the RTP's consistency with other planning documents. These documents include but are not limited to the following:

- ❖ Glenn County Regional Transportation Plan (2015)
- ❖ Draft Glenn County Circulation Element Goals –Policies Documents (2019)
- ❖ Orland General Plan (2010)
- ❖ Glenn County Short-Range Transit Plan (2014)
- ❖ Glenn County Unmet Transit Needs Document (2008/09)
- ❖ Glenn County Transit Needs Assessment (2008)
- ❖ Final Report – Coordinated Public Transit – Human Service Transportation Plan (September 2008)
- ❖ Final Public Participation Plan (2008)
- ❖ State Highway Operation and Protection Plan (State Fiscal Year 2018/19 through 2021/22), California Department of Transportation (2018)
- ❖ STIP Fund Estimate, Caltrans (2018)
- ❖ CTP 2040 (2016)
- ❖ California Strategic Highway Safety Plan (2015)
- ❖ City of Willows, City-Wide Bicycle Transportation Plan (November 2008)
- ❖ Countywide Transportation Survey, conducted by Regional and Economic Sciences, for the GCTC (May 2009)

## 1.4.3 Public Participation

A variety of tools were used during the development of this RTP update to ensure an equitable outreach process. A series of traditional community workshops and more informal pop-up style meetings were held throughout the planning process (see Table 1.1 for a summary of meetings). During pop-up events, the project team solicited input from communities throughout the County by visiting existing community events, such as the Glenn County Fair, and discussing the RTP. At both traditional meetings and pop-up meetings, educational materials, questionnaires, comment cards, and maps were available to guide the discussion about transportation in the County and to provide many convenient avenues of collecting input from the public.

Table 1.1 Summary of Public Meetings		
Meeting	Location	Date
TAC Meeting	Willows, CA	January 31, 2019
TAC Meeting	Willows, CA	March 21, 2019
Pop-Up Event #1	Willows Lamb Derby	May 11, 2019
Pop-Up Event #2	Glenn County Fair	May 16, 2019
Community Workshop #1	Orland, CA	May 20, 2019
Pop-Up Event #3	Willows Car and Bike Show	August 16, 2019





In addition to the public meetings, individual stakeholder communication, a project-specific website, social media, and a questionnaire comprised the public outreach campaign. The website, [www.GoGlennCounty.com](http://www.GoGlennCounty.com), and social media platform were used to inform the public about upcoming meetings, post project information, and promote the questionnaire designed to gauge the transportation needs and wants of Glenn County residents.

For public outreach materials, the Public Participation Plan, and a summary of comments received, see Attachment B.

#### 1.4.4 Coordination with the California State Wildlife Action Plan

The goals identified in the Policy Element (Chapter 3) of this Plan consider stressors identified in the State Wildlife Action Plan. The State Wildlife Action Plan (SWAP) identifies separate conservational provinces broken into subzones called ecoregions. Glenn County crosses through the Central Valley and Sierra Nevada Province and the North Coast and Klamath Province.

In the Central Valley and Sierra Nevada Province, Glenn County is classified within the Great Valley ecoregion; in the North Coast and Klamath Province, Glenn County is classified within the Northern California Coast Ranges and the Northern California Interior Coast Ranges ecoregions. The SWAP identifies sensitive species, habitat stressors, and suggested conservation goals and actions for each of the ecoregions in California. According to the SWAP, the major stressors within Glenn County are as follows:

- ❖ Agricultural and forestry effluents.
- ❖ Annual and perennial non-timber crops.
- ❖ Climate change.
- ❖ Commercial and industrial areas.
- ❖ Dams and water management/use.
- ❖ Fire and fire suppression.
- ❖ Household sewage and urban waste water.
- ❖ Housing and urban areas.
- ❖ Invasive plants/animals.
- ❖ Livestock, farming and ranching.
- ❖ Logging and wood harvesting.
- ❖ Parasites/pathogens/diseases
- ❖ Recreational activities.
- ❖ Roads and railroads.
- ❖ Utility and service lines.

To view the excerpts from the SWAP related to ecoregion attributes, stressors, and sensitive species in Glenn County, see Attachment C.

#### 1.4.5 Coordination with Native American Tribal Governments

There is one federally recognized Tribal entity in Glenn County. The Grindstone Indian Rancheria of Wintun-Wailaki Indians of California has headquarters in Elk Creek, California. Cooperative planning between Tribal governments, regional and local agencies and Caltrans was achieved during the planning process of this document. Tribal leadership for the Grindstone Rancheria was contacted directly to solicit projects as well as individually invited to outreach events. Table 1.2 lists the contact information for the Tribes contacted for coordination on the RTP update effort.







Table 1.2 Tribal Contact List		
Name	Contact Person	Mailing Address
Grindstone Indian Rancheria of Wintun- Wailaki Indians of California	Ronald Kirk, Chairman	PO Box 63, Elk Creek, CA 95939
Source: Bureau of Indian Affairs Tribal Leaders Directory		





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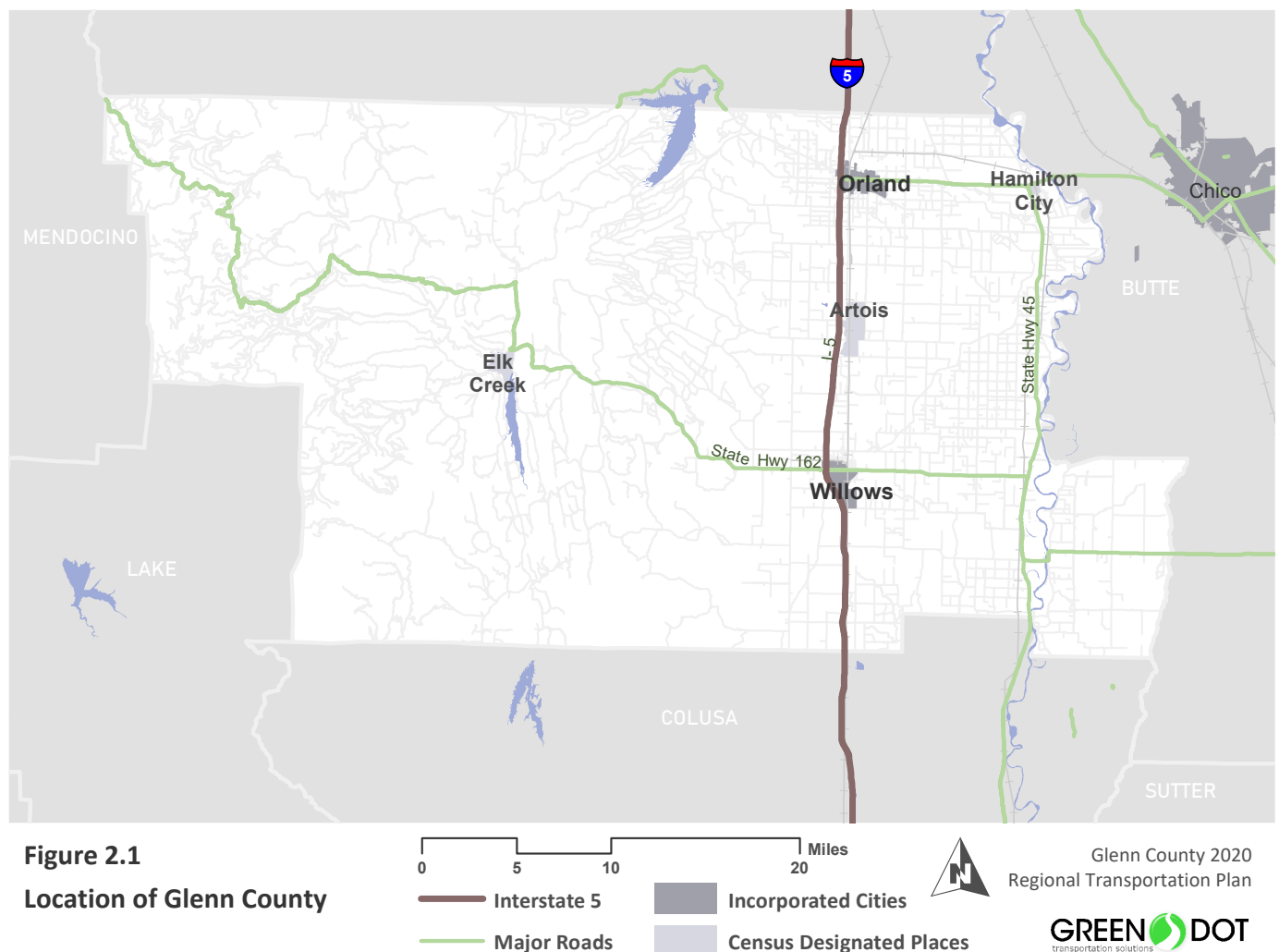




## 2 Existing Conditions

### 2.1 Setting

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.





## 2.2 Population Trends

### 2.2.1 Existing Population

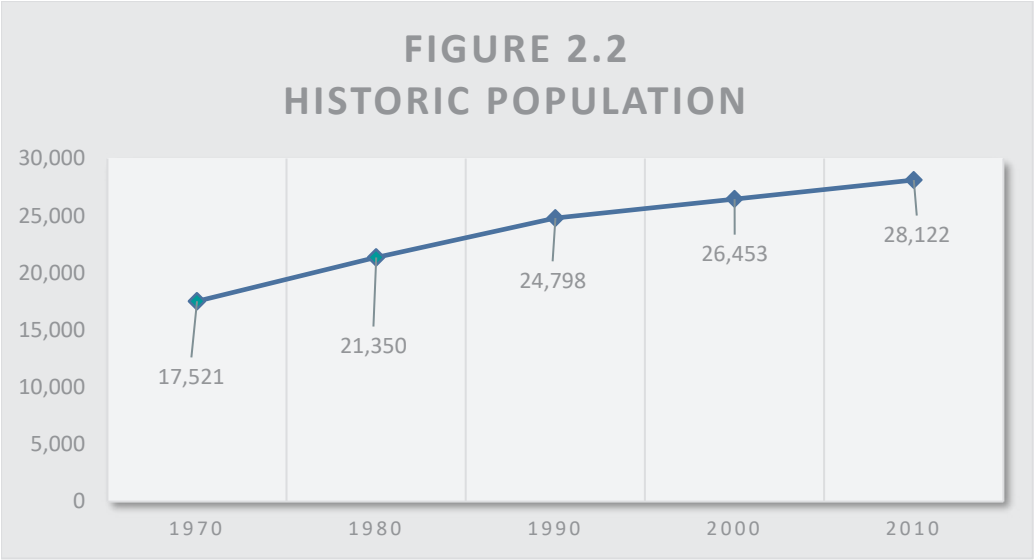
According to the California Department of Finance (DOF), Glenn County’s population was 28,564 in 2015 and will increase to 29,585 by 2020. Unincorporated Glenn County experienced a minor decrease in population, dropping from 14,834 to 14,789 from 2015 to 2019. Population growth occurred in the Cities of Orland and Willows, which have experienced average annual increases of 0.94% and 0.27% in recent years, respectively.

Table 2.1 Existing Population						
	2015	2016	2017	2018	2019	2020
City of Orland	7,714	7,716	7,844	7,932	8,007	-
City of Willows	6,016	6,074	6,066	6,064	6,080	-
Unincorporated County	14,834	14,849	14,820	14,800	14,789	-
Glenn County Total	28,564	28,639	28,730	28,796	28,874	29,585

Source: California DOF Table E-4 Population Estimates for Cities, Counties and State

### 2.2.2 Historic Population

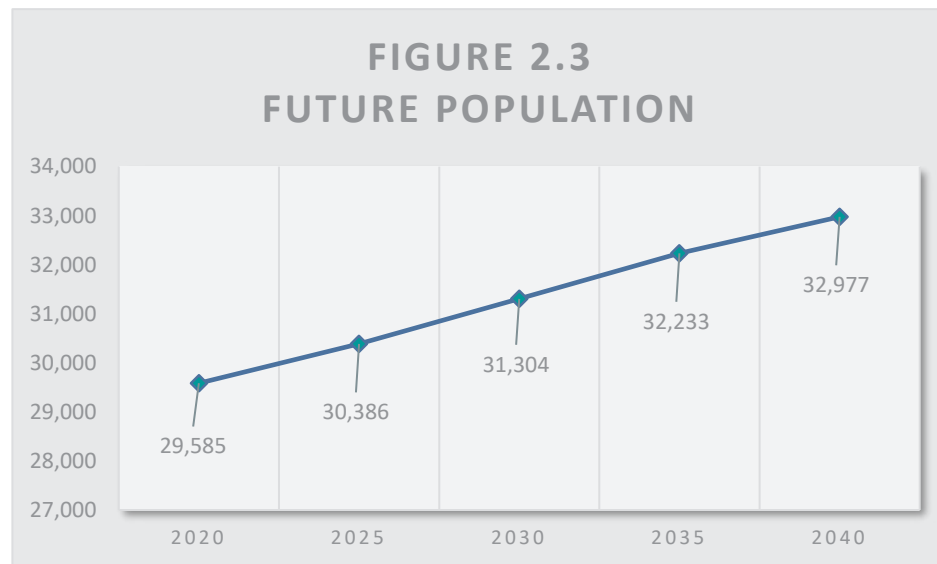
Figure 2.2 shows Glenn County’s historic population trends from 1970 to 2010. According to the US Census, the population increased by approximately 15.1% each decade. During the 40-year period, the population grew from 17,521 to 28,122.





## 2.2.3 Future Population

Figure 2.3 shows the population projections over the life of the Regional Transportation Plan, as reported by California DOF. The population of Glenn County is projected to increase 11.5% between 2020 and 2040, which translates to an average annual increase of 0.57%. Over the 20 year lifetime of the Regional Transportation Plan, the population of 29,585 is expected to increase to 32,977 by 2040.



## 2.3 Demographics

### 2.3.1 Age of Population

Over the lifetime of the RTP, the 36-64 age group is estimated to make up the majority of the population (32.6% on average). There will be a decrease in the younger populations (0-4, 5-17, and 18-35) and an increase in the 65+ age group.



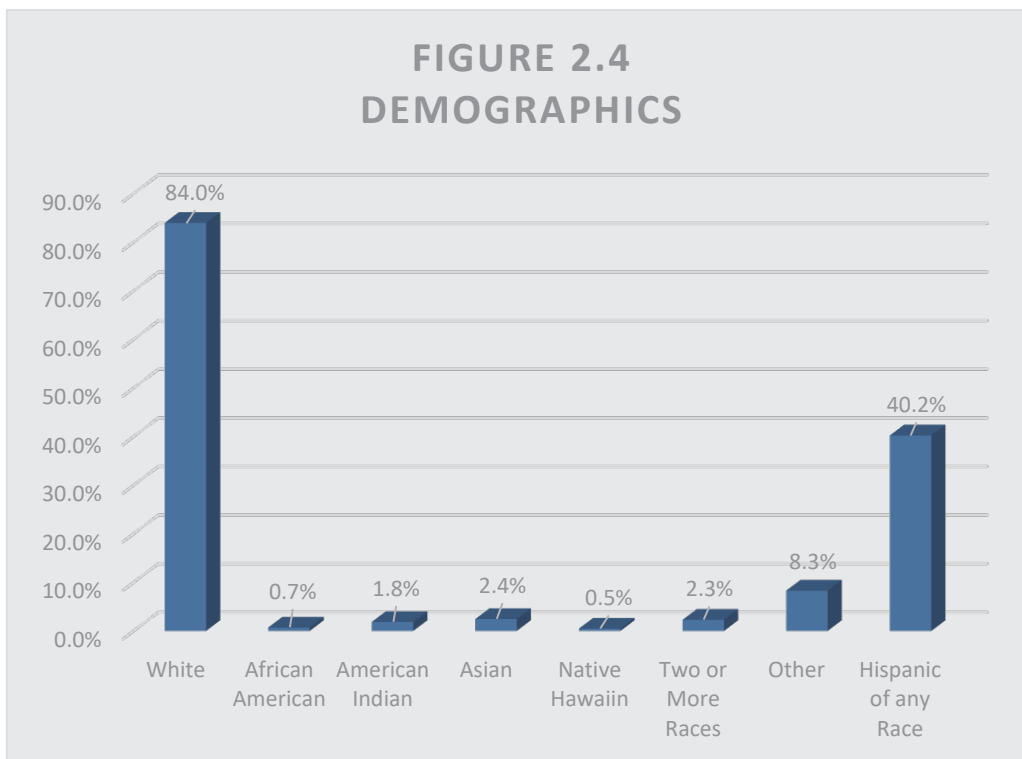


Table 2.2 Existing and Future Age of Population							
		Total	Ages 0-4	Ages 5-17	Ages 18-35	Ages 36-64	Ages 65+
2020	Number	29,585	1,912	5,494	7,419	9,815	4,945
	Percent	100.0%	6.5%	18.6%	25.1%	33.2%	16.7%
2025	Number	30,386	2,021	5,334	7,793	9,620	5,618
	Percent	100.0%	6.7%	17.6%	25.6%	31.7%	18.5%
2030	Number	31,304	2,084	5,279	8,003	9,842	6,096
	Percent	100.0%	6.7%	16.9%	25.6%	31.4%	19.5%
2035	Number	32,233	2,077	5,427	7,844	10,519	6,366
	Percent	100.0%	6.4%	16.8%	24.3%	32.6%	19.7%
2040	Number	32,977	2,005	5,560	7,771	11,165	6,476
	Percent	100.0%	6.1%	16.9%	23.6%	33.9%	19.6%

Source: California Department of Finance Report P:2 County Population Projections by Age

## 2.3.2 Demographics

The Glenn County population is predominately white (84%) and Hispanic (40.2%). When compared to the 2010 US Census data, the Glenn County population has not seen any significant changes in demographic trends since 2010.







## 2.4 Socioeconomic Conditions

### 2.4.1 Income

The percentage of households in Glenn County with income below \$24,999 (31%) is significantly higher than the state (18.7%) and national averages (21.4%).

Table 2.3 Household Income			
	Glenn County	California	United States
Less than \$10,000	9.1%	5.4%	6.7%
\$10,000 to \$14,999	8.5%	4.7%	4.9%
\$15,000 to \$24,999	13.4%	8.6%	9.8%
\$25,000 to \$34,999	8.9%	8.3%	9.5%
\$35,000 to \$49,999	14.0%	11.4%	13.0%
\$50,000 to \$74,999	19.8%	16.3%	17.7%
\$75,000 to \$99,999	10.1%	12.2%	12.3%
\$100,000 to \$149,999	11.4%	15.7%	14.1%
\$150,000 to \$199,999	3.1%	7.8%	5.8%
\$200,000 or more	1.5%	9.7%	6.3%
Source: 2017 American Community Survey 5-Year Estimates			

### 2.4.2 Poverty

Glenn County has a large population of residents living below the poverty level (see Table 2.4). According to the American Community Survey, 19.6% of Glenn County lives below the poverty line. This is notably higher than the state (15.1%) and national averages (14.6%).

Table 2.4 Poverty	
Place	Percent Below Poverty
Glenn County	19.6%
California	15.1%
United States	14.6%
Source: 2017 ACS 5-Year Estimates	



## 2.4.3 Major Employers

Table 2.5 shows the major employers in Glenn County. According to the American Community Survey, 5.2% of Glenn County workers 16 years and over rely on active means of transportation to commute to work. Residents of Glenn County require accessible and efficient bicycle and pedestrian infrastructure to get to and from employment centers.

Table 2.5 Major Employers			
Employer Name	Location	Industry	Employees
Child Protective Svc	Willows	County Government-Social/Human Resources	100-249
Department of Child Family Svc	Orland	Government-Individual/Family Social Svcs	50-99
Erick Nielsen Enterprises Inc	Orland	Agricultural Consultants	100-249
Glen County Mental Health	Willows	Government Offices-County	50-99
Glenn County Emergency Svc	Willows	County Government-Public Order & Safety	100-249
Glenn County Health & Welfare	Willows	County Government-Public Health Programs	100-249
Glenn County Human Resource	Willows	Government Offices-County	100-249
Glenn County Office-Emergency	Willows	Government Offices-County	50-99
Glenn County Planning & Pubc	Willows	Government Offices-County	50-99
Glenn County Sheriffs Civil Dv	Willows	Sheriff	100-249
Glenn Medical Ctr	Willows	Physicians & Surgeons	100-249
Glenn Medical Ctr	Willows	Hospitals	100-249
Glenn-Colusa Irrigation Dist	Willows	Irrigation Companies	50-99
Head Start	Orland	Child Care Service	50-99
Johns Manville	Willows	Building Materials-Manufacturers	250-499
Land O'Lakes Inc	Orland	Cheese Processors (mfrs)	50-99
Lassen Land Co	Orland	Farm Management Service	50-99
Mill Street School	Orland	Schools	50-99
Murdock Elementary School	Willows	Schools	50-99
Olson Meat Co	Orland	Meat-Retail	50-99
Rumiano Cheese Factory	Willows	Cheese Processors (mfrs)	100-249
Sierra Nevada Cheese Co	Willows	Cheese	100-249
Sun Bridge Ctr of Willows	Willows	Nursing & Convalescent Homes	50-99
Sunsweet Dryers	Orland	Fruits-Dried (whls)	100-249
Walmart Supercenter	Willows	Department Stores	100-249

Source: California EDD Labor Market Information





## 2.4.4 Unemployment

Table 2.6 illustrates the 2017 unemployment rate for Glenn County relative to the state and national averages. The unemployment rate in Glenn County (9.2%) is somewhat higher than the state (7.7%) and national rates (6.6%).

Table 2.6 Unemployment				
	Total	Labor Force Participation Rate	Employment/ Participation Ratio	Unemployment Rate
<b>Glenn County</b>	21,374	55.6%	50.4%	9.2%
<b>California</b>	3,091,058	63.5%	58.2%	7.7%
<b>United States</b>	255,797,692	63.4%	58.9%	6.6%
Source: 2017 American Community Survey 5-Year Estimates				

## 2.4.5 Educational Attainment

Table 2.7 highlights the significant differences between educational attainment in Glenn County, California, and the United States. Glenn County has a lower rate of higher education than California and the United States. Only 12.9% of people 25 and over in Glenn County have a bachelor's degree or higher while the state and national rates are 32.6% and 30.9%, respectively.

Table 2.7 Educational Attainment 25 Years and Older						
	Less Than High School	High School Graduate	Some College, No Degree	Associate's Degree	Bachelor's Degree	Graduate or Professional Degree
<b>Glenn County</b>	27.5%	27.3%	24.9%	7.4%	10.1%	2.8%
<b>California</b>	17.5%	20.6%	21.5%	7.8%	20.4%	12.2%
<b>United States</b>	12.7%	27.3%	20.8%	8.3%	19.1%	11.8%
Source: 2017 American Community Survey 5-Year Estimates						

## 2.5 Disadvantaged Communities

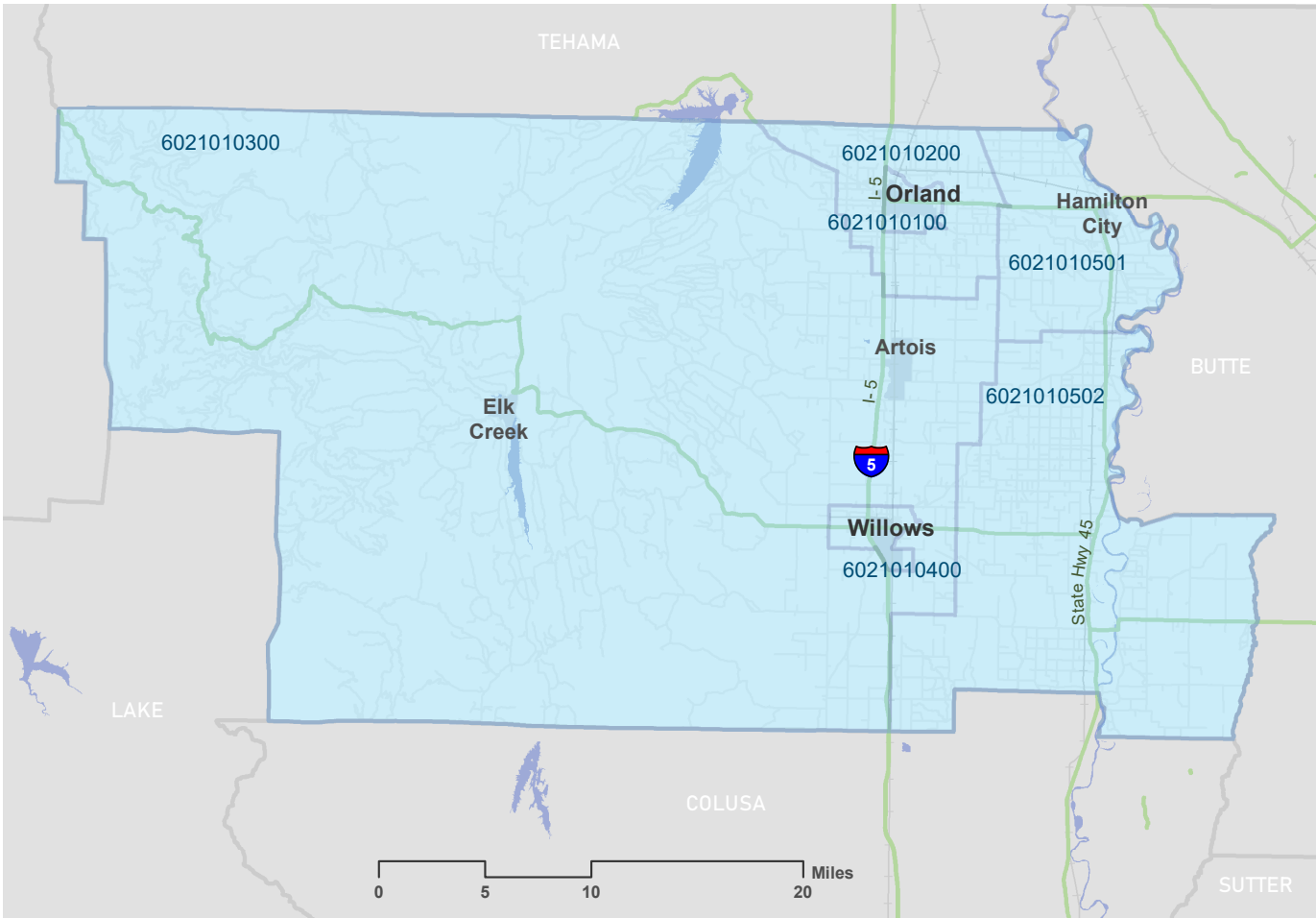
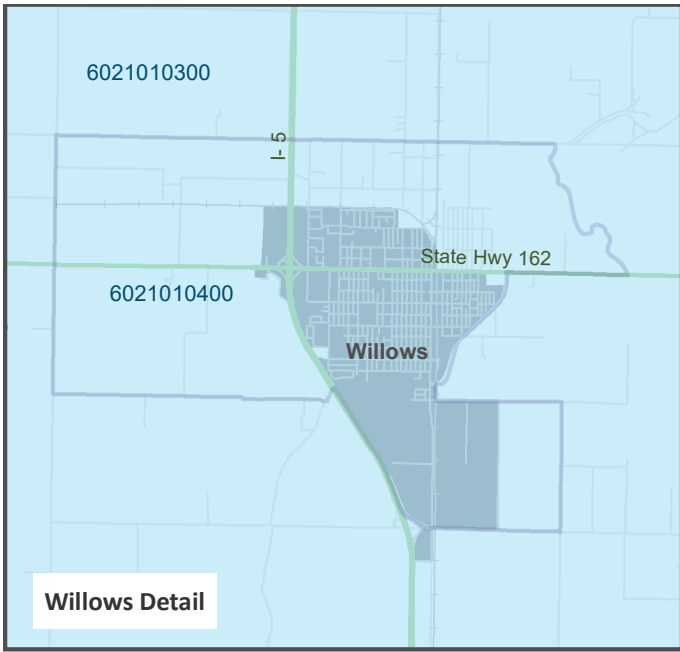
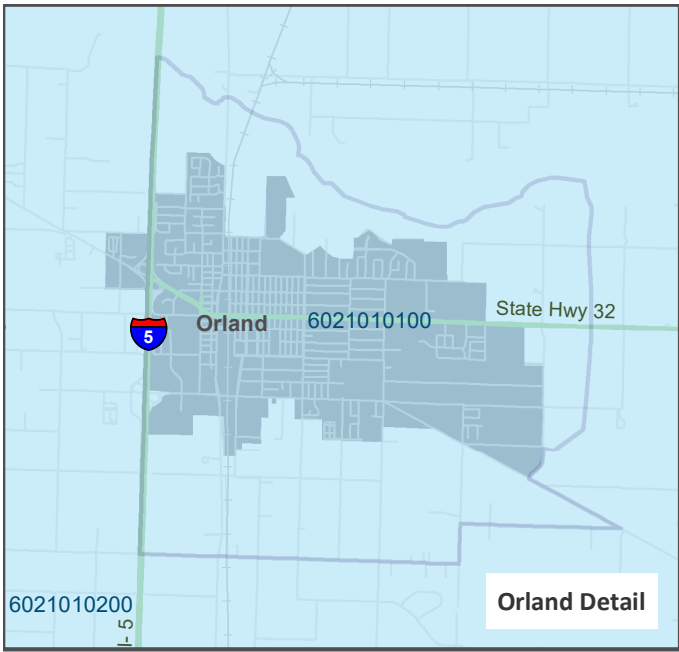
Identifying project locations as disadvantaged communities is important when applying for competitive funding such as through the California Transportation Commission's Active Transportation Program. According to the Active Transportation Program Cycle 4 guidelines, a disadvantaged community can be defined through the following categories:



- ❖ **Median Household Income** - The Median Household Income is less than 80% of the statewide median based on the most current Census Tract level data from the American Community Survey (ACS). All six of Glenn County's census tracts qualify as disadvantaged communities by this measure, as shown in Table 2.8 and in Figure 2.5.
- ❖ **CalEnviroScreen** – An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0. No census tracts in Glenn County qualify as disadvantaged communities using the CalEnviroScreen 3.0 metrics.
- ❖ **Free or Reduced Price School Meals** - At least 75% of public school students in the project area are eligible to receive free or reduced-price meals (FRPM) under the National School Lunch Program. Applicants using this measure must demonstrate how the project benefits the school students in the project area. Project must be located within two miles of the school(s) represented by this criteria; 21 out of Glenn County's 43 schools have at least 75% FRPM eligibility, and 71% of all students in Glenn County qualify for FRPM (see Table 2.9).
- ❖ **Other** - Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria), projects located in areas that lack accurate Census or CalEnviroScreen data such as in a small neighborhood or unincorporated area, or regional definition.

Table 2.8 Disadvantaged Communities* - Median Household Income	
Place	Median Household Income (MHI)
Glenn County	\$46,260
Census Tract 101	\$43,629
Census Tract 102	\$45,650
Census Tract 103	\$47,381
Census Tract 104	\$48,813
Census Tract 105.01	\$46,961
Census Tract 105.02	\$52,257
California	\$67,169
*Disadvantaged Community defined as 80% or less of California's MHI, or \$57,444	
Source: 2017 ACS 5-Year Estimates	

The 2017 median household income for Glenn County was \$46,260, significantly lower than the state average of \$67,169. Table 2.8 shows that all census tracts in Glenn County qualify as disadvantaged communities because they fall below 80% the cutoff point for designating disadvantaged communities. The main population centers of Orland, Willows and Hamilton City are located within disadvantaged communities.



**Figure 2.5**  
**Disadvantaged Communities**



- Disadvantaged Communities
- Major Roads
- Communities

Glenn County 2020  
Regional Transportation Plan





Over 71% of public school students grades kindergarten through twelfth in Glenn County are eligible for free or reduced price lunches. Of the 25 public schools in Glenn County, 15 qualify as representing disadvantaged communities because over 75% of the students are eligible, as seen highlighted in red text in Table 2.9.

Table 2.9 Disadvantaged Communities* - Free or Reduced Lunch Eligibility			
School Name	Enrollment (ages 5-17)	Free/Reduced Eligible (Count)	Free/Reduced Eligible (%)
Bidwell Point High (Continuation)	2	2	100.0%
Capay Joint Union Elementary	182	86	47.3%
Elk Creek Elementary	41	37	90.2%
Elk Creek Junior-Senior High	32	27	84.4%
Ella Barkley High	6	5	83.3%
Fairview Elementary	471	401	85.1%
Glenn County Special Education	54	43	79.6%
Hamilton Elementary	393	353	89.8%
Hamilton High	276	177	64.1%
Indian Valley Elementary	7	7	100.0%
Lake Elementary	181	84	46.4%
Mill Street Elementary	469	385	82.1%
Murdock Elementary	602	467	77.6%
North Valley High (Continuation)	22	21	95.5%
Orland Community Day	3	3	100.0%
Orland High	699	460	65.8%
Plaza Elementary	209	109	52.2%
Price Intermediate	513	411	80.1%
Princeton Elementary	69	46	66.7%
Princeton Junior-Senior High	91	72	79.1%
Walden Academy	161	77	47.8%
William Finch	65	44	67.7%
Willows Community High	14	11	78.6%
Willows High	443	247	55.8%
Willows Intermediate	358	246	68.7%
<b>County Total</b>	<b>5363</b>	<b>3821</b>	71.2%
*Disadvantaged Community defined as 75% or more of public school students are eligible for free or reduced lunch			
Source: California Department of Education Student Poverty FRPM Data			







## 2.6 Housing

According to the American Community Survey, the total number of housing units in Glenn County was estimated at 10,962 in 2017, of which an estimated 9,936 were occupied. Of the approximate 6,011 households located in the unincorporated County, an estimated 58.5% of the housing units were owner-occupied and 29.6% were renter-occupied (Table 2.10). The vacancy rate in Glenn County (9.4%) is slightly higher than the state rate (7.9%).

As shown in Table 2.11, the median home value in the Cities of Orland and Willows are approximately \$192,200 and \$191,200 respectively. The median home value in Glenn County is about half of the statewide median value of \$443,400.

Table 2.10 Housing Characteristics							
Place	Total Housing Units	Owner-Occupied		Renter-Occupied		Vacant Units	
		Count	%	Count	%	Count	%
City of Orland	2,546	1,239	48.7%	1,157	45.4%	150	5.9%
City of Willows	2,405	966	40.2%	1,276	53.1%	163	6.8%
Unincorporated County	6,011	3,519	58.5%	1,779	29.6%	713	11.9%
Glenn County	10,962	5,724	52.2%	4,212	38.4%	1,026	9.4%
<i>California</i>	<i>13,996,299</i>	<i>7,024,315</i>	<i>50.2%</i>	<i>5,863,813</i>	<i>41.9%</i>	<i>1,108,171</i>	<i>7.9%</i>

Source: 2017 American Community Survey 5-Year Estimates

Table 2.11 Home Value vs. Median Household Income			
	Median Home Value	Median Household Income	Median Household Income as % Home Value
<b>Glenn County</b>	\$214,600	\$46,260	21.6%
City of Orland	\$192,200	\$43,643	22.7%
City of Willows	\$191,200	\$50,429	26.4%
<b>California</b>	\$443,400	\$67,169	15.1%
<b>United States</b>	\$193,500	\$57,652	29.8%

Source: 2017 American Community Survey 5-Year Estimates



## 2.7 Transportation

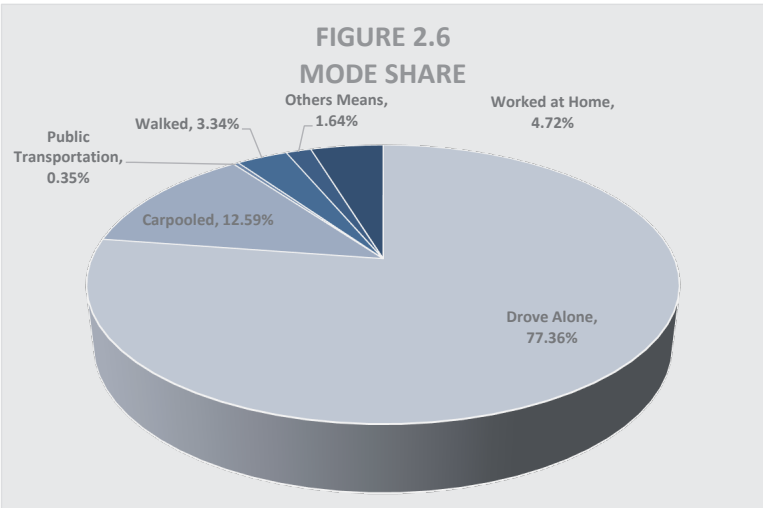
### 2.7.1 Vehicle Ownership

According to the American Community Survey, vehicle ownership rates in Glenn County are similar to those at the state rate. Around 3.0% of the households in Glenn County have no vehicles available. These residents rely on non-vehicle modes to travel throughout the county. The majority of the population (80.3%) owns two or more vehicles.

Table 2.12 Vehicle Ownership			
Vehicles Available	Glenn County	California	United States
0	3.0%	3.3%	4.4%
1	16.7%	19.2%	20.9%
2	34.2%	38.8%	41.2%
3+	46.1%	38.8%	33.5%
Source: 2017 American Community Survey 5-Year Estimates			

### 2.7.2 Mode Share

Figure 2.6 illustrates how Glenn County residents commute to work. Single-occupant vehicles are the primary mode of transportation in Glenn County. A heavy reliance on automobiles may be accredited to longer travel distances and a lack of bicycle and pedestrian infrastructure in rural areas. Glenn County commuter trips are categorized by the following modes of transportation: driving alone (77.36%), carpooling (12.59%), walking (3.34%), public transportation (0.35%), and taxicab, motorcycle, bicycle, or other means (1.64%).





## 2.7.3 Commute Patterns

As shown in Table 2.13, 4,173 of the 7,899 (or 52.8%) employed Glenn County residents work in Glenn County. The remaining work in other counties including Butte (23.6%), Tehama (7.6%), Sacramento (7.1%), Colusa (5.1%), and Shasta Counties (3.8%). The counties with the highest amount of workers commuting to Glenn County include Butte and Tehama Counties.

Table 2.13 Commuting Patterns							
		Destinations					
		Glenn County	Butte County	Tehama County	Sacramento County	Colusa County	Shasta County
Origin	Glenn County	4,173	1,861	596	563	406	300
	Butte County	1,410	50,611	1,161	2,928	388	1,187
	Tehama County	653	1,756	9,366	961	-	3,319
	Sacramento County	155	1,731	239	360,262	1,165	815
	Colusa County	129	200	-	502	3,821	124
	Shasta County	137	1,362	2,195	1,270	-	42,543

Source: 2015 Longitudinal Employer-Household Dynamics

## 2.8 Streets and Roads

### 2.8.1 Current System

According to the California Public Road Data, approximately 1,000 centerline road miles are maintained by the cities and county. The City of Orland maintains 38.73 miles (3.9%); the City of Willows maintains 37.25 miles (3.7%); and the County of Glenn maintains 926.82 miles (92.4%). In addition to the 1,000 miles of roadway managed by the Cities and County, around 200 miles of roadway managed by State and Federal agencies exist in Glenn County.

Table 2.14 Roadway Mileage and Jurisdiction		
Jurisdiction	Lane Miles	% Total Miles
City of Orland	38.73	3.2%
City of Willows	37.25	3.1%
Bureau of Indian Affairs	1.25	0.1%
State Highways	109.91	9.1%
U.S. Army	0.47	0.0%
U.S. Bureau of Fish & Wildlife	5.69	0.5%
U.S. Forest Service	91.09	7.5%
Glenn County	926.82	76.5%
<b>Total</b>	<b>1211.19</b>	<b>100.0%</b>

Source: 2017 California Public Road Data



## 2.8.2 Roadway Classification System

Figure 2.7 displays the major roadways in Glenn County along with their functional classification. The following provides a narrative description of each classification. These classifications are defined by the Federal Highway Administration and used in General Plans and most traffic studies.

The general function and development characteristics of the current classification system are described below.

### **Rural Principal Arterial**

The Rural Principal Arterial is an Interstate highway or roadway connecting a principal arterial with cities of 50,000 populations or greater or two or more cities with 50,000 populations or greater. The design emphasizes through traffic but some shorter trips occur to or from major trip generators.

### **Rural Minor Arterial**

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 and equal mix of through and local traffic.

### **Rural Collector**

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. It provides 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 some through traffic, especially in low-density areas.

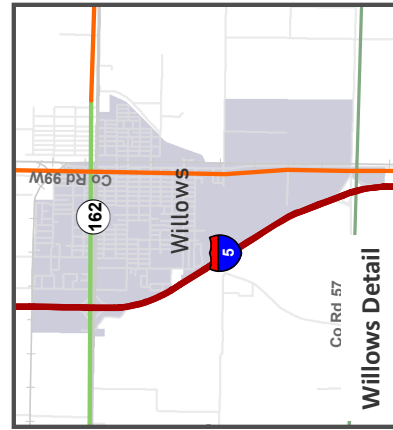
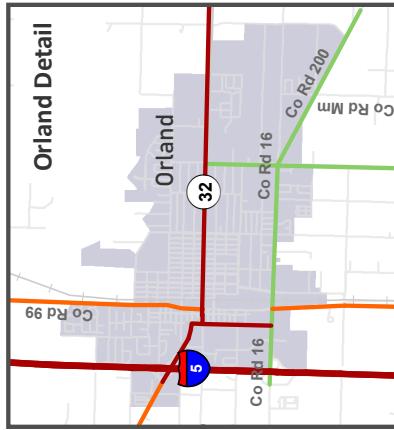
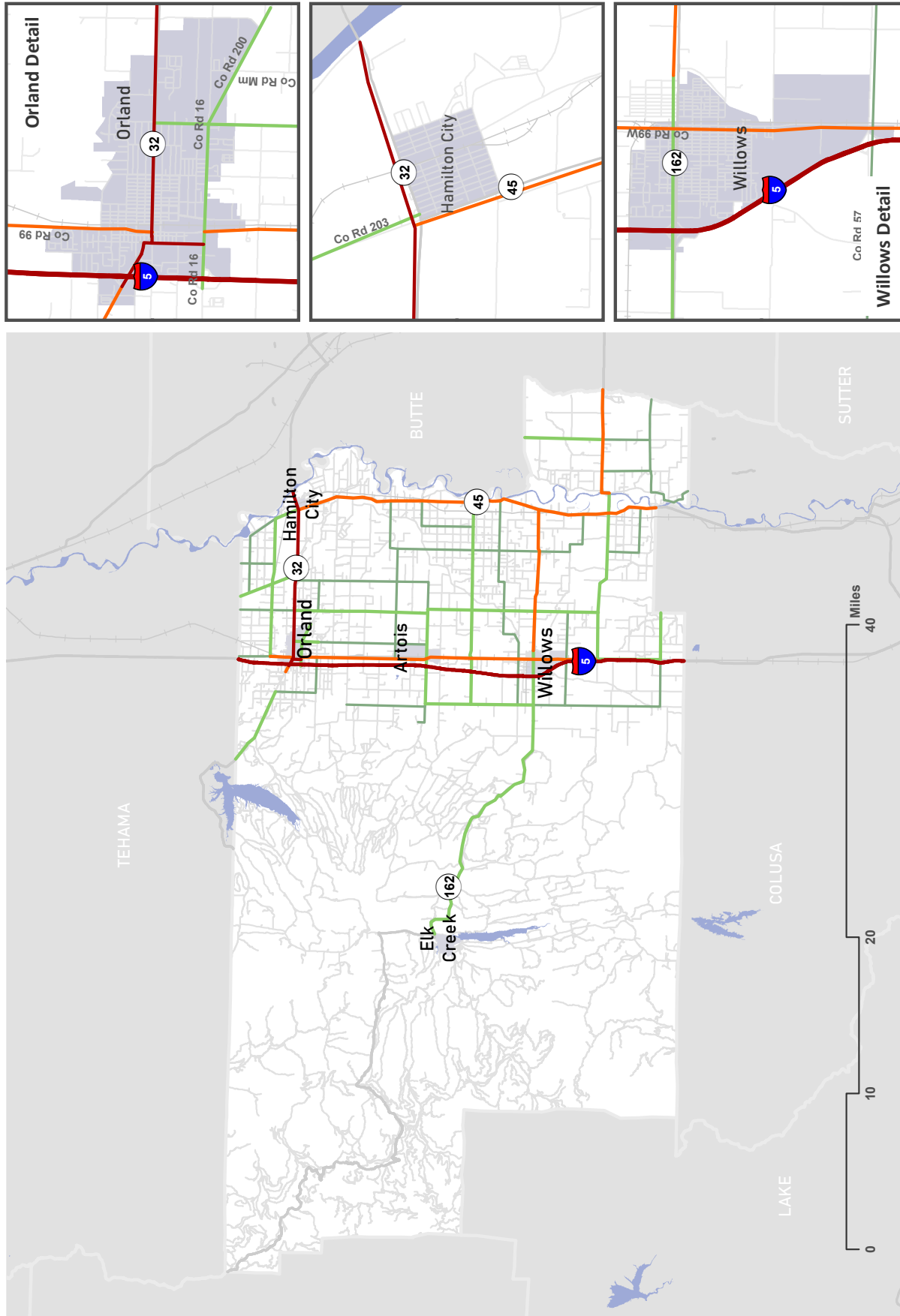
### **Rural Minor Collector**

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. Rural minor collectors normally accommodate a small percentage of through traffic.

### **Rural Local Road**

The Rural Local Road provides access to adjoining property, primarily residences, farms, or resource extraction operations. There is virtually no through traffic.





**Figure 2.7**

**Major Roadway Facilities  
Functional Classification**

- Principal Arterial
- Minor Arterial
- Collector
- Minor Collector
- Other Major Roads
- Other Local Roads



Glenn County 2020 Regional  
Transportation Plan





### 2.8.3 State Highways

The four State highways in Glenn County are shown in Figure 2.7. 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. I-5 runs 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 37,000 or more during peak months.

#### **State Route 32**

State Route 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 on SR 32 in Glenn County range from approximately 8,500 to 12,600 during peak months.

#### **State Route 45**

State Route 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 200 to 2,800 vehicles per day.

#### **State Route 162**

State Route 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 SR 162 range from approximately 350 to 1,290 vehicles per day, with increased volumes of up to 11,000 vehicles per day near the I-5 junction in Willows.

### 2.8.4 Pavement Conditions

The Pavement Condition Index, or PCI, is a numerical rating system used to evaluate the general condition of pavement on a roadway. Roads are rated on a scale of 100 to 0, with 100 being “best” and 0 being “worst.” Table 2.15 denotes PCI and the associated level of necessary maintenance to achieve good to excellent road conditions. As pavement conditions decrease, the cost of maintenance escalates exponentially.

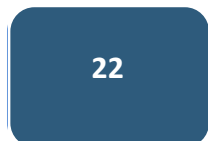






Table 2.15 Pavement Condition Index (PCI)		
Pavement Condition Index Range	Condition	Type of Work Necessary to Achieve Good - Excellent Road Conditions
85 - 100	Excellent	Preventative Maintenance
71 - 85	Good	Thin Hot Mix Asphalt (HMA) Overlay
50 - 70	At Risk	Thick Hot Mix Asphalt (HMA) Overlay
0 - 49	Poor	Reconstruction
Source: 2018 California Local Streets and Roads Needs Assessment		

Table 2.16 Pavement Condition Index (PCI) by Local Agency				
Agency	2014 PCI	2016 PCI	2018 PCI	Change
City of Orland	61-70	61-70	61-70	0
City of Willows	50-60	50-60	50-60	0
Glenn County	68	68	68	0
Legend:	Excellent	Good	At Risk	Poor
Source: California Statewide Local Streets and Roads Needs Assessment 2014-2018				

## 2.8.5 Bridges

According to the 2018 California Streets & Roads Needs Assessment, there are 168 bridges within the County and incorporated cities. The Needs Assessment reports a Sufficiency Rating (SR) value for each bridge; bridges with values under 80 and above 50 are considered eligible for rehabilitation and bridges with a rating under 50 are considered structurally deficient or functionally obsolete and are eligible for replacement. Of the 168 bridges in Glenn County, 56 are eligible for rehabilitation and 24 are eligible for replacement (Table 2.17). Although the average SR rating for Glenn County bridges has risen slightly since 2014, the estimated cost for bridge needs has risen consistently to the current need of \$116 million.

Bridges on rural roads are essential to the transportation network. Farms, orchards, ranches, agricultural processing facilities, and residences are often located on rural roads. Maintaining bridges so that the most direct route can be used to transport goods to the market is essential to being competitive in the current economy.

Table 2.17 Bridge Sufficiency Rating (SR)			
	2014	2016	2018
Number of Bridges	167	168	168
Average SR	76	77	77
Structures with SR < 80	58	56	56
Structures with SR < 50	22	24	24
Total Bridge Need (Millions)	\$56	\$105	\$116
Source: California Statewide Local Streets and Roads Needs Assessment 2014-2018			



## 2.8.6 Vehicle Miles Traveled

The daily vehicle miles traveled on County roads decreased by 4.69% between 2010 and 2017, or an average of -0.7% per year (see Table 2.18). During the same time period, the City of Orland saw an annual average decrease of 3.5% while the City of Willows experienced a decrease of 1.3%. Daily VMT decreased on all County and City roadways between 2010 and 2017. Only state highways increased in VMT during this time period.

Table 2.18 Vehicle Miles Traveled (VMT)								
Jurisdiction	Lane Miles	2010 Daily VMT	2012 Daily VMT	2014 Daily VMT	2016 Daily VMT	2017 Daily VMT	Change, 2010 - 2017	Average Annual Change
City of Orland	38.73	34.09	34.09	34.53	28.96	25.77	-24.41%	-3.5%
City of Willows	37.25	48.49	48.21	49.20	44.07	43.91	-9.45%	-1.3%
Bureau of Indian Affairs	1.25	0.05	0.05	0.05	0.01	0.01	-80.00%	-11.4%
State Highways	109.91	974.16	908.66	939.55	1,028.21	1,028.21	5.55%	0.8%
U.S. Army	0.47	0.98	0.98	0.00	0.01	0.01	-98.98%	-14.1%
U.S. Bureau of Fish & Wildlife	5.69	0.20	0.20	0.20	0.06	0.05	-75.00%	-10.7%
U.S. Forest Service	91.09	1.81	1.81	1.79	0.91	0.91	-49.72%	-7.1%
Glenn County	926.82	303.27	305.22	307.93	427.47	289.05	-4.69%	-0.7%
<b>Total</b>	<b>1,211.19</b>	<b>1,363.05</b>	<b>1,299.22</b>	<b>1,333.25</b>	<b>1,529.70</b>	<b>1,387.92</b>	<b>1.82%</b>	<b>0.3%</b>

Source: 2010 - 2017 California Public Road Data

In order to accommodate the varying amount of lane miles between the jurisdictions responsible for maintenance, a ratio was established between VMT and lane miles for each jurisdiction for each year between 2010 and 2017. The average annual change in the ratio from year to year was used to create a coefficient to forecast change in VMT. As seen in Table 2.19, change in VMT ranged from around -12% to 0.8% annually.

Table 2.19 Vehicle Miles Traveled (VMT) to Lane Miles Ratio									
Jurisdiction	VMT: Lane Miles								Change, 2010-2017
	2010	2011	2012	2013	2014	2015	2016	2017	
City of Orland	1.13	1.13	1.13	1.13	1.15	0.75	0.75	0.67	-41.19%
City of Willows	1.17	1.17	1.17	1.17	1.19	1.60	1.18	1.18	0.72%
Bureau of Indian Affairs	0.06	0.06	0.06	0.06	0.06	0.02	0.01	0.01	-87.20%
State Highways	8.84	8.33	8.24	8.25	8.52	8.73	9.36	9.36	5.88%
U.S. Army	0.07	0.07	0.07	0.50	0.00	0.02	0.02	0.02	-69.60%
U.S. Bureau of Fish & Wildlife	0.03	0.03	0.03	0.03	0.03	0.01	0.01	0.01	-70.17%
U.S. Forest Service	0.03	0.03	0.03	0.03	0.03	0.01	0.01	0.01	-66.65%
Glenn County	0.35	0.37	0.35	0.35	0.36	0.51	0.46	0.31	-11.37%
<b>Total</b>	<b>1.21</b>	<b>1.17</b>	<b>1.15</b>	<b>1.16</b>	<b>1.20</b>	<b>1.30</b>	<b>1.26</b>	<b>1.15</b>	<b>-5.37%</b>

Source: 2010 - 2017 California Public Road Data





Using the figures calculated for the average annual change in VMT, future VMT was projected over the lifetime of this Plan (2020-2040). As seen in Table 2.20, VMT is expected to continue to drop for the City of Orland and County roadways. VMT on City of Willows roadways is expected to increase slightly, however the majority of the increase in traffic in Glenn County is expected to occur on state highways. Overall, the VMT in the County is estimated to increase from 1,399 to 1,510 between 2020 and 2040, which equates to an increase of 7.9% or an average of 0.40% annually.

Table 2.20 Projected Vehicle Miles Traveled (VMT)							
Jurisdiction	Lane Miles	Daily VMT					
		2017	2020	2025	2030	2035	2040
City of Orland	38.73	25.77	25.00	23.78	22.61	21.51	20.45
City of Willows	37.25	43.91	44.04	44.27	44.50	44.73	44.96
Bureau of Indian Affairs	1.25	0.01	0.01	0.01	0.01	0.01	0.00
State Highways	109.91	1,028.21	1,054.36	1,099.43	1,146.42	1,195.43	1,246.52
U.S. Army	0.47	0.01	0.01	0.01	0.01	0.01	0.00
U.S. Bureau of Fish & Wildlife	5.69	0.05	0.05	0.05	0.04	0.04	0.04
U.S. Forest Service	91.09	0.91	0.67	0.41	0.25	0.15	0.09
Glenn County	926.82	289.05	275.19	253.56	233.62	215.25	198.33
<b>Total</b>	<b>1,211.21</b>	<b>1,387.92</b>	<b>1,399.34</b>	<b>1,421.50</b>	<b>1,447.46</b>	<b>1,477.11</b>	<b>1,510.40</b>
Source: 2010 - 2017 California Public Road Data							





## 2.8.7 Level of Service (LOS)

Level of Service (LOS) is used to rate a roadway segment's traffic flow characteristics, and acts as an indicator of roadway performance, assisting in determining when roadway capacity needs to be improved, using a scale of A through F (Table 2.21). LOS A through LOS C are considered to be acceptable, although some situations allow for LOS D and E in areas of short peak traffic impacts. LOS thresholds for rural highways are shown in Table 2.22.

Table 2.21 Level of Service (LOS) 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 2.22 Maximum Daily Thresholds and Level of Service (LOS) Designations					
Classification	LOS				
	A	B	C	D	F
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 peak hour flows. The values in this table were converted to daily travel using the peak period percent (approximately 10 percent) for these facilities.					





By comparing the average annual daily traffic (AADT) on highways in Glenn County against the LOS thresholds from Table 2.22, LOS designations are identified in Table 2.23. All segments of highway in Glenn County are currently at an acceptable LOS rating, except for the segment of State Route 32 from its junction with State Route 45 to the Glenn/Butte County line. See Figure 2.8 for a map of current AADT and LOS ratings.

Route	Segment	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2017 LOS	Avg. Annual Change
I-5	Colusa/Glenn Co. Line -	24,500	24,900	25,000	26,700	27,000	27,300	B	2.3%
	County Road 68 -	24,000	24,500	24,400	26,000	26,600	27,000	B	2.5%
	County Road 57 -	23,600	24,400	24,300	25,900	27,000	26,000	B	2.0%
	Willows, Jct. Rte. 162 -	23,800	25,500	25,500	27,200	28,000	29,000	B	4.4%
	County Road 48; N/O Jct. Rte/ 162 -	23,200	24,800	24,800	27,200	28,000	29,000	B	5.0%
	County Road 39 -	23,200	24,600	24,800	27,000	28,100	29,000	B	5.0%
	County Road 33 -	23,200	24,400	24,600	27,000	28,000	29,200	B	5.2%
	County Road 27 -	23,400	24,500	25,000	26,000	27,500	28,000	B	3.9%
	County Road 16 -	23,400	24,000	24,000	25,000	26,800	29,000	B	4.8%
State Route 32	Jct. Rte. 5 -	5,600	5,600	5,600	8,500	8,500	8,500	A	10.4%
	Walker & 6th -	10,800	10,800	10,800	10,800	10,800	10,800	C	0.0%
	Orland, County Road M -	7,600	7,600	7,600	8,000	8,000	8,000	C	1.1%
	County Road P -	8,700	8,700	8,700	9,200	9,200	9,200	C	1.1%
	Jct. Rte. 45 S. - Glenn/Butte Co. Line	11,100	11,700	11,700	12,300	12,400	12,400	D	2.3%
State Route 45	Colusa/Glenn County Line -	2,250	2,100	2,100	2,100	2,150	2,150	B	-0.9%
	Jct. Rte. 162 East -	1,550	1,950	1,550	1,600	1,600	1,600	B	0.6%
	Jct. Rte. 162 West -	2,450	2,300	2,450	2,500	2,650	2,650	B	1.6%
	County Road P39 -	2,000	2,000	2,100	2,100	2,100	2,100	B	1.0%
	County Road 29 (Michael Road) -	2,250	2,250	2,350	2,350	2,350	2,350	B	0.9%
	County Road 24 -	2,250	2,150	2,250	2,400	2,400	2,400	B	1.3%
	West First Street - Jct. Rte. 32	2,250	2,300	2,350	2,500	2,550	2,550	B	2.7%
State Route 162	County Road 307 -	200	200	200	200	200	200	A	0.0%
	County Road 306 at County Road 307 -	370	330	330	330	310	310	A	-3.2%
	County Road 306 -	670	640	640	640	640	640	A	-0.9%
	County Road 304 -	800	800	800	800	800	800	A	0.0%
	County Road D -	2,600	2,600	2,600	2,600	2,000	2,000	B	-4.6%
	County Road F -	2,650	2,350	2,350	2,350	2,600	2,600	B	-0.4%
	Willows, Jct. Rte. 5 -	8,700	8,700	8,700	8,700	11,000	11,000	C	5.3%
	Willows, Tehama Street -	5,000	5,000	5,000	5,000	5,000	5,000	A	0.0%
	Willows, First Street -	2,900	2,750	2,750	2,750	2,750	2,750	B	-1.0%
	Central Irrigation Canal -	3,050	3,050	3,050	3,050	2,750	2,750	B	-2.0%
	County Road P (Mulick Road) -	2,700	2,700	2,700	2,700	2,550	2,550	B	-1.1%
	County Road V -	2,050	2,050	2,050	2,150	2,350	2,350	B	2.9%
	Jct. Rte. 45 -	2,400	2,400	2,400	2,400	2,300	2,300	B	-0.8%
	Butte City -	2,700	2,700	2,700	2,700	2,550	2,550	B	-1.1%
	Sacramento River Overflow -	2,400	2,400	2,400	2,400	2,550	2,550	B	1.3%
	County Road Z Glenn/Butte Co. Line	1,500	1,500	1,500	1,500	1,600	1,600	B	1.3%

Source: Caltrans Traffic Census, 2017

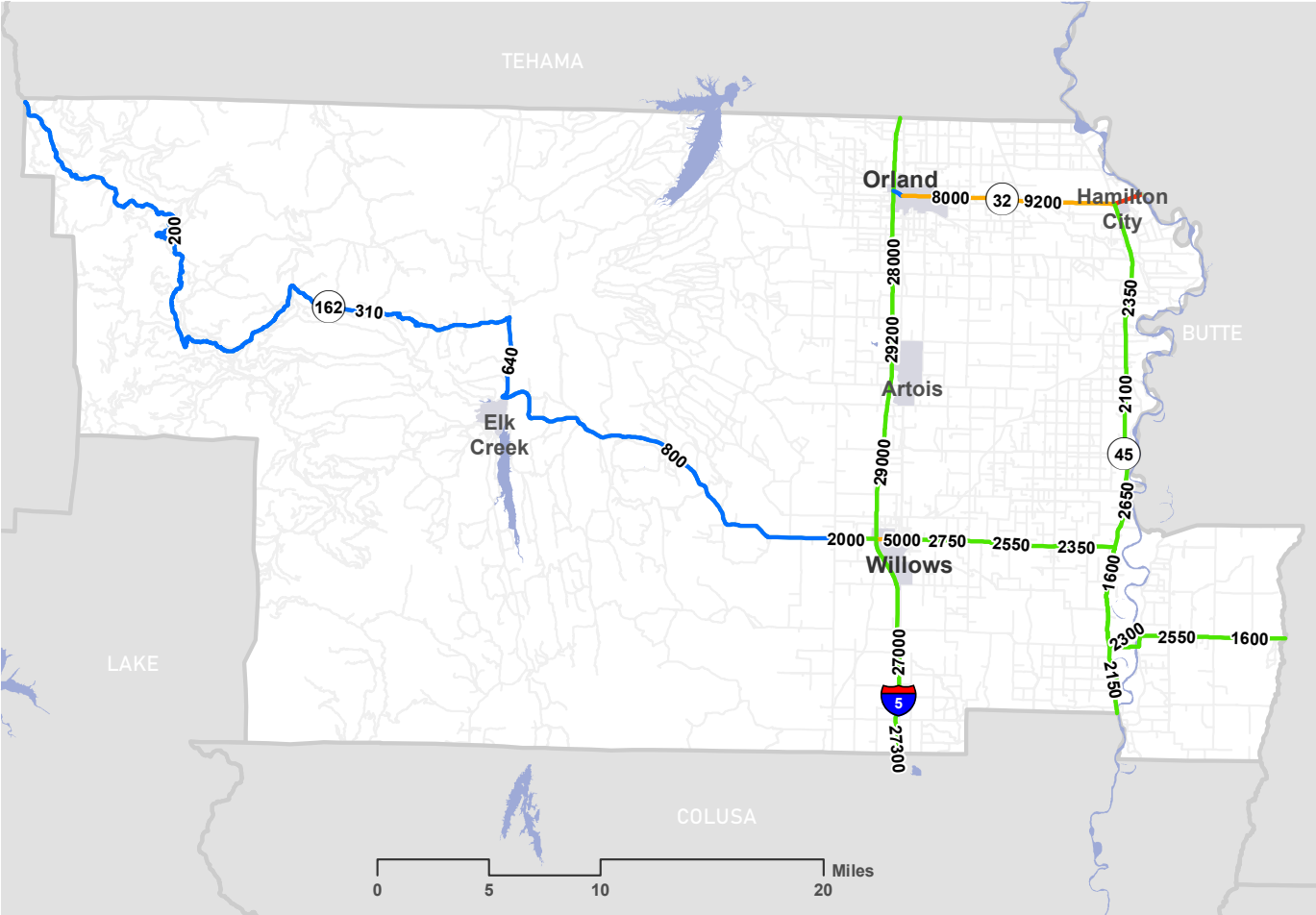
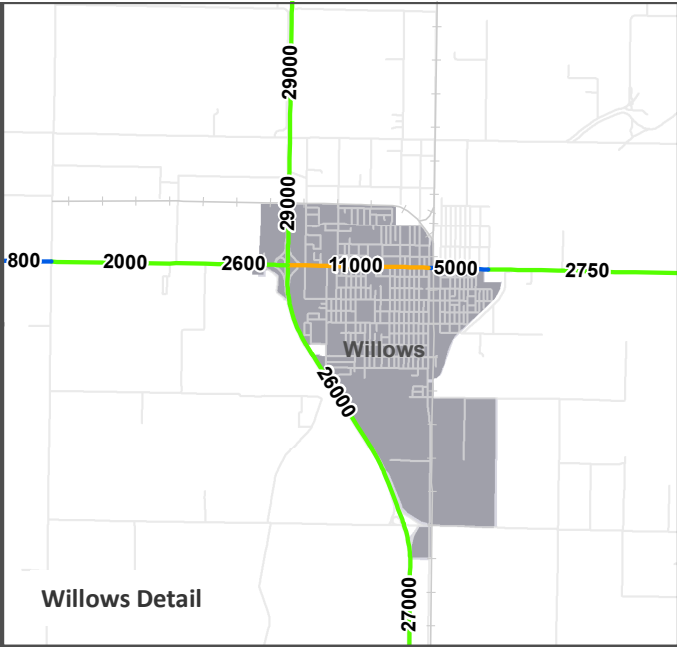
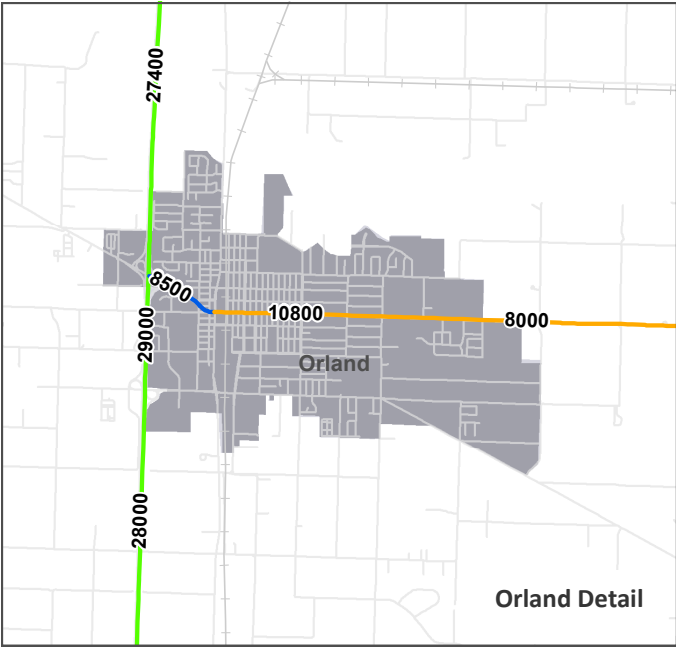


Figure 2.8  
Average Daily Traffic Volumes and  
Roadway Level of Service, 2020



Roadway Level of Service

- A
- B
- C
- D

Glenn County 2020  
Regional Transportation Plan

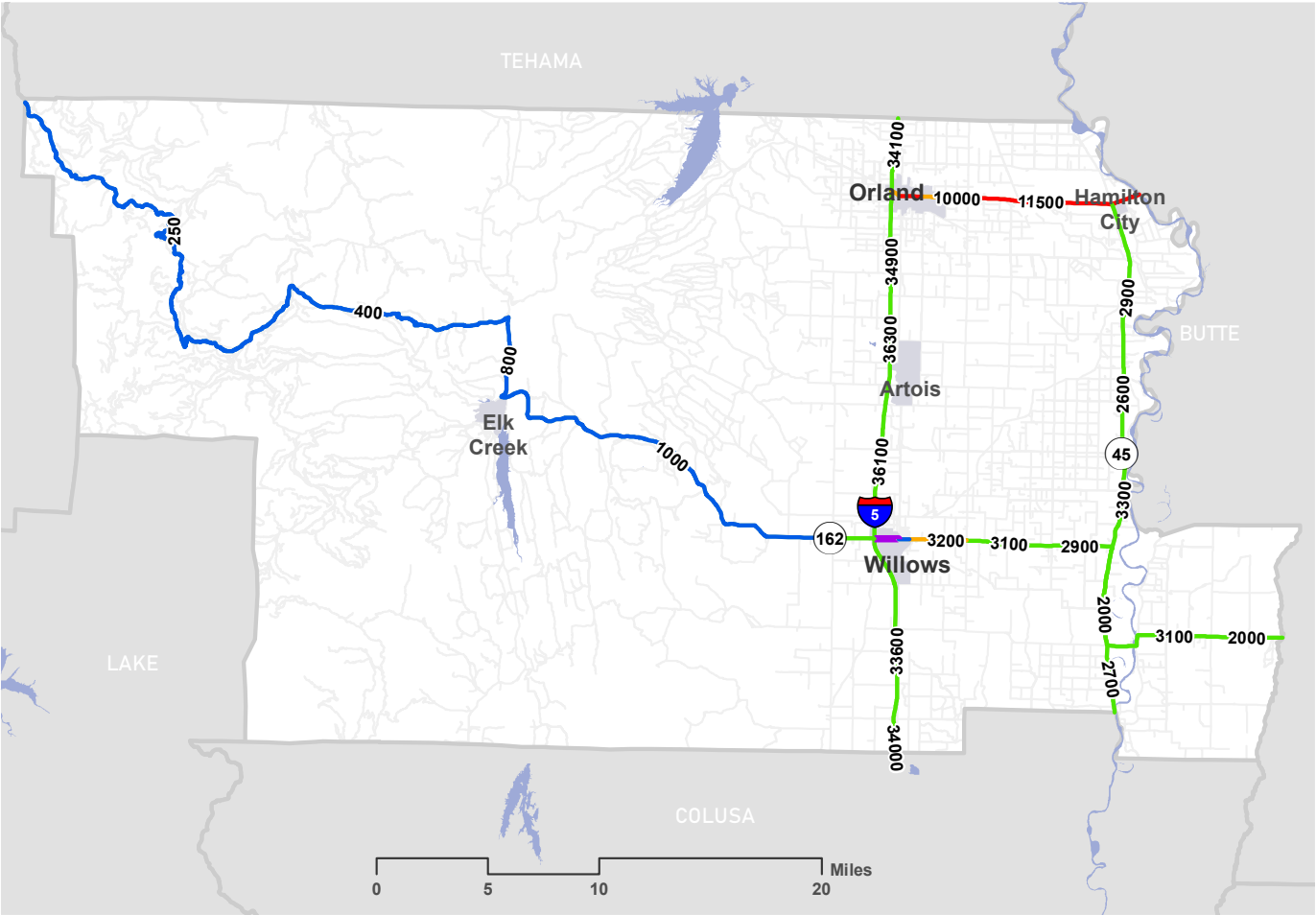
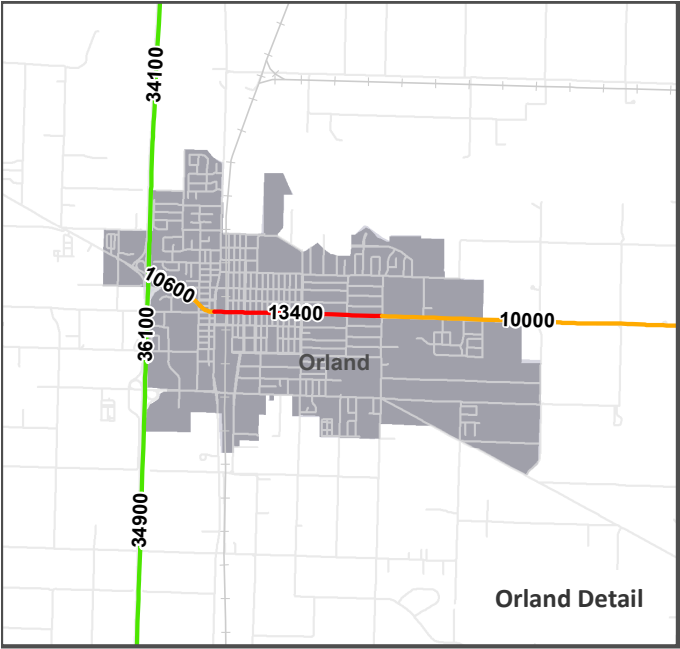




A projection rate of no more than 1% per year was used to forecast traffic conditions in Glenn County, consistent with the expected population growth in Glenn County and surrounding counties. Few changes are expected in the LOS ratings of state routes in Glenn County. In 2040, all highway segments are expected to be operating at an acceptable LOS rating, except for a few segments of State Route 32 through the City of Orland and State Route 162 near its junction with I-5. See Figure 2.9 for a map of projected AADT and LOS ratings.

Route	Segment	2020 AADT	2020 LOS	2030 AADT	2030 LOS	2040 AADT	2040 LOS
I-5	Colusa/Glenn Co. Line -	28,127	B	31,070	B	34,321	B
	County Road 68 -	27,818	B	30,729	B	33,943	B
	County Road 57 -	26,788	B	29,590	B	32,686	B
	Willows, Jct. Rte. 162 -	29,879	B	33,005	B	36,458	B
	County Road 48; N/O Jct. Rte/ 162 -	29,879	B	33,005	B	36,458	B
	County Road 39 -	29,879	B	33,005	B	36,458	B
	County Road 33 -	30,085	B	33,232	B	36,709	B
	County Road 27 -	28,848	B	31,867	B	35,201	B
	County Road 16 -	29,879	B	33,005	B	36,458	B
	Jct. Rte. 32 East -	28,230	B	31,184	B	34,446	B
	County Road 7 - Glenn/Tehama Co. Line	28,230	B	31,184	B	34,446	B
State Route 32	Jct. Rte. 5 -	8,758	A	9,674	B	10,686	C
	Walker & 6th -	11,127	C	12,291	D	13,577	F
	Orland, County Road M -	8,242	C	9,105	C	10,057	C
	County Road P -	9,479	C	10,470	D	11,566	D
	Jct. Rte. 45 S. - Glenn/Butte Co. Line	12,776	D	14,112	D	15,589	D
State Route 45	Colusa/Glenn County Line -	2,215	B	2,447	B	2,703	B
	Jct. Rte. 162 East -	1,648	B	1,821	B	2,011	B
	Jct. Rte. 162 West -	2,730	B	3,016	B	3,331	C
	County Road P39 -	2,164	B	2,390	B	2,640	B
	County Road 29 (Michael Road) -	2,421	B	2,675	B	2,954	B
	County Road 24 -	2,473	B	2,731	B	3,017	B
	West First Street - Jct. Rte. 32	2,627	B	2,902	B	3,206	B
State Route 162	County Road 307 -	206	A	228	A	251	A
	County Road 306 at County Road 307 -	319	A	353	A	390	A
	County Road 306 -	659	A	728	A	805	A
	County Road 304 -	824	A	910	A	1,006	A
	County Road D -	2,061	B	2,276	B	2,514	B
	County Road F -	2,679	B	2,959	B	3,269	B
	Willows, Jct. Rte. 5 -	11,333	C	12,519	D	13,829	F
	Willows, Tehama Street -	5,152	A	5,690	A	6,286	A
	Willows, First Street -	2,833	B	3,130	B	3,457	C
	Central Irrigation Canal -	2,833	B	3,130	B	3,457	C
	County Road P (Mulick Road) -	2,627	B	2,902	B	3,206	B
	County Road V -	2,421	B	2,675	B	2,954	B
	Jct. Rte. 45 -	2,370	B	2,618	B	2,891	B
	Butte City -	2,627	B	2,902	B	3,206	B
	Sacramento River Overflow -	2,627	B	2,902	B	3,206	B
	County Road Z Glenn/Butte Co. Line	1,648	B	1,821	B	2,011	B

Source: Caltrans Traffic Census, 2017



**Figure 2.9**  
**Average Daily Traffic Volumes and**  
**Roadway Level of Service, 2040**

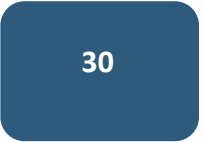


**Roadway Level of Service**

Blue line: A	Red line: D
Green line: B	Purple line: F
Orange line: C	

Glenn County 2020  
Regional Transportation Plan

**GREEN DOT**  
transportation solutions







## 2.8.8 Truck Traffic

The majority of freight traffic in Glenn County occurs on I-5, one of the main north-south roadways in Glenn County and California, connecting northern and southern California to each other and to the rest of the west coast. As seen in Table 2.25, truck traffic ranges from about 4.1% - 28.6% of total vehicle traffic on Glenn County highways.

Table 2.25 Truck Traffic														
Route	Description	2012		2013		2014		2015		2016		2017		Average Annual Change
		Truck AADT	Truck % Total	Truck AADT	Truck % Total	Truck AADT	Truck % Total	Truck AADT	Truck % Total	Truck AADT	Truck % Total	Truck AADT	Truck % Total	
I-5	Willows, Jct. Rte. 162 -	5,329	22.58%	7,031	28.82%	7,077	29.12%	7,420	28.65%	7,736	28.65%	7,448	28.65%	8.0%
	County Rd. 48, N/O Jct. Rte. 162 -	6,802	28.58%	7,288	28.58%	7,288	28.58%	7,457	27.42%	7,843	28.01%	8,469	29.10%	4.9%
	Jct. Rte. 32 East -	6,688	28.58%	7,001	28.58%	7,145	28.58%	7,432	28.58%	7,861	28.58%	8,083	29.50%	4.2%
	Jct. Rte. 32 East -	5,927	25.33%	6,079	25.33%	6,079	25.33%	7,375	29.50%	7,906	29.50%	8,289	28.58%	8.0%
	Glenn/Tehama County Line -	4,982	21.29%	5,899	24.69%	5,610	23.28%	5,983	23.28%	6,345	23.68%	6,487	23.68%	6.0%
SR 32	Jct. Rte. 5 -	687	12.26%	686	12.26%	686	12.26%	1,042	12.26%	1,042	12.26%	1,042	12.26%	10.3%
	Jct. Rte. 45 South -	772	8.67%	806	8.67%	763	8.67%	806	8.67%	811	8.67%	811	8.70%	1.0%
	Jct. Rte. 45 South -	861	7.76%	907	7.76%	907	7.76%	954	7.76%	962	7.76%	962	7.76%	2.3%
SR 45	Jct. Rte. 162 East -	354	15.39%	354	15.39%	354	15.39%	354	15.39%	354	15.39%	354	15.39%	0.0%
	Jct. Rte. 162 East -	124	8.00%	156	8.00%	124	8.00%	129	8.00%	129	8.00%	129	8.00%	0.8%
	Jct. Rte. 162 West -	133	8.59%	168	8.59%	133	8.59%	137	8.59%	142	8.59%	146	5.56%	2.0%
	Jct. Rte. 162 West -	136	5.56%	128	5.56%	136	5.56%	139	5.56%	146	5.56%	142	8.59%	0.9%
	Hamilton City, West First St. -	125	5.56%	120	5.56%	125	5.56%	133	5.56%	136	5.56%	136	5.56%	1.8%
SR 162	County Rd. 307 -	20	10.00%	20	10.00%	20	10.00%	20	10.00%	20	10.00%	20	10.00%	0.0%
	Willows, Jct. Rte. 5 -	390	4.43%	389	4.43%	389	4.43%	389	4.43%	389	4.43%	389	4.43%	-0.1%
	Willows, Jct. Rte. 5 -	355	4.08%	355	4.08%	355	4.08%	355	4.08%	449	4.08%	449	4.08%	5.3%
	Willows, First St. -	261	9.00%	248	9.00%	248	9.00%	248	9.00%	248	9.00%	248	9.00%	-1.0%
	Jct. Rte. 45 -	205	10.00%	205	10.00%	205	10.00%	216	10.00%	226	10.00%	226	10.00%	2.0%
	Jct. Rte. 45 -	482	20.10%	482	20.10%	482	20.10%	482	20.10%	462	20.10%	462	20.10%	-0.8%

Source: Caltrans Traffic Census, 2012-2017

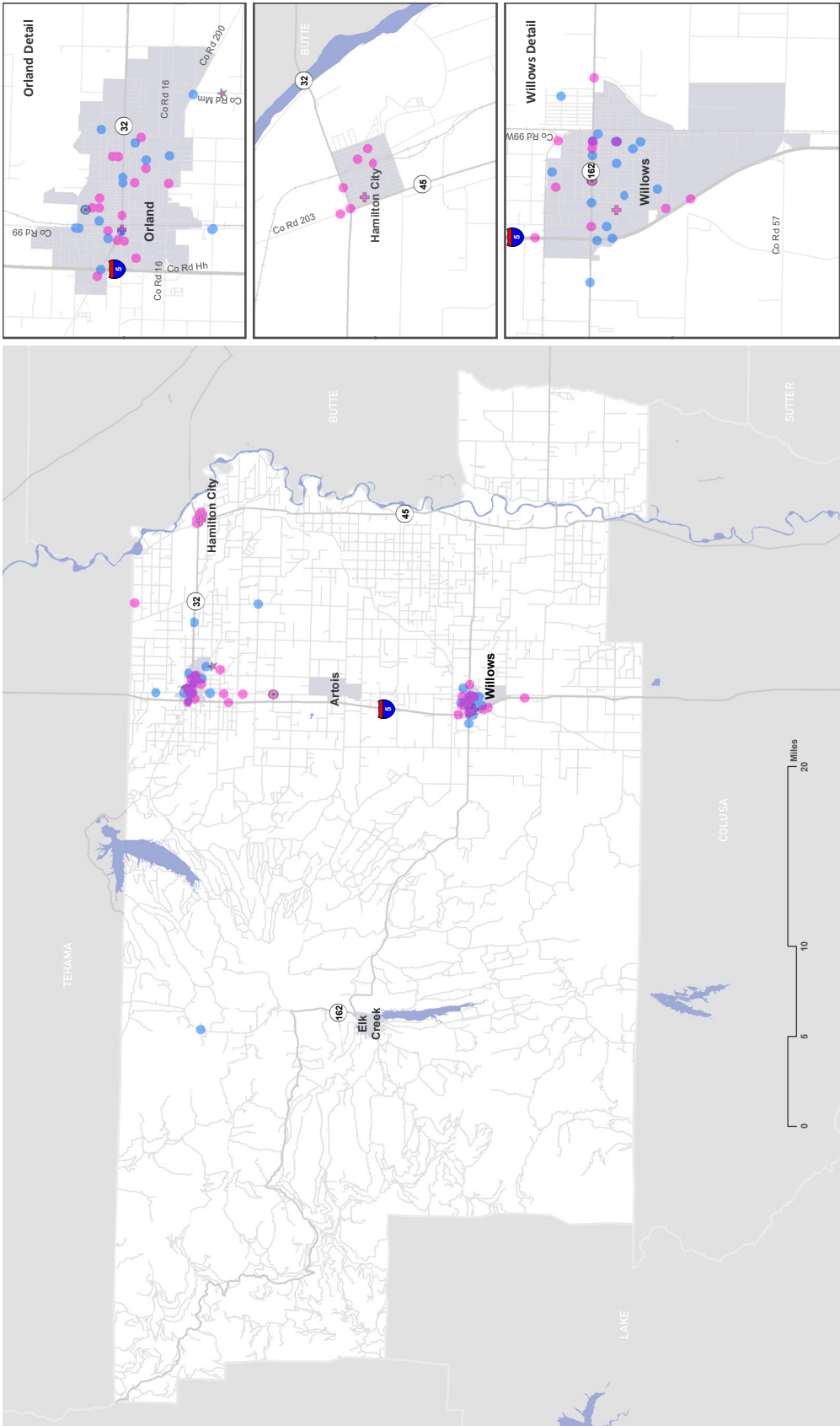


## 2.8.9 Collisions

In order to monitor the safety needs of the region, a five-year summary of collisions on Federal and State routes was compiled (see Table 2.26). Of the 576 collisions over the five-year period, 477 (82.8%) occurred in the unincorporated areas of the county. Forty-three fatal collisions were reported in Glenn County, all of which occurred in unincorporated areas. The total number of collisions in the County has increased constantly over the past five years. Figure 2.10 displays a visual representation of the spatial distribution of collisions in Glenn County between 2006 and 2017.

Table 2.26 Collision Summary					
Place	Total Collisions	Highway Collisions	Fatal Collisions	Pedestrian Collisions	Bicycle Collisions
<b>2013</b>					
City of Orland	7	4	0	0	0
City of Willows	8	5	0	1	0
Unincorporated	85	51	5	3	1
<b>Total</b>	<b>100</b>	<b>60</b>	<b>5</b>	<b>4</b>	<b>1</b>
<b>2014</b>					
City of Orland	19	7	0	1	4
City of Willows	2	1	0	1	0
Unincorporated	81	47	12	1	0
<b>Total</b>	<b>102</b>	<b>55</b>	<b>12</b>	<b>3</b>	<b>4</b>
<b>2015</b>					
City of Orland	9	5	0	1	0
City of Willows	17	9	0	1	1
Unincorporated	84	40	6	1	1
<b>Total</b>	<b>110</b>	<b>54</b>	<b>6</b>	<b>3</b>	<b>2</b>
<b>2016</b>					
City of Orland	11	4	0	2	0
City of Willows	11	3	0	2	0
Unincorporated	107	62	11	1	1
<b>Total</b>	<b>129</b>	<b>69</b>	<b>11</b>	<b>5</b>	<b>1</b>
<b>2017</b>					
City of Orland	13	9	0	2	0
City of Willows	2	2	0	0	0
Unincorporated	120	71	9	2	2
<b>Total</b>	<b>135</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>2</b>
Source: SWITRS					







## 2.9 Public Transit

Glenn Transit Service (GTS) was established in 1987 and was designated the Consolidated Transportation Service Agency (CTSA). The purpose of the agency is to provide and maintain a public transportation system within the County of Glenn, including its cities. GTS is a joint powers agency between Glenn County and the Cities of Orland and Willows with a governing body known as the Regional Transit Committee (RTC), comprised of two representatives each from Glenn County, the City of Orland, and the City of Willows. GTS is administered by the Glenn County Department of Public Works. All transit services are operated through a contract with Paratransit Services. GTS provides three types of public transportation service including Glenn Ride inter-city bus service, Glenn Transport Dial-a-Ride, and a Volunteer Medical Transport, described in the following sections.

### 2.9.1 Glenn Ride

Glenn Ride is a intercity fixed-route bus program that began service in August 1998 and provides service in the Cities of Orland and Willows, the communities of Artois and Hamilton City, and between Willows in Glenn County and Chico in Butte County. Seven trips are provided Monday through Friday between 5:15 am and 8:13 pm, 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 \$2.00 each way. A monthly pass is available for \$45. 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. Figure 2.11 shows the route coverage for Glenn Ride.

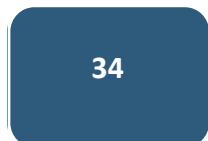
### 2.9.2 Glenn Transport (Dial-a-Ride)

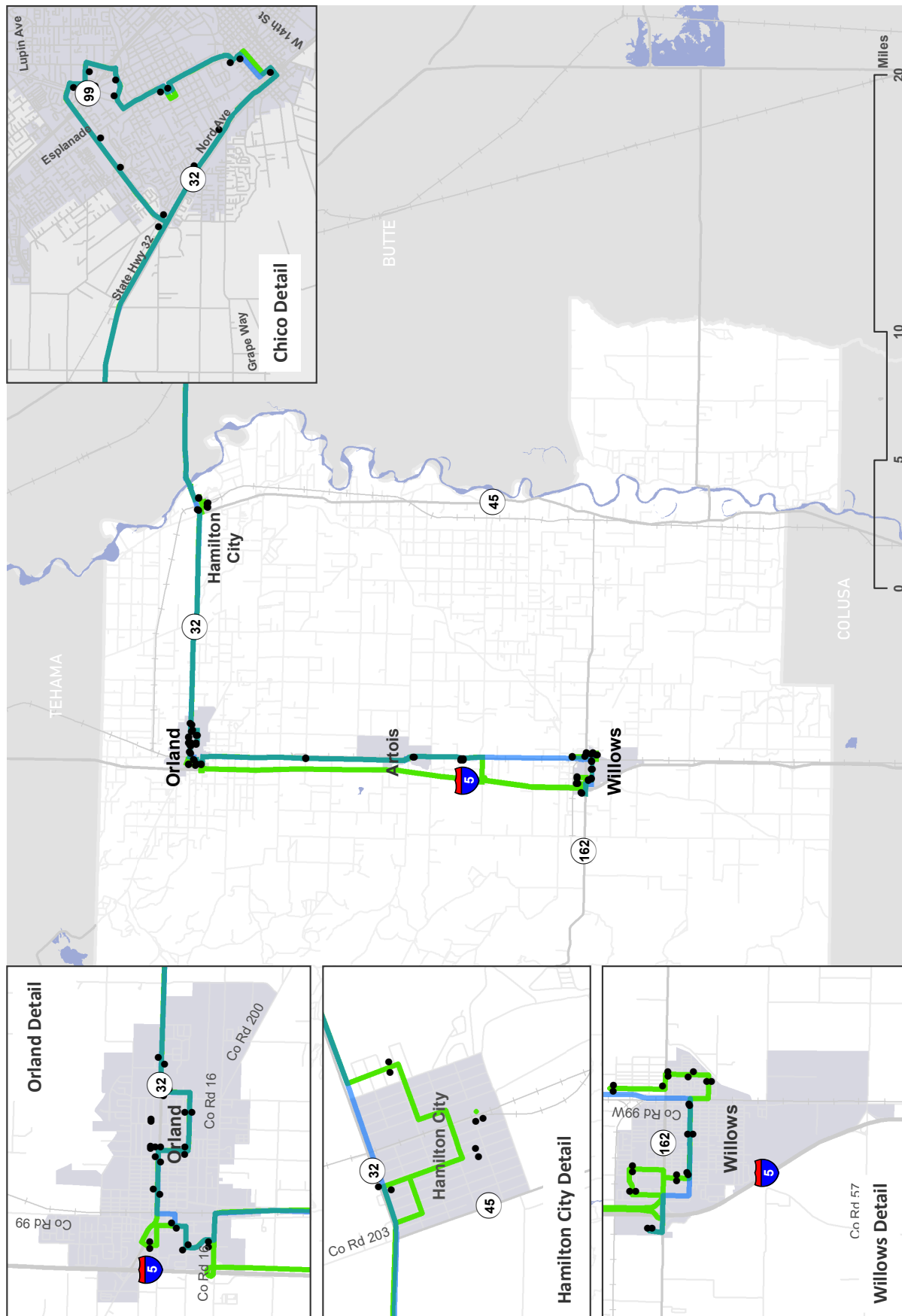
Glenn Transit Service operates Dial-a-Ride program available to eligible Glenn County residents. It is available only for local transportation needs within Orland and Willows who qualify for a Transit Service Card and are unable to use the Glenn Ride fixed route system. The service area is within 1.5 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 one-way trip with reservations made 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.

Individuals can qualify for Dial-a-Ride eligibility/ a Transit Service Card based on the following criteria:

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

- ❖ Seniors 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)

### 2.9.3 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 Paratransit Services for operation and management while GTS 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. Users of this service must be eligible for a Transit Service Card. The essence of the program is that volunteers provide the service using their own vehicles. Providers are reimbursed at 50% of the Federal mileage reimbursement rate. Medical clients are charged a fee based on the distance to their destination from their residence. Trips are arranged by contacting the Paratransit Services office and reserving a ride.

### 2.9.4 Regional Transportation Services

#### **Butte Regional Transit: B-Line**

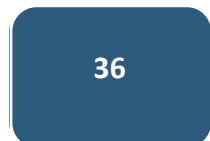
Beginning in 2001, Butte County initiated consolidation of the multiple programs that made up public transit for its residents, now collectively referred to as the B-Line. B-Line provides public transit services within and between the urban areas of Chico and Oroville with some limited service to the rural areas, including Gridley/Biggs. Americans with Disabilities Act (ADA) complementary paratransit services are provided within Chico, Oroville, Gridley, and formerly Paradise. In addition to B-Line services, a locally-operated dial-a-ride service, the Gridley Golden Feather Flyer, is available in that community to residents over age 62 or persons with a disability. Glenn Ride connects to B-Line services in Chico.

#### **Butte College Transit**

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.

#### **Salmon Runner**

Beginning in late 2019/early 2020, a new electric bus service is scheduled to begin operation. Operated and maintained by Shasta Regional Transportation Agency (SRTA), the Salmon Runner will provide public transportation 4 times daily between Redding and Sacramento with a stop in Orland.





### **Amtrak Bus**

Amtrak Bus provides a bus connection to Amtrak's nationwide rail and bus network. Glenn Ride stops at the Amtrak Station in Chico. Rail services is limited to the daily Coastline Starlight in Chico (departing northbound at 1:47 AM and southbound at 3:50 AM.) In addition, Amtrak Thruway motor coach services are available to connect to the Capital Corridor, San Joaquin or California Zephyr trains in Sacramento or Stockton.

### **Greyhound**

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.

## **2.9.5 Social Services Transportation Providers**

### **CalWORKs Ride to Work Program**

The CalWORKs Ride to Work Program is a van transportation service sponsored through the Glenn County Human Resource Agency (HRA) and operated by Paratransit Services. This program began in January 2000 and provides transportation to and from work opportunities for CalWORKs clients who live in outlying areas within Glenn County.

### **Glenn County Office of Education - Senior Nutrition**

Senior Nutrition Centers (Orland and Willows) provide noon meals for seniors 60 years of age and older. The center will pick seniors up and bring them to the center for the noontime meal, as well as classes and other activities at the center. For those seniors who are unable to make it to the Nutrition Site, such as seniors in remote areas of the county, the program delivers meals through the volunteer driver program. In addition, they will transport seniors to and from grocery shopping and medical appointments if they are on the route.

This program serves all of Glenn County using two vans, one auto, and one lift equipped vehicle. They have three part-time drivers and one volunteer. Drivers are paid \$0.485 per mile of travel. Transportation for the Senior Nutrition Centers is funded through Glenn County Transit and a small grant from the Area Agency on Aging using funds from the Older Americans Act.

### **Glenn County Office of Education – Student Services**

Student Services provide 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 is operated under the Glenn County Office of Education, with facilities in Orland and Willows. Head Start transports children with an accompanying parent to any appointments where transportation is required: medical, dental, court-related, for example. The parent is responsible for getting the child to the center, from which Head Start will transport them to the appointment and back. They use two County cars, which are shared by five resource assistants (case workers) and four home visitors.

### **Glenn County Human Resource Agency**

Adult, Child, and In-Home Supportive Services 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 serving Native Americans of Grindstone 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.

### **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 50 people a 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 has additional capacity for clients but no budget to pay for transportation to the center. 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. For example, 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.







## 2.10 Active Transportation

Caltrans designates four classes of bikeways with various levels of protection for the cyclist: Class I Shared Use Paths, Class II Bicycle Lanes, Class III Bicycle Routes, and Class IV Separated Bikeways. Currently, active transportation infrastructure in Glenn County is limited. Class I Paths are off-street facilities dedicated exclusively to active transportation users. There are no Class I paths in Glenn County. Class II Bicycle Lanes are on-street lanes designated for bicyclists and separated from the vehicle traffic lane by a painted buffer. There are two short segments of (Class II bicycle lanes in Glenn County; along SR 162 west of I-5 in Willows and on SR 32 in Orland, east of Papst Avenue. Class IV Bike Lanes are also on-street lanes designated for bicycle use only, however they are separated from the vehicle travel lane by a physical barrier rather than a painted buffer, such as a raised planter strip. There are no Class IV Bike Lanes in Glenn County. Class III Bike Routes are roadways shared by drivers and bicyclists and designated by signage or share-the-road arrows (“sharrows”). Roadways designated as Class III routes typically are chosen as bicycle routes due to low traffic speeds and volumes. There are no Class III bicycle routes in Glenn County.

An Active Transportation Plan was developed for Glenn County in 2019. The Active Transportation Plan (ATP) is an important tool guiding the development of a balanced transportation system that is pedestrian and bicycle friendly and encourages residents to use these modes of transportation. It provides a set of recommended infrastructure improvements and studies paired with education, encouragement, enforcement, and evaluation programs.

The completion of the ATP allows the GCTC to be eligible for funding through the Active Transportation Program and has provided the framework and project development for successful future applications in the highly competitive Active Transportation Program.

## 2.11 Aviation

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. Glenn County has no commercial air service to its airports. Residents generally must travel by vehicle to Sacramento and Bay Area airports. A private limousine company and shuttle service company also provides service to Bay Area and Sacramento airports. Beginning in late 2019/early 2020, the Salmon Runner operated by Shasta Regional Transportation Agency (SRTA) will provide four daily round-trips between Redding and Sacramento, with a stop in Orland.

### Orland-Haigh Airport

The Orland-Haigh Field is located three miles southeast 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 and I-5.

Orland-Haigh Field facilities include a single 60’ x 4,500 asphalt-concrete runway. The FAA 5010 Master



Airport Record reports 20,000 annual operations as of 2017, 60% of which was comprised of transient general aviation and 40% of which were local general aviation trips. There are 48 aircraft based at the Orland-Haigh Airport; 39 single engine airplanes, 3 multi-engine airplanes, 2 helicopters, 3 gliders, and 1 ultralight.

### **Willows-Glenn County Airport**

Willows-Glenn County Airport is located approximately 1 mile west of Willows and directly east of I-5. The Willows-Glenn County Airport has two asphalt runways. The primary runway 16-34 is 100' x 4,125'. The secondary runway 13-31 is 60' x 3,788'. A full length parallel taxiway connects the primary runway to the airport's building area.

The FAA 5010 Maser Record reports approximately 29,600 annual operations as of 2017, 75% of which are generated by local general aviation, and 25% of which are generated by transient general aviation. There are 42 aircraft based at the Willows-Glenn airport; 39 single engine airplanes, 1 jet airplane, and 2 helicopters.

## **2.12 Goods and Freight Movement**

The majority of goods movement in Glenn County is facilitated through the state and interstate highways systems. As seen previously in Table 2.25, freight traffic in Glenn County is concentrated on Interstate-5 (I-5), which accommodates approximately 6,000 trucks per day through Glenn County, or around 25% of the total daily traffic. In addition, SR 32, SR 45, and SR 162 accommodate moderate levels of truck traffic.

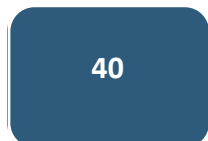
## **2.13 Railroads**

California Northern Pacific Railroad Company (CFNR) provides freight service through Glenn County. The CFNR 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.

## **2.14 Water Resources**

No major water-borne forms of transportation are located within the County. Regional waterway services are accessed 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.





### **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.

## **2.15 Interconnectivity Issues**

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, located only about 15 miles from Orland. Specialized medical services are also available in Corning.

In addition, long travel distances between the population centers in the County limits active transportation options in the County. Efforts to improve the bicycle and pedestrian facilities in the County should be focused on the more highly-trafficked downtown areas of the main population centers in Glenn County, including the Cities of Orland and Willows and Hamilton City.



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## 3 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 2017 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 RTIP.

The Policy Element describes transportation issues in Glenn County, California, and the United States and provides goals, objectives, and policies to assist in setting transportation priorities.

### 3.1 Transportation Issues

#### 3.1.1 Federal Issues

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

##### FAST Act

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act focuses on safety, keeps intact the established structure of highway-related programs, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

##### Climate Change and Greenhouse Gas Emissions

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 known as the California Global Warming Solutions Act. The bill establishes a cap on statewide greenhouse gas emissions (GHG) and sets forth the regulatory framework to achieve the corresponding reduction in statewide emissions levels. The updated 2017 RTP Guidelines document provides several recommendations for consideration by rural RTPAs to address GHG. The following strategies from the guidelines have been applied towards small Counties, including Glenn County:

- ❖ Emphasize transportation investments in areas where land uses as indicated in a city or County general plan may result in vehicle miles traveled (VMT) reduction or other lower impact use;



- ❖ Recognize the rural contribution towards GHG reduction for counties that have policies that support development within their cities, and protect agricultural and resource lands;
- ❖ Consider transportation projects that increase connectivity or provide other means to reduce VMT.

The effectiveness of efforts by the RTPA to provide transportation alternatives and to implement policies and strategies consistent with State and national goals of reducing GHG emissions can be measured in terms of reductions in vehicle miles traveled (VMT) or expected growth in VMT. VMT reductions correlate directly with reductions in GHG emissions. Caltrans reports VMT by County on an annual basis.

Glenn County has experienced modest growth in population and employment over the past two decades and is forecast to continue this trend into the future. As seen previously in Section 2.8.6 Vehicle Miles Traveled, in recent years the vehicle miles traveled (VMT) has decreased on roadways managed by Glenn County and the Cities of Willows and Orland and increased slightly on state highways. The VMT on City of Orland roadways was 39.85 in 2001 and has decreased consistently to an estimated VMT of 25.77 in 2017, which equates to an average annual change of -1.68%. The VMT on City of Willows roadways peaked in 2002 at 56.58 and has decreased fairly consistently to an estimated VMT of 43.91 in 2017. Between 2002 and 2017, City of Willows VMT decreased at an average annual rate of -1.40%. The VMT on state highways has increased from 829.39 in 2001 to 1,028.21 in 2017 for an average annual change of 1.5%. The VMT on Glenn County roadways has decreased from 319.19 in 2001 to 289.05 in 2017 for an average annual change of -0.59%. Overall, VMT on all roadways in Glenn County has increased by an average annual rate of 0.90% between 2001 and 2017.

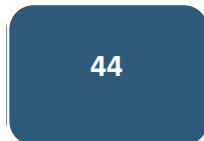
The County will continue to monitor population and employment and VMT growth consistent with the RTP, RTP performance measures, and the County's General Plan policies to track changes in travel demand.

### 3.1.2 Statewide Issues

California is dedicated to reducing greenhouse gas emissions through sustainable land use and transportation planning. In 2016, California Senate Bill 32 was passed, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. The transportation sector accounts for 37% of California's carbon emissions, prompting policy to reduce vehicle miles traveled. Subsequent legislation has been passed to support California's goals of GHG emissions reductions, such as Senate Bill 743 (SB 743), described below, which has an impact on the RTP guidelines and the RTP development process. In 2017, transportation funding in California was changed with California Senate Bill 1 (SB 1), which is a \$52 billion transportation program funded by increased state gas taxes and vehicle license fees.

#### Senate Bill 743

Former Governor Brown signed Senate Bill (SB) 743 (Steinberg, 2013), which creates a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 requires OPR to amend the CEQA Guidelines to provide an alternative to Level of Service (LOS) for evaluating transportation impacts. In 2018 the CEQA Guidelines were amended to include those alternative criteria, and auto delay is no longer be considered a significant impact under CEQA. Transportation impacts related to air quality, noise and safety must still be analyzed under CEQA where appropriate. SB 743 also amended congestion





management law to allow cities and counties to opt out of LOS standards within certain infill areas. The updated 2017 RTP Guidelines have established vehicle miles traveled (VMT) as the metric to replace LOS.

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

In 2016, several bills that would drastically change the financial outlook for transportation funding for the next decade were being debated within the State Legislature. The results of those legislative effort culminated in the Governor's signing of Senate Bill 1 (SB1) on April 28, 2017. In November of 2018, California Proposition 8 (Prop 8) was defeated, which proposed a repeal of SB 1.

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

SB 1 created the following new and augmented programs that fall under California Transportation Commission (CTC) purview:

- ❖ Active Transportation Program (ATP) - \$100 million (80%) added annually for bicycle and pedestrian projects.
- ❖ Local Streets and Roads - \$1.5 billion added annually for road maintenance and rehabilitation.
- ❖ State Highway Operation and Protection Program (SHOPP) - \$1.9 billion added annually for projects on State Highways.
- ❖ State Transportation Improvement Program (STIP) – Funding source stabilized.

### **3.1.3 Regional and Local Issues**

Even with new funding guaranteed by Senate Bill 1, the Road Repair and Accountability Act of 2017, the primary local and regional issues revolve maintaining the integrity of existing facilities. Additional issues at the local and regional level include the need for transportation modes other than the automobile, that provide access and connectivity between communities, health services, shopping, recreational destinations and employment centers. The following general categories of transportation issues have been identified:

1. Prioritization of and funding for road and highway projects.
2. Maintenance and improvement of the existing road system.
3. Improvement of non-auto transportation modes and programs.
4. Promotion of economic development within the County.

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. The GCTC will maintain roadways to enable recreational tourism and industrial and commercial activity. Glenn County will continue efforts to increase participation in recreational activities such as fishing, camping, bicycling, and general and agricultural tourism. 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 on a regular basis.
- ❖ Road systems with adequate LOS throughout the day for freight and employee movements.
- ❖ Availability of adequate rail loading and 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).

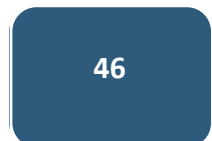
## 3.2 Regional Goals, Objectives, and Strategies

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, which set the framework for carrying out the roles and responsibilities of the GCTC and assists them in their decision-making process for transportation investment. 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 in Glenn County.

The goals, objectives, and policies for each component of the Glenn County transportation system are discussed below.

- ❖ 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 measure** is a specific means to accomplish the intent of the goal and direction of the policy.

The goals, objectives and policies set forth in this Plan are consistent with the policy direction of the GCTC, the 2008 Glenn County General Plan Circulation Element (2008), the California Strategic Highway Safety Plan (SHSP), and the updated California Transportation Plan (CTP 2040). For policy excerpts from the Glenn County General Plan, SHSP, and CTP 2040, see Attachment D.







## Goal #1:

### ***Upgrade and maintain existing road system.***

#### **Policy 1.1**

Promote investment in transportation infrastructure reconstruction.

#### *Implementation Measure*

- ❖ 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.

#### **Policy 1.2**

Support a high level of state maintenance for Interstate 5.

#### **Policy 1.3**

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

#### *Implementation Measure*

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

#### **Policy 1.4**

Support the development of justified capacity improvements in a timely manner.

#### *Implementation Measure*

- ❖ Consider adoption of alternative truck routes to minimize traffic impacts in the vicinity of urban development.

## 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 Measures*

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

#### **Policy 2.2**

Support the implementation of improved safety measures for at-grade rail crossings.

#### *Implementation Measures*

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



- ❖ Provide facilities as justified for pupil transportation to and from schools by walking or bicycles. Explore funding for school safety projects through the State's Safe Routes to School program.

#### **Policy 2.3**

Promote aviation safety.

##### *Implementation Measure*

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

#### **Policy 2.4**

Promote the safety of transit passengers.

##### *Implementation Measure*

- ❖ Fund the development of operating procedures for operators of public

#### **Policy 3.2**

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

##### *Implementation Measure*

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

#### **Policy 3.3**

Maintain an effective and safe transportation network.

##### *Implementation Measure*

- ❖ Pursue state-only funding for STIP rehabilitation projects to facilitate project construction.

### **Goal #3:**

***Align financial resources to meet the highest demonstrated transportation needs.***

#### **Policy 3.1**

Support new development through "fair share payments" for required transportation infrastructure.

##### *Implementation Measures*

- ❖ Develop mechanisms so that new developments pay their fair share of required transportation infrastructure.
- ❖ Obtain and utilize fair share of formula and discretionary transportation funds from state and federal sources that can address transportation goals.

### **Goal #4:**

***Promote Coordination.***

#### **Policy 4.1**

Consider input from the Social Services Transportation Advisory Council (SSTAC) in formulating transportation service policies and programs.

##### *Implementation Measures*

- ❖ Coordinate the development of major transportation corridors with adjacent counties.
- ❖ Coordinate development of county roads within specified urban limits with appropriate cities.
- ❖ Coordinate the development of transportation services and plans with private operators and transportation users.





#### **Policy 4.2**

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

##### *Implementation Measure*

- ❖ 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 and effective transportation system in Glenn County.

##### *Implementation Measures*

- ❖ Develop and maintain a functional classification system that identifies the 20-year function and lane requirements for existing or proposed city, county, and state roads.
- ❖ Update the RTP consistent with the latest adopted CTC RTP guidelines.
- ❖ Implement roadway level of service standards to ensure travel delays and congestion do not exceed acceptable levels. Consider tradeoffs with other modes and community values to maximize limited funding.

#### **Policy 5.2**

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

### **Goal #6:**

#### ***Promote Economic Development and 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 Measures*

- ❖ Reserve commercial/industrial lands with transportation advantages, including access to freeway interchanges and rail services.
- ❖ 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 Non-Auto Transportation Modes 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.

### **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.

## 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 Measure*

- ❖ 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 is cost-effective to construct, easy to maintain, respects landowners, utilities, and

special districts' property rights, and minimizes the potential for conflicts with other types of vehicles and other recreational users.

#### *Implementation Measure*

- ❖ 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.

## Goal #9:

***Increase the efficiency of the existing transportation system and Implement Transportation System Management (TSM) 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 Measure*

- ❖ 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 increase traffic flow.



*Implementation Measure*

- ❖ Coordinate with Caltrans, the CH, and local law enforcement on effective scene management procedures.

**Goal #10:**

***Reduce the Demand for Single Occupant Vehicle Travel through Transportation Demand Management (TDM) Techniques***

**Policy 10.1**

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

**Policy 10.2**

Increase the mode share for public transit by 5 percent by 2039.

*Implementation Measure*

- ❖ Explore countywide ridesharing and the development of Park-n-Ride facilities to increase transit use and help reduce SOV use.

**Goal #11:**

***Improve Livability in the County through Land Use and Transportation Integration and Decisions that Encourage Walking, Transit, and Bicycling.***

**Policy 11.1**

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

*Implementation Measure*

- ❖ Assist local jurisdictions in taking a regional approach in land use decisions during their General Plan process, and in developing a road network that supports the RTP, FTIP and ITIP goals and objectives.



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## 4 Action Element

### 4.1 Project Purpose and Need

The purpose of the RTP is to provide a vision for the region, supported by transportation goals, for ten-year (2030) and twenty-year (2040) planning horizons. The ten-year planning blocks allow for consistency with the State Transportation Improvement Program (STIP), which operates on 5-year cycles. The RTP documents policy direction, actions, and funding strategies designed to maintain and improve the regional transportation system.

For Glenn County, each project listed in the action element contributes 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. Projects and funding listed in the Action Element are consistent with the Interregional Transportation Improvement Program (ITIP) and the Regional Transportation Improvement Program (RTIP).

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 stripping. 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. 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.

## 4.2 Transportation Security/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 maintenance 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. In the event of a disaster, Glenn County transit services should be utilized to provide evacuation services where applicable.

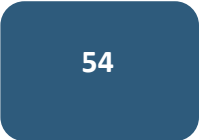
- |                   |                  |                      |
|-------------------|------------------|----------------------|
| • County Road 200 | • County Road 32 | • County Road 57     |
| • County Road 45  | • County Road 33 | • County Road Y      |
| • County Road 20  | • County Road Z  | •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

## 4.3 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 (Attachment E) for the State, County, and City governments.

### 4.3.1 Roadway Projects

The following table shows the prioritized short and long term roadway project lists for agencies in Glenn County. Projects are programmed by tier prioritization. A total of \$15.5 million has been identified for short-range roadway needs, and \$8.9 million has been identified for long-range roadway needs.







**Table 4.1  
ROADWAY PROJECTS**

RTP Project Number	Priority	Funding Source	Location	Description	Cost	Construction Year
<b>County of Glenn - Short Range</b>						
RD-1	2	STIP/SB1/Other	Road 200	Resurface - Road 206 to Tehama Co.	\$ 250,000	19/20
RD-2	2	STIP/SB1/Other	Road 9	Resurface - Road 202 to Road T.	\$ 140,000	20/21
RD-3	2	STIP/SB1/Other	Road 200	Realign,widen,pave - Road 306 to Spanish Camp	\$ 700,000	21/22
RD-4	3	STIP/SB1/Other	Road 27	Realign,widen,pave - Road M to Road P	\$ 760,000	24/25
RD-5	3	STIP/SB1/Other	Road Z	1 mi. S. of CR 67 to Cr 70 - FDR 1 mile	\$ 308,000	25/26
RD-6	3	STIP/SB1/Other	Road 70	CR Z to CR YY - FDR 0.5 miles	\$ 154,000	26/27
RD-7	3	STIP/SB1/Other	Road XX	CR 69 to CCL - FDR 1.5 miles	\$ 462,000	27/28
RD-8	3	STIP/SB1/Other	Road 45	CR P to CR S - FDR 1.8 miles	\$ 554,000	28/29
RD-9	3	STIP/SB1/Other	Road 68	CR J to CR D - FDR 3 miles	\$ 924,000	29/30
<b>Total</b>					<b>\$ 4,252,000</b>	
<b>County of Glenn - Long Range</b>						
RD-10	2	STIP/SB1/Other	Road D	Resurface - Road 45 to Road 57		2031+
RD-11	2	STIP/SB1/Other	Road 200	Resurface - Tehama Co. to west		2031+
RD-12	2	STIP/SB1/Other	Road P	Resurface - Road 33 to Road 39		2031+
RD-13	2	STIP/SB1/Other	Road 306	Realign/widen/pave - Road 305 to SR 162		2031+
RD-14	2	STIP/SB1/Other	Road Z	Resurface - SR 162 to Butte Co.		2031+
RD-15	2	STIP/SB1/Other	Road 9	Resurface - Road KK to Road P		2031+
RD-16	3	STIP/SB1/Other	Road 27	Realign,widen,pave - Road M to I-5		2031+
RD-17	3	STIP/SB1/Other	Road 39	CR P to SR 45 - Chip seal 7 miles		2031+
RD-18	3	STIP/SB1/Other	Road D	CR 57 to CCL - Chip seal 7 miles		2031+
RD-19	3	STIP/SB1/Other	Road 44	CR S to SR 45 - Chip seal 5.2 miles		2031+
RD-20	3	STIP/SB1/Other	Road P	CR 39 to CR 45 - Chip seal 2 miles		2031+
RD-21	3	STIP/SB1/Other	Road 45	CR P to CR MM - Chip seal 1.5 miles		2031+
RD-22	3	STIP/SB1/Other	Road MM	CR 45 to CR 47 - Chip seal 0.7 miles		2031+
RD-23	3	STIP/SB1/Other	Road 47	CR MM to CR 48 - Chip seal 0.6 miles		2031+
RD-24	3	STIP/SB1/Other	Road 48	CR 47 to CR 99 - Chip seal 1 mile		2031+
RD-25	3	STIP/SB1/Other	Road Z	SR 162 to 1 mi. S. of CR 67 - Chip seal 4 miles		2031+
RD-26	3	STIP/SB1/Other	Road 69	CR Y to CR XX - Chip seal 2 miles		2031+
RD-27	3	STIP/SB1/Other	Road Y	SR 162 to CR 69 - Chip seal 4.25 miles		2031+
RD-28	3	STIP/SB1/Other	Road 68	CR F to CR J - Chip seal 2 miles		2031+
RD-29	3	STIP/SB1/Other	Road 65	CR D to 1.2 mi. W. of D - Chip seal 1.2 miles		2031+
RD-30	3	STIP/SB1/Other	Road 7	Realign,widen,pave - Road HH to Road 99		2031+
RD-31	3	STIP/SB1/Other	Road M	Realign,widen,pave - Road 33 to Road 200		2031+
RD-32	3	STIP/SB1/Other	Road 48	Realign,widen,pave - Road D to HWY 99W		2031+
RD-33	3	STIP/SB1/Other	Forest Hwy 7	Realign,widen,pave to Major Collector Standards - Alder Springs to Mendocino CL		2031+
RD-34	3	STIP/SB1/Other	Road 99W	Intersection improvements @ 9, 20, 24, 33, 39, 48 and 68 (left turn lanes)		2031+
RD-35	3	STIP/SB1/Other	Road 306	South of CR 410 - Full depth reclamation		2031+
<b>Total</b>					<b>\$ 7,414,000</b>	
<b>Total County Project Costs</b>					<b>\$ 11,666,000</b>	
<b>City of Orland - Short Range</b>						
RD-36		STIP/SB1/Other	Tehama Street	From Woodward to Sixth	\$ 5,000,000	By 2030
<b>Total</b>					<b>\$ 5,000,000</b>	



**Table 4.1  
ROADWAY PROJECTS**

RTP Project Number	Priority	Funding Source	Location	Description	Cost	Construction Year
<b>City of Orland - Long Range</b>						
RD-37		STIP/SB1/Other	Repavement of downtown alleyways		-	2030+
<b>Total</b>					\$ -	
<b>City of Willows - Short Range</b>						
RD-38		STIP/SB1/Other	Lassen Street	Reconstruction from Sycamore to Wood	\$ 760,000	2020
RD-39		STIP/SB1/Other	Pacific Avenue Recon.	Reconstruction of Pacific Avenue from ? To ?	\$ 820,000	2023
RD-40		STIP	Birch Street	Crack seal/ Cape seal-Villa St to El Dorado St	\$ 18,003	22/23
RD-41		STIP	Applewood Way	Crack seal/Cape seal-Green St to Glenwood St	\$ 23,634	22/23
RD-42		STIP	Sycamore Street	Crack seal/Cape seal-Villa Ave to Lassen St	\$ 130,883	22/23
RD-43		STIP	Glenwood Ln	Rehabilitation- Baywood Way to Lassen Street	\$ 742,268	23/24
RD-44		STIP	Humboldt Ave	Mill and fill w/rubberizedA/C Sycamore St to Wood St	\$ 145,152	24/25
RD-45		STIP	Culver Ave	Rehabilitation- Sycamore Street to Laurel Street	\$ 568,100	24/25
RD-46		STIP	Villa Ave	Crack seal/Cape seal-Laurel St to Sycamore St	\$ 47,583	25/26
RD-47		STIP	Culver Ave	Mill and fill w/rubberizedA/C Laurel St to Cedar St	\$ 212,742	25/26
RD-48		STIP	Green Street	Crack seal/Cape seal-Pacific Ave to Lassen St	\$ 78,719	2026/2030
RD-49		STIP	Butte Street	Crack seal/Cape seal-Wood St to Green St	\$ 75,879	2026/2030
RD-50		STIP	Culver Ave	Crack seal/Cape seal-Wood St to Sycamore St	\$ 69,803	2026/2030
RD-51		STIP	Laurel Street	Rehabilitation- Lassen St to Tehama St	\$ 1,078,428	2026-2030
RD-52		STIP	Murdock Ave	Crack seal/Cape seal-Sycamore St to End CDS	\$ 36,658	2026/2030
RD-53		STIP	Oak Street	Rehabilitation- Lassen St to Marshall Street	\$ 386,146	2026-2030
RD-54		STIP	Shasta Street	Rehabilitation- Elm St to Birch Street	\$ 661,627	2026-2030
RD-55		STIP	Villa Ave	Mill and fill w/rubberizedA/C-Elm St to Laurel St	\$ 279,519	2026-2030
RD-56		STIP	Sycamore Street	Crack seal/Cape seal-Tehama St to Sonoma St	\$ 81,721	2026-2030
<b>Total</b>					\$ 6,216,865	
<b>City of Willows - Long Range</b>						
RD-57		STIP	Sycamore Street	Crack seal/Cape seal-Ventura St to Sierra St	\$ 22,833	2031+
RD-58		STIP	El Dorado	Crack seal/Cape seal-Birch St to Laurel St	\$ 29,633	2031+
RD-59		STIP	Willow Street	Rehabilitation- Crawford St to Merrill St	\$ 475,899	2031+
RD-60		STIP	Washington Street	Crack seal/Cape seal-French St to Wood St	\$ 37,774	2031+
RD-61		STIP	Elm Street	Crack seal/ Cape seal-Culver St to Tehama St	\$ 132,164	2031+
RD-62		STIP	Airport Road	Crack seal/ Cape seal/Restripe-Wood St to End 845' N.	\$ 44,242	2031+
RD-63		STIP	Sonoma Street	Crack seal/ Cape seal-Sycamore St to Willow St	\$ 30,768	2031+
RD-64		STIP	Sycamore Street	Rehabilitation- Villa St to Humboldt Ave	\$ 601,136	2031+
RD-65		STIP	Ash Street	Crack seal/ Cape seal-Merrill St to West CDS	\$ 49,823	2031+
RD-66		STIP	Ventura Street	Mill and fill w/rubberizedA/C- Oak St to Sycamore St	\$ 35,178	2031+
<b>Total</b>					\$ 1,459,450	
<b>Tribal Projects - Short Range</b>						
RD-67	3	STIP	CR 305	Reconstruction - Grindstone Rancheria		2030+
<b>Total</b>					\$ -	





### 4.3.2 Bridge Projects

A total of \$3.1 million has been identified for short-range bridge needs, and \$25 million has been identified for long-range bridge needs.

Table 4.2 BRIDGE PROJECTS					
Project Number	Funding Source	Bridge #	Location	Description	Cost
County of Glenn - Short Range					
BR-1	HBP	11C0153	Montgomery Ave.	(Repair over Central Irrigation Canal (1930)	\$ 854,000
BR-2	HBP	11C0162	CR 303	Replace at South Fork Willow Creek (1929)	\$ 260,000
BR-3	HBP	11C0163	CR 303	Replace at South Fork Willow Creek (1920)	\$ 260,000
BR-4	HBP	11C0164	Road 303	Scour critical @ Clark's Valley Creek (1950)	\$ 714,000
BR-5	HBP	11C0165	CR 302	Scour critical @ S.Fork Willow Creek (1916)	\$ 479,000
BR-6	HBP	11C0191	CR 99W		\$ 518,000
BR-7	HBP	11C0196	CR 99W	Replace @ Stony Creek (1913)	
BR-8	HBP	11C0215	CR 313	Scour critical @ Watson Creek (1960)	
BR-9	HBP	11C0245	Road 200A	Scour critical @ Stony Creek (1960)	
BR-10	HBP	11C060	Road 303		
BR-11	HBP	11C0001	Road 69	Repair over Glenn-Colusa Canal (1964)	
BR-12	HBP	11C0002	Road D	Repari over Glenn-Colusa Canal (1962)	
BR-13	HBP	11C0018	Soeth Road	Replace at Stony Creek (1900)	
BR-14	HBP	11C0037	Road 22	Repair over Central Irrigation Canal (1936)	
BR-15	HBP	11C0160	Road 303	Scour critical @ Clark's Valley Creek (1935)	
BR-16	HBP	11C0179	CR 67	Replace at Branch Howard Slough (1950)	
BR-17	HBP	11C0191	CR 99W	Scour critical @ Wilson Creek (1928)	
Total					\$ 3,085,000



**Table 4.2  
BRIDGE PROJECTS**

Project Number	Funding Source	Bridge #	Location	Description	Cost
County of Glenn - Long Range					
BR-18	HBP	11C0003	Foad F	Repair over Glenn-Colusa Canal (1948)	\$ 1,545,000
BR-19	HBP	11C0004	CR 62	Reinforce at Glenn-Colusa Canal (1948)	\$ 621,000
BR-20	HBP	11C0006	Road 57	Repair over Glenn-Colusa Canal (1948)	\$ 768,000
BR-21	HBP	11C0010	Bayliss Rd. (CR 39)	Repair over Glenn-Colusa Canal (1948)	\$ 1,285,000
BR-22	HBP	11C0011	CR R	Replace at Glenn-Colusa Canal (1950)	\$ 874,000
BR-23	HBP	11C0013	CR 29	Repair over Central Irrigation Canal (1948)	\$ 1,084,000
BR-24	HBP	11C0015	CR 67		\$ 4,200,000
BR-25	HBP	11C0016	CR 67		\$ 1,856,000
BR-26	HBP	11C0017	CR 67	Replace @ Howard Slough (1920)	\$ 848,000
BR-27	HBP	11C0038	CR 24	Repair over Central Irrigation Canal (1948)	\$ 1,084,000
BR-28	HBP	11C0048	CR P		\$ 680,000
BR-29	HBP	11C0055	Road 51	Repair over Glenn-Colusa Canal (1948)	\$ 998,000
BR-30	HBP	11C0057	CR 306	Scour critical @ Salt Creek (1948)	\$ 781,000
BR-31	HBP	11C0070	Road Y	Scour critical @ McKee Overflow (1935)	\$ 554,000
BR-32	HBP	11C0072	CR 50	Replace at Campbell Slough (1930)	\$ 4,023,000
BR-33	HBP	11C0081	Wyo Ave. (CR 9)	Repair over Central Irrigation Canal (1941)	\$ 1,084,000
BR-34	HBP	11C0093	IRR CR 306	Scour critical @ Dry Gulch (1930)	\$ 252,000
BR-35	HBP	11C0097	Road 48	Scour critical @ Willow Creek (1935)	\$ 479,000
BR-36	HBP	11C0107	Road 28	Scour critical @ Walker Creek (1925)	\$ 176,000
BR-37	HBP	11C0109	Road F	Scour critical @ Branch Walker Creek (1928)	\$ 201,000
BR-38	HBP	11C0117	Road C	Replace at Hambright Creek (1960)	\$ 345,000
BR-39	HBP	11C0127	Road 60	Scour critical @ Branch Logan Creek (1930)	\$ 176,000
BR-40	HBP	11C0152	CR 16	Repair over Central Irrigation Canal (1930)	\$ 1,055,000
<b>Total</b>					<b>\$ 24,969,000</b>





### 4.3.3 Transit Projects

A total of \$1.3 million has been identified for both short-range and long-range transit needs.

Table 4.3 TRANSIT PROJECTS			
Agency	Project Name	Total Cost	Intent
Transit - Short Range			
GCTC	Shelters and Signs	\$ 50,000	Install or replace bus stop shelters and signage.
GCTC	Transit Vehicle Replacement (1)	\$ 1,218,000	
<b>Short Range Total</b>		<b>\$ 1,268,000</b>	
Transit - Long Range			
GCTC	Shelters and Signs	\$ 50,000	Install or replace bus stop shelters and signage.
GCTC	Transit Vehicle Replacement (1)	\$ 1,218,000	
<b>Long Range Total</b>		<b>\$ 1,268,000</b>	
(1) 10 year replacement plan		\$ 1,218,000	
5 year vehicle replacement (1 bus)		\$ 525,000	
5 year vehicle replacement (2 DAR vans)		\$ 84,000	
5 year replacement plan		\$ 609,000	



#### 4.3.4 Bicycle and Pedestrian Projects

A total of \$1.3 million has been identified for short-range bicycle and pedestrian project needs, and \$25.8 million has been identified for long-range bicycle and pedestrian project needs.





**Table 4.4**  
**BICYCLE AND PEDESTRIAN PROJECTS**

Project Number	Funding Source	Location	Extent / Cross St	Description	Cost	Construction Year
<b>County of Glenn Short Range</b>						
BP-1	ATP	Local Road 99		Class II Bike Lanes - Tehama CL to CR 9	\$ 375,000	By 2031
BP-2	ATP	Local Road 99		Class II Bike Lanes - SR 32 to CR 16	\$ 375,000	By 2031
<b>Total County Short Range Costs</b>					<b>\$ 750,000</b>	
<b>County of Glenn Long Range</b>						
BP-3	ATP	Local Road 99		Class II Bike Lanes - CR 16 to CR 25	\$ 685,000	By 2031
BP-4	ATP	Local Road 99		Class II Bike Lanes - CR 9 to SR 32	\$ 375,000	By 2031
BP-5	ATP	Local Road 99		Class II Bike Lanes - CR 25 to CR 33	\$ 2,735,000	By 2031
BP-6	ATP	Local Road 99		Class II Bike Lanes - CR 33 to CR 35	\$ 685,000	By 2031
BP-7	ATP	Local Road 99		Class II Bike Lanes - CR 57 to CL	\$ 3,415,000	By 2031
BP-8	ATP	Road 200		Class II Bike Lanes - I-5 to Road 200A	\$ 3,862,000	By 2040
BP-9	ATP	SR 45		Class II Bike Lanes - SR 32 to Colusa CL	\$ 7,693,000	By 2040
BP-10	ATP	Local Road 60/61		Class III Bike Route - CR 99W to SR 45	\$ 11,000	By 2040
BP-11	ATP	Local Road 48		Class III Bike Route - CR D to CR 99 W	\$ 3,000	By 2040
BP-12	ATP	Local Road D		Class III Bike Route - CR 25 to CR 68	\$ 25,000	By 2040
BP-13	ATP	Local Road P		Class III Bike Route - SR 32 to CR 61	\$ 25,000	By 2040
BP-14	ATP	Local Road 9		Class III Bike Route - CR 99W to CR 203	\$ 11,000	By 2040
BP-15	ATP	Local Road 203		Class III Bike Route - Cutter Road to SR 32	\$ 3,000	By 2040
BP-16	ATP	Local Road 203		Class III Bike Route - CR 306 to CL	\$ 5,000	By 2040
BP-17	ATP	Local Road 32		Class III Bike Route - SR 45 east to CL	\$ 2,000	By 2040
BP-18	ATP	Local Road M		Class III Bike Route - CR 33 to CR 16	\$ 9,000	By 2040
BP-19	ATP	Local Road 24		Class III Bike Route - CR 99 to SR 45	\$ 12,000	By 2040
BP-20	ATP	Local Road 25		Class III Bike Route - CR D to CR M	\$ 6,000	By 2040
BP-21	ATP	Local Road 33		Class III Bike Route - CR 99W to CR M	\$ 3,000	By 2040
BP-22	ATP	Local Road 39		Class III Bike Route - CR 99W to SR 45	\$ 12,000	By 2040
BP-23	ATP	Local Road 68		Class III Bike Route - CR D to CR 99W	\$ 4,000	By 2040
BP-24	ATP	Local Road 303		Class III Bike Route - SR 162 to CL	\$ 19,000	By 2040
BP-25	ATP	Local Road 306		Class III Bike Route - Colusa CL to Tehama CL	\$ 35,000	By 2040
BP-26	ATP	Local Road 307		Class III Bike Route - CR 406 to Mendocino CL	\$ 29,000	By 2040
BP-27	ATP	Local Road 406		Class III Bike Route - SR 162 to CR 307	\$ 16,000	By 2040
BP-28	ATP	Local Road 32		Class III Bike Route - Ord Ferry Road		By 2041
BP-29	ATP	Hamilton City/4th St	Main St to Railroad	Sidewalk both sides	\$ 168,000	By 2042
BP-30	ATP	Hamilton City/Broadway	3rd St	High Visibility Crosswalk: South leg	\$ 2,800	By 2043
BP-31	ATP	Hamilton City/Capay Ave	4th St	High Visibility Crosswalk: Upgrade west and south legs; mark north leg	\$ 8,400	By 2044



**Table 4.4**  
**BICYCLE AND PEDESTRIAN PROJECTS**

Project Number	Funding Source	Location	Extent / Cross St	Description	Cost	Construction Year
BP-32	ATP	Hamilton City/Capay Ave	3rd St	Raised Intersection	\$ 50,000	By 2045
BP-33	ATP	Hamilton City/Los Robles Ave	3rd St	High Visibility Crosswalk: Upgrade south leg	\$ 2,800	By 2046
BP-34	ATP	Hamilton City/Los Robles Ave	SR 32 to 3rd St	Sidewalk west side	\$ 252,000	By 2047
BP-35	ATP	Hamilton City/Main St	3rd St	High Visibility Crosswalk: South leg	\$ 2,800	By 2048
BP-36	ATP	Hamilton City/Railroad	SR 32 to 1st St	Class I Shared Use Path between the railroad and Shasta Ave	\$ 530,000	By 2049
BP-37	ATP	Hamilton City/Capay Ave	4th St	High Visibility Crosswalk: North leg	\$ 2,800	By 2050
BP-38	ATP	Hamilton City/SR 32	SR 45	High Visibility Crosswalk: Upgrade existing crosswalks	\$ 8,400	By 2051
BP-39	ATP	Hamilton City/SR 33	Los Robles Ave	RRFB: Upgrade existing crosswalk on west leg	\$ 32,000	By 2052
BP-40	ATP	Hamilton City/SR 34	Los Robles Ave to Railroad	Sidewalk south side	\$ 184,500	By 2053
BP-41	ATP	Hamilton City/SR 35	SR 45 to Los Robles Ave	Sidewalk north side	\$ 115,500	By 2054
BP-42	ATP	Hamilton City/SR 36	Railroad to Sacramento River	Study: Shared use path on south side	Varies	By 2055
BP-43	ATP	Hamilton City/SR 37	SR 45	Study: LPI	Varies	By 2056
<b>Total County Long Range Costs</b>					<b>\$ 19,680,000</b>	
<b>Total County Bike/ped Project Costs</b>					<b>\$ 19,680,000</b>	
<b>City of Orland - Short Range</b>						
BP-44		Lely Park Trail		Recreational Trail - Paigewood Drive to Road 15	\$ 200,000	By 2031
<b>Total City of Orland Short Range</b>					<b>\$ 200,000</b>	
<b>City of Orland - Long Range</b>						
BP-45	ATP	2nd St	Shasta St to Yolo St	Class II Bicycle Lanes	\$ 26,400	2031+
BP-46	ATP	3rd St	Roosevelt Ave to Monterey St	East side sidewalk	\$ 102,000	2031+
BP-47	ATP	3rd St	Shasta St to 100 feet north of Tehama St	West side sidewalk	\$ 48,000	2031+
BP-48	ATP	6th St	Tehama St	High Visibility Crosswalk: Upgrade north and west legs; mark east leg	\$ 8,400	2031+
BP-49	ATP	6th St	Colusa St	High Visibility Crosswalk: Mark all four legs	\$ 11,200	2031+
BP-50	ATP	6th St	Monterey St	RRFB - Upgrade south leg	\$ 32,000	2031+
BP-51	ATP	6th St	Tehama St	RRFB North leg	\$ 32,000	2031+
BP-52	ATP	6th St	Salomon Dr to Monterey St	Sidewalk west side; some short segments exist	\$ 320,250	2031+
BP-53	ATP	6th St	Monterey St to South St	Study for class I shared use path on east side	Varies	2031+
BP-54	ATP	Chapman St	Marin St	High Visibility Crosswalk: Upgrade east, south, and west legs; mark north leg	\$ 11,200	2031+
BP-55	ATP	Chapman St	Marin St to East St	Sidewalk North side; fill multiple gaps	\$ 90,000	2031+
BP-56	ATP	Chapman St	East St to Walnut Ave	Sidewalk North side	\$ 117,000	2031+
BP-57	ATP	Colusa St	8th St to East St	Class II Bicycle Lanes; Convert angled parking to parallel in some segments	\$ 50,400	2031+
BP-58	ATP	Colusa St	East St to Woodward Ave	Class III Bicycle Route	\$ 8,100	2031+
BP-59	ATP	Colusa St	1st St	High Visibility Crosswalk: Upgrade all three legs	\$ 8,400	2031+







**Table 4.4**  
**BICYCLE AND PEDESTRIAN PROJECTS**

Project Number	Funding Source	Location	Extent / Cross St	Description	Cost	Construction Year
BP-60	ATP	Colusa St	Alley east of A St to East St	Sidewalk both sides	\$ 45,000	2031+
BP-61	ATP	Colusa St	100 ft east of East St to 650 ft west of Woodward Ave	Sidewalk south side	\$ 21,000	2031+
BP-62	ATP	Colusa St	125 ft west of Woodward Ave to Woodward Ave	Sidewalk south side	\$ 18,750	2031+
BP-63	ATP	Colusa St	250 ft west of Woodward Ave to Woodward Ave	Sidewalk north side	\$ 37,500	2031+
BP-64	ATP	Colusa St	125 ft east of East St to 250 ft east of East St	Sidewalk north side	\$ 18,750	2031+
BP-65	ATP	East St	Shasta St to Yolo St	Class II Bicycle Lanes	\$ 39,200	2031+
BP-66	ATP	East St	Roosevelt Ave to 150 ft north of Shasta St	Sidewalk west side	\$ 78,000	2031+
BP-67	ATP	East St	100 ft south of Walker St to Colusa St	Sidewalk west side	\$ 37,500	2031+
BP-68	ATP	Marin St	Yolo St to South St	Class II Bicycle Lanes	\$ 20,000	2031+
BP-69	ATP	Mill St	2nd St	High Visibility Crosswalk Upgrade all three legs	\$ 8,400	2031+
BP-70	ATP	Mill St	1st St	High Visibility Crosswalk Upgrade both legs	\$ 5,600	2031+
BP-71	ATP	Mill St	A St to alley east of A St	Sidewalk south side	\$ 22,500	2031+
BP-72	ATP	Mill St	Alley east of A St to East St	Sidewalk north side	\$ 22,500	2031+
BP-73	ATP	Monterey St	3rd St to 6th St	Class II Bicycle Lanes; Convert angled parking to parallel in some segments	\$ 16,800	2031+
BP-74	ATP	Monterey St	3rd St	Curb Extensions: North and south legs	\$ 32,000	2031+
BP-75	ATP	Monterey St	3rd St	High Visibility Crosswalk: Upgrade west and south legs; mark north leg	\$ 8,400	2031+
BP-76	ATP	Papst Ave	Bryant Ave to South St	Class II Bicycle Lanes	\$ 60,800	2031+
BP-77	ATP	Papst Ave	100 ft south of Colusa St to 50 ft south of Robbins St	Sidewalk west side	\$ 88,500	2031+
BP-78	ATP	Roosevelt Ave	Entrance to Orland Alternative Education Center	High Visibility Crosswalk: East leg	\$ 2,800	2031+
BP-79	ATP	Roosevelt Ave	Entrance to Orland Alternative Education Center	RRFB East leg	\$ 32,000	2031+
BP-80	ATP	Roosevelt Ave	3rd St to East St	Sidewalk south side	\$ 223,500	2031+
BP-81	ATP	Shasta St	3rd St	High Visibility Crosswalk: Upgrade north and east legs; mark south leg	\$ 8,400	2031+
BP-82	ATP	Shasta St	2nd St	High Visibility Crosswalk: Upgrade south and east legs	\$ 5,600	2031+
BP-83	ATP	Shasta St	1st St	High Visibility Crosswalk: Upgrade west and south legs	\$ 5,600	2031+
BP-84	ATP	Shasta St / Bryant St	Woodward Ave/ Road Kk 1/2	High Visibility Crosswalk: All four legs	\$ 11,200	2031+
BP-85	ATP	South St	Marin St to Papst Ave	Class II Bicycle Lanes: Remove on street parking	\$ 59,200	2031+
BP-86	ATP	South St	Marin St	High Visibility Crosswalk: Upgrade north and west legs; mark east leg	\$ 8,400	2031+
BP-87	ATP	South St	Marin St	High Visibility Crosswalk: Upgrade north and west legs; mark east leg	\$ 8,400	2031+
BP-88	ATP	South St	Walnut St	High Visibility Crosswalk: Upgrade north leg	\$ 2,800	2031+
BP-89	ATP	South St	Fairview St	High Visibility Crosswalk: Upgrade all four legs	\$ 11,200	2031+
BP-90	ATP	South St	Papst Ave	High Visibility Crosswalk: Mark all four legs	\$ 11,200	2031+
BP-91	ATP	South St	Cortina Dr to Main St	Study: Bicycle facility	Varies	2031+
BP-92	ATP	South St (extension)	Papst Ave to Hambright Ave	Class I Shared Use Path: Connect to north-south path under development east of	\$ 490,000	2031+
BP-93	ATP	Stony Creek Irrigation Canal	6th St to Shasta St/Woodward Ave	Class I Shared Use Path: Underground irrigation canal	\$ 960,000	2031+
BP-94	ATP	Suisun St	3rd St	Curb Extensions: Upgrade south leg	\$ 16,000	2031+



**Table 4.4**  
**BICYCLE AND PEDESTRIAN PROJECTS**

Project Number	Funding Source	Location	Extent / Cross St	Description	Cost	Construction Year
BP-95	ATP	Suisun St	4th St to 5th St	Sidewalk Both sides	\$ 90,000	2031+
BP-96	ATP	Tehama St	Walker St to Woodward Ave	Class II Bicycle Lanes: Create buffered bicycle lanes where width is sufficient	\$ 84,000	2031+
BP-97	ATP	Tehama St	Woodward Ave to Papst Ave	Class II Bicycle Lanes	\$ 16,800	2031+
BP-98	ATP	Walker St	East St	Curb Extensions: Upgrade all four legs	\$ 64,000	2031+
BP-99	ATP	Walker St	East St	High Visibility Crosswalk: Upgrade all four legs	\$ 11,200	2031+
BP-100	ATP	Walker St	675 ft east of East St to 750 ft east of East St	Sidewalk south side	\$ 11,250	2031+
BP-101	ATP	Walker St	Woodward Ave to County Rd M 1/2	Sidewalk south side	\$ 367,500	2031+
BP-102	ATP	Walker St	Woodward Ave to 400 ft west of Papst Ave	Sidewalk north side	\$ 103,500	2031+
BP-103	ATP	Walker St	: east of Papst Ave to 500 ft west of County Rd	Sidewalk north side	\$ 81,000	2031+
BP-104	ATP	Walker St	6th St to 3rd St	Study Streetscapes project	Varies	2031+
BP-105	ATP	Walnut Ave	Central St to Chapman St	Sidewalk west side	\$ 51,000	2031+
BP-106	ATP	Walnut Ave	100 ft south of Chapman St to 150 ft north of South St	Sidewalk west side	\$ 33,000	2031+
BP-107	ATP	Walters St	Chapman St to 100 ft south of Chapman St	Sidewalk south side	\$ 15,000	2031+
BP-108	ATP	Woodward Ave	Shasta St to Tehama St	Class II Bicycle Lanes	\$ 9,600	2031+
BP-109	ATP	Yolo St	5th St to Papst Ave	Class II Bicycle Lanes	\$ 73,600	2031+
BP-110	ATP	Yolo St	1st St	High Visibility Crosswalk: Upgrade north and west legs	\$ 5,600	2031+
BP-111	ATP	Yolo St	Papst Ave	High Visibility Crosswalk: Mark west leg	\$ 2,800	2031+
BP-112	ATP	Yolo St	2nd St	High Visibility Crosswalk: Upgrade north and east legs	\$ 5,600	2031+
<b>Total City of Orland Long Range</b>					<b>\$ 4,328,300</b>	
<b>City of Willows - Short Range</b>						
BP-113	ATP	Cedar St	Willows Intermediate School Driveway	High Visibility Crosswalk: Mark east leg, aligned with sidewalk	\$ 2,800	2031+
BP-114	ATP	Cedar St	Culver Ave	High Visibility Crosswalk: Upgrade north and west legs	\$ 5,600	2031+
BP-115	ATP	Elm St	Culver Ave to Shasta St	Sidewalk south side	\$ 333,000	2031+
<b>Total City of Willows Short Range</b>					<b>\$ 341,400</b>	
<b>City of Willows - Long Range</b>						
BP-116	ATP	Enright Ave	100 ft north of Sycamore St to Oak St	Sidewalk west side	\$ 82,500	2031+
BP-117	ATP	Eureka St	Tehama St	Raised Islands: Narrow Eureka St approach and create right turn lane	\$ 16,000	2031+
BP-118	ATP	French St	Pacific Ave	High Visibility Crosswalk: Mark north leg	\$ 2,800	2031+
BP-119	ATP	French St	Washington St	High Visibility Crosswalk: Upgrade all three legs	\$ 8,400	2031+
BP-120	ATP	French St	Murdock Ave	High Visibility Crosswalk: Upgrade all five legs (including driveway)	\$ 14,000	2031+
BP-121	ATP	French St	Pacific Ave to Washington St	Sidewalk south side	\$ 176,250	2031+
BP-122	ATP	French St	Murdock Ave to Lassen St	Sidewalk south side	\$ 50,250	2031+
BP-123	ATP	French St	150 ft west of Plumas St to Plumas St	Sidewalk south side	\$ 22,500	2031+
BP-124	ATP	French St	175 ft west of Shasta St to Shasta St	Sidewalk south side	\$ 26,250	2031+
BP-125	ATP	French St	175 ft west of Butte St to Butte St	Sidewalk south side	\$ 26,250	2031+
BP-126	ATP	Green St	Grove Ln	High Visibility Crosswalk: Upgrade east leg	\$ 2,800	2031+





**Table 4.4**  
**BICYCLE AND PEDESTRIAN PROJECTS**

Project Number	Funding Source	Location	Extent / Cross St	Description	Cost	Construction Year
BP-127	ATP	Green St	Murdock Ave to Shasta St	Sidewalk south side	\$ 165,000	2031+
BP-128	ATP	Green St	Alley west of Butte St to Butte St	Sidewalk south side	\$ 22,500	2031+
BP-129	ATP	Laurel St	Villa Ave to Sonoma St	Class II Bicycle Lanes	\$ 88,000	2031+
BP-130	ATP	Laurel St	Culver Ave	High Visibility Crosswalk: Upgrade all four legs	\$11,200	2031+
BP-131	ATP	Laurel St	Villa Ave to Enright Ave	Sidewalk south side	\$ 60,000	2031+
BP-132	ATP	Marshall Ave	SR 162 to Willow St	Sidewalk west side	\$ 56,250	2031+
BP-133	ATP	Marshall Ave	Oak St to Laurel St	Sidewalk west side	\$ 70,500	2031+
BP-134	ATP	Pacific Ave	French St to Wood St	Sidewalk east side	\$ 126,000	2031+
BP-135	ATP	Railroad/HWY 99W	SR 162 to Rd 8013	Study: Shared use path to Wildlife Refuge	Varies	2031+
BP-136	ATP	Shasta St	Green St to French St	Class II Bicycle Lanes	\$ 12,800	2031+
BP-137	ATP	Shasta St	Vine St to Elm St	Class II Bicycle Lanes; Convert angled parking to parallel between Walnut St and Laurel St	\$ 69,600	2031+
BP-138	ATP	Shasta St	French St to Vine St	Class III Bicycle Route	\$ 27,000	2031+
BP-139	ATP	SR 162	Enright Ave	High Visibility Crosswalk: Mark west leg	\$ 2,800	2031+
BP-140	ATP	SR 162	Washington St/ Merrill Ave	High Visibility Crosswalk: Upgrade all four legs	\$ 11,200	2031+
BP-141	ATP	SR 162	Shasta St	High Visibility Crosswalk: Mark east leg	\$ 2,800	2031+
BP-142	ATP	SR 162	Enright Ave	RRFB West leg	\$ 32,000	2031+
BP-143	ATP	SR 162	Shasta St	RRFB East leg	\$ 32,000	2031+
BP-144	ATP	SR 162	Willows Mobile Home & RV Park to 1st St	Study: Complete Streets	Varies	2031+
BP-145	ATP	Sycamore St	Murdock Ave	High Visibility Crosswalk: Upgrade north, east, and south legs; mark west leg	\$ 11,200	2031+
BP-146	ATP	Sycamore St	100 ft east of Enright Ave to Culver Ave	Sidewalk north side	\$ 96,000	2031+
BP-147	ATP	Sycamore St	Railroad	Sidewalk both sides	\$ 33,000	2031+
BP-148	ATP	Tehama St	Canal	Study: crossing	Varies	2031+
BP-149	ATP	Villa Ave	SR 162 to Elm St	Class II Bicycle Lanes: Create buffered bicycle lanes where width is sufficient	\$ 62,400	2031+
BP-150	ATP	Villa Ave	Cedar St	High Visibility Crosswalk: Upgrade east leg; mark north leg	\$ 5,600	2031+
BP-151	ATP	Villa Ave	SR 162 to 450 ft north of Sycamore St	Sidewalk west leg	\$ 126,000	2031+
BP-152	ATP	Villa Ave	Birch St to Cedar St	Sidewalk west side	\$ 67,500	2031+
BP-153	ATP	Walnut St	Crawford Ave to Culver St	Sidewalk north side	\$ 50,250	2031+
BP-154	ATP	Willow St	Culver St to Merrill Ave	Sidewalk north side	\$ 48,750	2031+
BP-155	ATP	Willow St	Marshall Ave to Murdock Ave	Sidewalk north side	\$ 22,500	2031+
BP-156	ATP	Willow St	175 ft west of Butte St to Butte St	Sidewalk south side	\$ 26,250	2031+
BP-157	ATP	French St.		Class II Bike Lane - Pacific to Tehama	\$ -	2031+
BP-158	ATP	Sycamore St.		Class II Bike Lane - Humboldt to Murdock	\$ -	2031+
BP-159	ATP	Sycamore St.		Class II Bike Lane - Yolo to Sacramento	\$ -	2031+
BP-160	ATP	Laurel St.		Class II Bike Lane - Villa to Sacramento	\$ -	2031+



**Table 4.4**  
**BICYCLE AND PEDESTRIAN PROJECTS**

Project Number	Funding Source	Location	Extent / Cross St	Description	Cost	Construction Year
BP-161	ATP	Cedar St.		Class II Bike Lane - Villa to Tehema	\$	- 2031+
BP-162	ATP	Elm St.		Class II Bike Lane - Villa to Tehema	\$	- 2031+
BP-163	ATP	Humboldt Ave.		Class II Bike Lane - Sycamore to SR 162	\$	- 2031+
BP-164	ATP	Villa Ave.		Class II Bike Lane - Elm to SR 162	\$	- 2031+
BP-165	ATP	Pacific Ave.		Class II Bike Lane - SR 162 to French	\$	- 2031+
BP-166	ATP	Culver Ave.		Class II Bike Lane - Laurel to Sycamore	\$	- 2031+
BP-167	ATP	Merrill Ave.		Class II Bike Lane - Sycamore to SR 162	\$	- 2031+
BP-168	ATP	Murdock Ave.		Class II Bike Lane - French to Green	\$	- 2031+
BP-169	ATP	Lassen St.		Class II Bike Lane - Cedar to Oak	\$	- 2031+
BP-170	ATP	Lassen St.		Class II Bike Lane - Willow to SR 162	\$	- 2031+
BP-171	ATP	Plumas St.		Class II Bike Lane - Cedar to SR 162	\$	- 2031+
BP-172	ATP	Tehema St.		Class II Bike Lane - SR 162 to French	\$	- 2031+
BP-173	ATP	SR 162		Class III Bike Route - Villa to Tehema	\$	- 2031+
BP-174	ATP	Walnut St.		Class III Bike Route - Lassen to Tehema	\$	- 2031+
BP-175	ATP	Sycamore St.		Class III Bike Route - Murdock to Yolo	\$	- 2031+
BP-176	ATP	Humboldt Ave.		Class III Bike Route - SR 162 to RR Tracks	\$	- 2031+
BP-177	ATP	Lassen St.		Class III Bike Route - Oak to Willow	\$	- 2031+
BP-178	ATP	Tehema St.		Class III Bike Route - Elm to SR 162	\$	- 2031+
BP-179	ATP	Merril Ave.		Class III Bike Route - along west side of Jensen Park	\$	- 2031+
<b>Total City of Willows Long Range</b>					<b>\$ 1,767,100</b>	





### 4.3.5 Aviation Projects

A total of \$195,000 has been identified for short-range aviation needs, and \$7.6 million has been identified for long-range aviation needs.

Table 4.5 AVIATION PROJECTS					
Project Number	Funding	Description	Total Cost	Const. Year	Countermeasure
Haigh Field Short Range Projects					
Total			\$0		
Haigh Field Long Range Projects					
AV-1	AIP	Rehab apron - design	\$200,000	2020	System Preservation
AV-2	AIP	Construct new Taxilane	\$50,000	2019	Capacity Enhancement
AV-3	AIP	Rebuild/construct hangars	\$500,000	2020	
AV-4	AIP	Rehab apron - Phase 1	\$400,000	2020	System Preservation
AV-5	AIP	Rehab apron - Phase 2	\$250,000	2020	System Preservation
AV-6	AIP	Rehab apron - Phase 3	\$250,000	2020	System Preservation
AV-7	AIP	Install apron lighting	\$75,000	2020	Safety
Total			\$1,725,000		
Willows-Glenn Short Range Projects					
AV-8	AIP	Avigation easement RWY 31	\$45,000	2019	
AV-9	AIP	Install Jet A tank	\$150,000	2019	
Total			\$195,000		
Willows-Glenn Long Range Projects					
AV-10	AIP	Reconstruct apron, Phase 2	\$320,000	2030	System Preservation
AV-11	AIP	Construct taxilanes Phase 2	\$190,000	2030	Capacity Enhancement
AV-12	AIP	Construct Ag apron w/access road	\$836,000	2030	Capacity Enhancement
AV-13	AIP	Land acquisition Rwy 34 approach	\$700,000	2030	Capacity Enhancement
AV-14	AIP	Land acquisition Rwy 16 approach	\$430,000	2030	Capacity Enhancement
AV-15	AIP	Move canal and relocate Farm Rd.	\$220,000	2030	Capacity Enhancement
AV-16	AIP	Expand north apron	\$320,000	2030	Capacity Enhancement
AV-17	AIP	Relocate parallel taxiway for Rwy	\$1,370,000	2030	System Preservation
AV-18	AIP	Construct parallel taxiway E for Rwy 13-31	\$1,520,000	2030	Capacity Enhancement
Total			\$5,906,000		



### 4.3.6 SHOPP Projects

The State Highway Operation and Protection Program (SHOPP) is a state program administered through Caltrans. A total of \$124.4 million of project needs have been identified for SHOPP projects in Glenn County.

**Table 4.6**  
**SHOPP PROJECTS**

Lead Agency	Project Type	Location	Description	Cost
Caltrans	Safety	On I5 between Orland and Willows	From CR 68 to CR 7	\$ 3,330,000
Caltrans	Safety	I5 Willows	Willows safety roadside rest area. Water and Wastewater system upgrade.	\$ 8,495,000
Caltrans	Safety	SR 32 in Orland from I5 to Woodward Ave.		\$ 2,158,000
		Pedestrian improvements		
Caltrans	Safety	SR 162 Butte City	From SR 45 to DeDougall Street. Replace Sac River Bridge.	\$ 110,400,000
<b>Total</b>				<b>\$ 124,383,000</b>

## 4.4 Program-Level Performance Measures

In 2015 the Rural County Task Force (RCTF) completed a study on the use of performance measure 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 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 were incorporated into the California Transportation Commission's (CTC) 2018 State Transportation Improvement Program (STIP).

The following criteria was used in selecting performance measures for this Regional Transportation Plan, ensuring it is feasible to collect data and monitor performance of the transportation investments.

1. Performance measures align with California state transportation goals and objectives.
2. Performance measures are consistent with current goals and objectives of Glenn County.
3. Performance measures are applicable to Glenn County as a rural area.
4. Performance Measures are capable of being linked to specific decisions on transportation investments.
5. Performance measures do not impose substantial resource requirements on Glenn County.
6. Performance measures can be normalized to provide equitable comparisons to urban regions.





#### 4.4.1 Application of Performance Measures

The program- level performance measures 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 highways 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. 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 the State Highway systems and may be used in a cost/benefit analysis that includes additional calculations such as, travel time delay as functions of time-of-day directional volume/capacity ratio.

Caltrans incorporates Average Daily Traffic data from the County and include it in the above-mentioned report in a table labeled Highway Performance Management System (HPMS) mileage summary by Functional Classification, Population and Net Land Area. This is done because rural areas contain population centers with less than 5,000 or have areas below a population density of 1,000 persons per square mile. As such, VMT is not used on local roadways in a traditional sense.

Desired outcome and RTP/State Goals:

- Measure of overall vehicle activity and use of the roadway network.
- Input maintenance and system preservation.
- Input to safety.
- Input health based pollutant reduction, input GHG reduction.
- (RTP Goals 1, 2, 5, 6).

##### **Performance Measure 2- Mode Share/Split**

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

Desired outcome and RTP/State goals:

- Multimodal.
- Efficiency.
- GHG reduction.
- (RTP Goals 2, 5, 6, 7, 8, 11).



### **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. The County does track the number of collisions on local roads and compiles the data to identify locations that are in need of safety improvements. SWITRS data from CHP is used to monitor the number of fatal and injury collisions by location to see if added improvements are needed.

Desired outcome and RTP/State goals:

- Establish baseline values 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. Recommend improvements to reduce incidence and severity.
- Work with Caltrans to reduce the number of collisions on Glenn County State highways.
- Completion of projects identified in TCRs and RTP.
- (RTP Goals 1, 2, 5).

### **Performance Measure 4- Transit**

This performance measure monitors the cost-effectiveness of transit in Glenn County. In accordance with section 99405(c) of the Public Utilities Code and the Transportation Development Act, the Transit Agency Board adopted resolution 11-2002, the alternative performance criteria for the transit system in lieu of the 10% Fare Box Recovery ratio. The criteria adopted was the actual cost per passenger which is an accurate and tangible measurement.

Desired outcome and RTP/State goals:

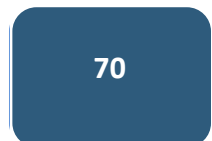
- Increase productivity.
- Increase efficiency.
- Reduce the cost per passenger.
- (RTP Goals: 2, 5, 11).

### **Performance Measure 5- Transportation System Investment**

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

Desired outcome and RTP/State goals:

- Safety.
- System Preservation.







- Accessibility.
- Reliability.
- Productivity.
- Return on Investment.
- (RTP Goals: 1, 2, 3, 4, 5, 7, 9, 10, 11).

## 4.5 Transportation Systems Management

Transportation systems management (TSM) is a term used to describe low-cost actions that maximize the efficiency of existing transportation facilities and systems. 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 restrictions.
- Paving and re-striping parking areas to facilitate off-street parking, installing or modifying signals to provide alternate circulation routes for residents.
- Re-examining speed zones on certain streets.

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

## 4.6 Intelligent Transportation Systems (ITS)

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. 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:

Key ITS applications existing, or recommended for Glenn County 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.



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## 5 Financial Element

The financial element identifies current and expected revenue resources available to implement the short range (1-10 yr.) projects defined in the action element of the RTP (Chapter 4). The funding in the short range project list is financially constrained and is either programmed or is reasonably assumed to be available in the year identified. This chapter also anticipates long-range funding based on financial information we know today, but these projections are subject to change and should be updated with each subsequent RTP cycle. Each funding resource identified in the financial element is aligned with eligible projects for that specific resource. The intent of the financial element is to define realistic funding constraints and opportunities.

### 5.1 Projected Revenues

Table 5.1 presents the expected revenue sources and funding for the next 20 years, in the short range (0-10 years) and long range (11-20) planning horizons. All estimates account for expected inflation based on the consumer price index and adjusted to the year of construction. Long range projections are subject to change as funding levels may fluctuate based on sales and excise tax revenue, legislation and program and policy change.



**Table 5.1**  
**Projected Revenues from Federal, State, and Local Sources for Glenn County**

Revenue Category	Revenue		
	Short-Range (1-10 yr)	Long-Range (11-20 yr)	Total
<b>Roadway Funding Programs</b>			
Congestion Management Air Quality (CMAQ)(3)	\$ 5,705,957	\$ 5,520,000	\$ 11,225,957
Highway Safety Improvement Program (HSIP)(6)	\$ 3,000,000	\$ 6,000,000	\$ 9,000,000
Highway Users Tax Account (HUTA)(7)	\$ 29,426,153	\$ 44,245,500	\$ 73,671,653
Local Transportation Funds (LTF-Streets and Roads)(9)	\$ 8,840,000	\$ 8,840,000	\$ 17,680,000
Regional Surface Transportation Program (RSTP)(11)	\$ 8,099,720	\$ 9,100,000	\$ 17,199,720
Secure Rural Schools (12)	\$ 2,473,458	\$ 5,000,000	\$ 7,473,458
State Transportation Improvement Program (STIP)(14)	\$ 10,970,000	\$ 9,240,000	\$ 20,210,000
<b>Sub-Total</b>	<b>\$ 68,515,288</b>	<b>\$ 87,945,500</b>	<b>\$ 156,460,788</b>
<b>Roadway Funding Programs-State</b>			
State Highway Operation Protection Program (SHOPP)(13)	\$ 124,383,000	\$ -	\$ 124,383,000
<b>Sub-Total</b>	<b>\$ 124,383,000</b>	<b>\$ -</b>	<b>\$ 124,383,000</b>
<b>Highway Bridge Program</b>			
Highway Bridge Program (HBP)(5)	\$ 3,085,000	\$ 24,969,000	\$ 28,054,000
<b>Sub-Total</b>	<b>\$ 3,085,000</b>	<b>\$ 24,969,000</b>	<b>\$ 28,054,000</b>
<b>Transit Funding Programs</b>			
Federal Transit Administration (FTA)	\$ 3,630,000	\$ 3,900,000	\$ 7,530,000
Local Transportation Funds (LTF-Article 8)(8)	\$ 11,300,000	\$ 11,300,000	\$ 22,600,000
Low Carbon Transit Operations Program (LCTOP)	\$ 569,797	\$ 830,000	\$ 1,399,797
State Transit Assistance (STA)	\$ 3,861,841	\$ 3,300,000	\$ 7,161,841
Transit Fare Box Revenue (15)	\$ 1,150,000	\$ 1,150,000	\$ 2,300,000
<b>Sub-Total</b>	<b>\$ 20,511,637</b>	<b>\$ 20,480,000</b>	<b>\$ 40,991,637</b>
<b>Other Funding Programs</b>			
Active Transportation Program (ATP)(1)	\$ 1,300,000	\$ 1,300,000	\$ 2,600,000
Annual Distribution for Aviation (2)	\$ 200,000	\$ 200,000	\$ 400,000
<b>Sub-Total</b>	<b>\$ 1,500,000</b>	<b>\$ 1,500,000</b>	<b>\$ 3,000,000</b>
<b>Total Transportation Revenue</b>	<b>\$ 217,994,925</b>	<b>\$ 134,894,500</b>	<b>\$ 352,889,425</b>

(2) Based on \$10K/airport.

(3) Based on actual apportionments 2015-2017 and estimated apportionments 2017-2022

(4) DIF based on policy and historic development.

(5) Based on project lists and estimated future projects.

(6) Based on project lists and estimated future projects.

(7) Based on historic apportionments from State Controller.

(8) Based on historic estimates.

(9) Based on historic estimates.

(10) State Controller LCTOP Apportionments

(11) Based on state estimates.

(12) Based on 50% of total estimated apportionments from USDA

(14) Estimate based on 2018 Report of STIP balances for FY 18/19 through 22/23. Then used formula distribution of \$924,000 and added unprogrammed \$2,238,000 balance for 23/24 through 23/24. Then used formula distribution for all years beyond.

(15) Based on \$115/year in "FINANCIAL" workbook.

(16) State Controller Website



## 5.2 Cost Summary

Table 5.2 contains a summary of the RTP improvement costs identified for each modal category in the RTP. Estimates in red represent areas where projected costs are greater than projected revenues. As can be seen from Table 5.2, this funding gap occurs in bicycle and pedestrian project needs for the long range planning period.

Table 5.2 Revenue vs Costs by Mode							
Mode	Funding Source	Projected Revenue by Mode		Projected Cost by Mode		Revenue Minus Costs by Mode	
		Short Range	Long Range	Short Range	Long Range*	Short Range	Long Range
Roadway-Local	STIP, HSIP, HUTA, LTF, RSTP, SRSA, CMAQ	\$ 68,515,288	\$ 87,945,500	\$ 15,468,865	\$ 8,873,450	\$ 53,046,423	\$ 79,072,050
Roadway-State	SHOPP	\$ 124,383,000	\$ -	\$ 124,383,000		\$ -	\$ -
Bridge	HBP	\$ 3,085,000	\$ 24,969,000	\$ 3,085,000	\$ 24,969,000	\$ -	\$ -
Transit	LTF, STA, FTA, Farebox, CTAF, LCTOP	\$ 20,511,637	\$ 20,480,000	\$ 1,268,000	\$ 1,268,000	\$ 19,243,637	\$ 20,480,000
Bicycle and Pedestrian	ATP, 2% LTF	\$ 1,300,000	\$ 1,300,000	\$ 1,291,400	\$ 25,775,400	\$ 8,600	\$ (24,475,400)
Airport Capital	AIP	\$ 200,000	\$ 200,000	\$ 195,000	\$ 7,631,000	\$ 5,000	\$ 200,000
<b>Total</b>		<b>\$ 217,994,925</b>	<b>\$ 134,894,500</b>	<b>\$ 145,691,265</b>	<b>\$ 68,516,850</b>	<b>\$ 72,303,660</b>	<b>\$ 75,276,650</b>

\*Long range costs reflect projects without cost estimates yet.

## 5.3 Revenue vs. Cost by Mode

### 5.3.1 Roadways Summary

Table 5.3 compares the cost of Glenn County roadway improvement needs to the expected available revenues. Roadway revenues identified here include the State Transportation Improvement Program, Regional Surface Transportation Program, Highway Safety Improvement Program, Highway Users Tax Account, local transportation funds, and Secure Rural Schools program funds. Each of these programs have different eligibility requirements, but are generally used for roadway preservation, rehabilitation, reconstruction and other improvements.

Table 5.3 Comparison of Roadway Costs to Expected Revenue						
	Projected Revenue		Projected Costs		Revenue Minus Cost	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Roadway Comparison	\$ 68,515,288	\$ 87,945,500	\$ 15,468,865	\$ 8,873,450	\$ 53,046,423	\$ 79,072,050



### 5.3.2 Bridges Summary

Table 5.4 compares the expected revenue for bridge projects to expected costs for the next 20 years. The Highway Bridge Program will cover a percentage of the cost of replacing or rehabilitating public highway bridges. Bridge conditions are checked regularly and conditions are reported. Some bridges are also eligible for the bridge toll credit match program.

Table 5.4 Comparison of Bridge Costs to Expected Revenue						
	Projected Revenue		Projected Costs		Revenue Minus Cost	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Bridge Comparison	\$ 3,085,000	\$ 24,969,000	\$ 3,085,000	\$ 24,969,000	\$ -	\$ -

### 5.3.3 Transit Summary

Transit projects are funded under the Transit Development Act (TDA) which provides Local Transportation Funds (LTF) and State Transit Assistance (STA) for supporting public transportation. Additional funding for transit projects is available through the Federal Transit Administration Programs. Funds are allocated based on population and transit performance. The Low Carbon Transit Operations Program (LCTOP) and transit fares also cover some costs.

Table 5.5 Comparison of Transit Costs to Expected Revenue						
	Projected Revenue by Mode		Projected Costs by Mode		Revenue Minus Cost	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Transit Operating & Capital	\$ 20,511,637	\$ 20,480,000	\$ 1,268,000	\$ 1,268,000	\$ 19,243,637	\$ 20,480,000

### 5.3.4 Bicycle/Pedestrian Summary

Funding for bicycle and pedestrian projects in Glenn County will come primarily from the Active Transportation Program (ATP) which is a highly competitive grant program which supports active transportation.

Table 5.6 Comparison of Bikeway and Pedestrian Costs to Expected Revenue						
	Projected Revenue		Projected Costs		Revenue Minus Cost	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Bicycle and Pedestrian	\$ 1,300,000	\$ 1,300,000	\$ 1,291,400	\$ 25,775,400	\$ 8,600	\$ (24,475,400)





### 5.3.5 Aviation Summary

The Federal Aviation Administration (FAA) allocates an annual aviation grant of \$10,000 for airports.

Table 5.7 Comparison of Aviation Costs to Expected Revenue						
	Projected Revenue		Projected Costs		Revenue Minus Cost	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Airport Capital & Maintenance	\$ 200,000	\$ 200,000	\$ 195,000	\$ 7,631,000	\$ 5,000	\$ 200,000





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DRAFT



Attachments  
for the  
2019 Glenn County  
Regional Transportation Plan

December 2019





## ATTACHMENT A - STAKEHOLDER LIST

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<b>Grindstone Rancheria</b>		
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<b>Caltrans District 3</b>		
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Susan Zanchi, Chief		<a href="mailto:susan.zanchi@dot.ca.gov">susan.zanchi@dot.ca.gov</a>
<b>California Highway Patrol - Willows Office</b>		
Shannon McGrane, Lieutenant Commander	464 N. Humboldt Ave Willows CA 95988 (530) 934-5424	<a href="mailto:@chp.gov">@chp.gov</a>
<b>Mendocino National Forest</b>		
Eduardo Olmedo	825 N. Humboldt Ave Willows CA 95988	<a href="mailto:mailroom_r5_mendocino@fs.fed.us">mailroom_r5_mendocino@fs.fed.us</a>

School Contacts			
School	Contact	Mailing Address	Email
<b>Capay Joint Union Elementary School</b>			
Capay Joint Union Elementary School	Jim Scribner, Principal	7504 Cutting Ave Orland CA 95963	<a href="mailto:jscribner@capayschool.org">jscribner@capayschool.org</a>
<b>Hamilton Unified School District</b>			
Hamilton Unified School District	Charles Tracy, Superintendent	PO Box 488 Hamilton City CA 95951	<a href="mailto:ctracy@hudsdschools.org">ctracy@hudsdschools.org</a>
Hamilton Elementary School	Kathryn Thomas, Principal	277 Capay Ave. Hamilton City, CA 95951-0277	<a href="mailto:kthomas@hudsdschools.org">kthomas@hudsdschools.org</a>
Hamilton High School	Cris Oseguera, Principal	620 Canal St. Hamilton City, CA 95951-0488	<a href="mailto:coseguera@hudsdschools.org">coseguera@hudsdschools.org</a>
Ella Barkley High School	Charles Tracy, Principal	Hwy. 32 And Los Robles St. 300 Sixth St Hamilton City	<a href="mailto:ctracy@hudsdschools.org">ctracy@hudsdschools.org</a>
Hamilton State Preschool	Charles Tracy, Superintendent	290 6th St, Hamilton City, CA 95951	<a href="mailto:ctracy@hudsdschools.org">ctracy@hudsdschools.org</a>
Hamilton Adult School	Sylvia Robles, Director	535 Sacramento Ave. Hamilton City, CA 9595	<a href="mailto:srobles@hudsdschools.org">srobles@hudsdschools.org</a>
Hamilton Community Day School	Charles Tracy, Principal	535 Sacramento Ave. Hamilton City, CA 9595	<a href="mailto:ctracy@hudsdschools.org">ctracy@hudsdschools.org</a>
<b>Orland Unified School District</b>			
Orland Unified School District	Ken Geisick	1320 Sixth Street Orland CA 95963	<a href="mailto:kgeisick@orlandusd.net">kgeisick@orlandusd.net</a>
Mill Street School	Melissa Ramirez, Principal	102 Second St. Orland, CA 95963-1843	<a href="mailto:lr Ramirez@orlandusd.net">lr Ramirez@orlandusd.net</a>
Fairview School	Tracy Sailsbery, Principal	1308 Fairview St. Orland, CA 95963-1992	<a href="mailto:tsailsbery@orlandusd.net">tsailsbery@orlandusd.net</a>
C.K. Price Middle School	Ryan Bentz, Principal	1212 Marin St, Orland, CA 95963	<a href="mailto:rbentz@orlandusd.net">rbentz@orlandusd.net</a>
Orland High School	Victor Perry, Principal	101 Shasta St. Orland, CA 95963-1426	<a href="mailto:vperry@orlandusd.net">vperry@orlandusd.net</a>
North Valley Continuation High School	Jeniffer Cox, Senior Program Specialist	220 Roosevelt Ave. Orland, CA 95963	<a href="mailto:jcox@orlandusd.net">jcox@orlandusd.net</a>
Orland Community Day School	Jeniffer Cox, Senior Program Specialist	260 Roosevelt Ave. Orland, CA 95963-1526	<a href="mailto:jcox@orlandusd.net">jcox@orlandusd.net</a>
<b>Plaza Elementary School District</b>			
Plaza Elementary School District	Patrick Conklin, Principal	7322 County Rd 24 Orland CA 95963	<a href="mailto:pconklin@glenncoe.org">pconklin@glenncoe.org</a>
<b>Princeton Joint Unified School District</b>			
Princeton Joint Unified School District	Korey Williams, Superintendent	PO Box 8 Princeton CA 95970	<a href="mailto:kwilliams@glenncoe.org">kwilliams@glenncoe.org</a>
Princeton Elementary School	Korey Williams, Superintendent	428 Norman Rd. Princeton, CA 95970-0008	<a href="mailto:kwilliams@glenncoe.org">kwilliams@glenncoe.org</a>
Princeton Junior-Senior High School	Korey Williams, Superintendent	473 State St. Princeton, CA 95970-0008	<a href="mailto:kwilliams@glenncoe.org">kwilliams@glenncoe.org</a>
<b>Stony Creek Joint Unified School District</b>			
Stony Creek Joint Unified School District	Kevin Triance, Superintendent	3430 County Rd 309 Elk Creek CA 95939	<a href="mailto:ktriance@scjUSD.org">ktriance@scjUSD.org</a>
Elk Creek Elementary School	Kevin Triance, Principal	3431 County Rd 309 Elk Creek CA 95939	<a href="mailto:ktriance@scjUSD.org">ktriance@scjUSD.org</a>
Indian Valley Middle School	Kevin Triance, Principal	5180 Lodoga-Stonyford Rd. Stonyford, CA 95979	<a href="mailto:ktriance@scjUSD.org">ktriance@scjUSD.org</a>
Elk Creek Junior-Senior High School	Kevin Triance, Principal	3430 County Rd 309 Elk Creek CA 95939	<a href="mailto:ktriance@scjUSD.org">ktriance@scjUSD.org</a>
<b>Willows Unified School District</b>			
Willows Unified School District	Mort Geivett, Superintendent	823 Laurel Street Willows CA 95988	<a href="mailto:mgeivett@willowsunified.org">mgeivett@willowsunified.org</a>
Murdock Elementary School	Stephen Montana, Principal	655 West French St. Willows, CA 95988-2305	<a href="mailto:smontana@willowsunified.org">smontana@willowsunified.org</a>
Willows Intermediate School	Steve Sailsbery, Principal	1145 West Cedar St. Willows, CA 95988-3311	<a href="mailto:ssailsbery@willowsunified.org">ssailsbery@willowsunified.org</a>
Willows High School	David Johnstone, Principal	203 North Murdock Ave. Willows, CA 95988-2706	<a href="mailto:djohnstone@willowsunified.org">djohnstone@willowsunified.org</a>
Willows Community High School	Mort Geivett, Superintendent	823 W Laurel Street Willows CA 95988	<a href="mailto:mgeivett@willowsunified.org">mgeivett@willowsunified.org</a>

Trucking Contacts			
Trucking Contact	Contact	Mailing Address	Email
Jim Aartman Inc		6480 County Rd 27 Orland CA 95963	(530) 865-0112
Baker's Trucking Service		1031 North Tehama Street Willows CA 95988	(530) 934-4523
Camper Brothers		824 Tehama Street Orland CA 95963	
Carolyn Pendergrass Trucking	Carolyn Pendergrass	6456 County RD 21 Orland CA 95963	<a href="mailto:carolyn@carolynpendergrass.com">carolyn@carolynpendergrass.com</a> (530)865-7333
Embrey and Stokes Trucking		1637 Railroad Ave. Orland CA 95963	(530) 865-5537
Fred's Low Bed Service		1059 West Elm Street Willows CA 95988	
Gray Rock Trucking	Johnny Gray	332 Meadowwood Dr. Orland CA 95963	(530) 865-4270
Hiway Truck & Auto		1475 County Rd 99 Willows CA 95988	(530) 934-0664
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	(530) 865-8631
J&R Giesbrecht		2018 Highway 45 Glenn CA 95943	(530) 330-1970
J&S Transportation		992 North Tehama Street Willows CA 95988	(530) 934-7000
Jack L Spence Inc.		821 Papst Ave Orland CA 95963	(530) 865-3144
John Cecil Ranch Inc.		1330 County Rd P Willows CA 95988	(530) 934-2300
K&K		1115 4th Ave Orland CA 95963	
Kampschmidt Trucking		895 North Tehama Street Willows CA 95988	(530) 934-4500
Manner Trucking Service		410 Central Orland CA 95963	(530) 865-8194
McCorkle Trucking		2470 Couty Rd WW Glenn CA 95988	(530) 934-3531
Smith's Produce		690 North Butte Street Willows CA 95988	(530) 934-7351
Swift Transportation		1475 County Rd 99 Willows CA 95988	(530) 934-2402
Tom Rolse Trucking		PO Box 247 Hamilton City CA 95951	
Than Williams Logging		950 North Tehama Street Willows CA 95988	(530) 934-7077
WLT Trucking		1036 South St. Orland CA 95963	
Yellow Transportation		1403 Cortina Drive Orland CA 95963	

Other Stakeholders			
Agency	Contact	Mailing Address	Email
Glenn-Colusa Irrigation District	Donald Bransford, Director/President	PO Box 150 Laurel Street Willows CA 95988	<a href="mailto:contactgcid@gcid.net">contactgcid@gcid.net</a>
Willows Chamber of Commerce	Lisa Diamond, Chamber Manager	118 West Sycamore Willows CA 95988	<a href="mailto:thewillowschamber@gmail.com">thewillowschamber@gmail.com</a>

## **ATTACHMENT B - PUBLIC PARTICIPATION PLAN AND PUBLIC OUTREACH MATERIALS AND SUMMARY**

# 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](http://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.

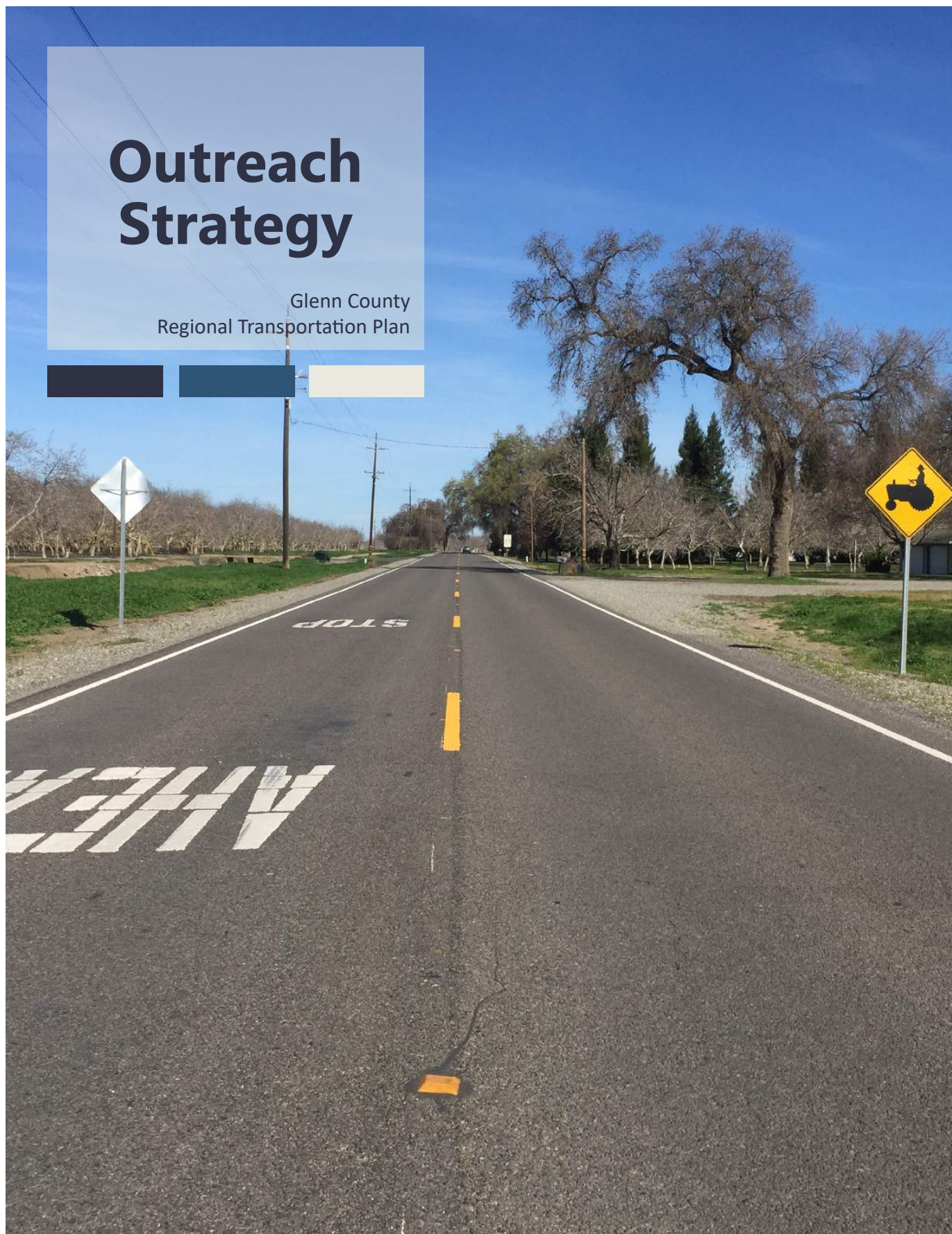
The Regional Transit Committee (RTC) consists of six representatives. The County, the City of Orland and the City of Willows each appoint two representatives. This Committee is responsible for the operations of transit services offered in Glenn County. The Regional Transit Committee considers the recommendations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

# Outreach Strategy

Glenn County  
Regional Transportation Plan







## Outreach Meetings

### Public and Stakeholder Participation

A variety of tools will be used to comprise a comprehensive community outreach program for the RTP. These include community workshops, individual stakeholder communication, a project specific website and many methods of comment/ input. The consultant Project Manager will facilitate project team meetings and prepare and distribute agendas as well as meeting minutes.

### Community Workshops

Approximately two community workshops will be conducted for this RTP Update effort. The workshops will be duplicated efforts in the City of Orland and/or the City of Willows. This meeting will introduce the RTP to the community and will provide interactive exercises with the public to develop priority projects to include in the RTP. This meeting will also narrow down the most important topics and issues the community feels are pertinent, prioritize the projects and provide any recommendations they may have. The project team will emphasize social equity with input from the community. Meetings will likely be held before City Council meetings to increase attendance. Orland City Council meets on the 1st and 3rd Mondays, while Willows City Council meets on the 2nd and 4th Tuesdays.

A third traditional meeting may occur in Orland or Willows to present the Draft RTP for public review. The project team will explore opportunities to combine later outreach meetings with the Glenn County General Plan update community outreach.

### Pop-Up Outreach

There will be three to four pop-up style meetings. The project team will visit Glenn County communities to gather input by setting up a table with educational materials, comment cards, questionnaires, and feedback forms. This approach has been successful in other rural counties



including Tehama, as it reaches the average citizen instead of only those already aware of transportation planning efforts. Pop-up locations include Artois, Elk Creek, Glenn, Hamilton City, and Willows.

## TAC Meeting

The Glenn County Transportation Commission (GCTC) is served by a Technical Advisory Committee (TAC). The TAC is advisory to the GCTC on all matter relating to regional transportation planning. We will schedule a TAC meeting to solicit RTP project completions, updated project lists and financial element updated information.

## Pop-Up Events:

Glenn County Fair, Orland  
May 16-19, 2019

Annual Willows Car and Bike Show, Willows  
August 2019

Willows Lamb Derby Parade, Willows  
May 2019



## Circulation of Information

### Website

A website has been developed by Green DOT, GoGlennCounty.com, and contains community workshop notifications, project information, agency information, past planning effort documents, a feedback form, and an online questionnaire. The project website is available to advertise for upcoming community outreach meetings and disseminate other project information, but also acts as a tool to promote community involvement and encourage public feedback. The website contains a direct feedback form as well as links to project information and other means of submitting feedback, including social media handles and meeting information.



### Questionnaire

To facilitate participation, an online questionnaire has been created via Survey Monkey. The online questionnaire will be administered with questions that the GCTC and the project team agree upon in order to gauge the community needs and wants. Data will be presented in the final draft of the RTP. The questionnaire will also be distributed at community workshops in hard-copy format. Comments and results can be collected from previous ATP outreach efforts.





## Social Media

The project team has developed an online presence by developing social media sites including Facebook, Twitter, and Instagram to distribute project information online. All social media site are under the handle GoGlennCounty. A project-specific Facebook page was created to engage community members and provide plan development information. A Facebook event will be created for each upcoming Community Workshop.

Social Media Posting Schedule				
	M	W	TH	F
Facebook	11:00am	3:00pm		11:00am
Instagram		11:00am	11:00am	11:00am
Twitter		11:00am	9:00am	11:00am

Approximately three posts will be made to each Glenn County social media platform each week on the days scheduled above. All three social media platforms have the highest amount of engagement on these days in particular. Posts can include retweets, polls, links to articles, project updates, surveys, local news, links to the project website, etc. The posting schedule and outreach strategy will be adjusted accordingly.

Posts on project-specific social media accounts will address potential road and safety improvements,

benefits of regional transportation planning, benefits of investing in transportation infrastructure, multi-modal opportunities, transportation funding, priority projects, etc.

Existing Glenn County social media accounts can be utilized to spread information with posts about the RTP. For example, Green DOT will send information and share posts with Orland Bulletin via Facebook to broaden the reach of social media. Their account has a high amount of engagement and offers free promotion for community events. Posts can include project updates, upcoming community meetings, flyers, links to questionnaires, links to the project website, etc. Glenn County’s existing social media presence will be effective for sharing information with community members, collecting information, and encouraging them to attend upcoming community meetings and pop-up events.

## Advertising

Advertising for public workshops will be done through e-mail blasts to stakeholders and posting a meeting flyer to the project website and in key locations around the county such as grocery stores, libraries, on transit buses, etc. Events will also be broadcasted on the Glenn County Transcript.

# Outreach Summary

## OUTREACH SUMMARY – GLENN COUNTY 2020 REGIONAL TRANSPORTATION PLAN UPDATE

An extensive public outreach campaign was conducted for the Glenn County 2020 Regional Transportation Plan process. The campaign included the development of a digital platform through social media (Facebook and Twitter) and a project-specific website, both individual stakeholder meetings/interviews and community workshops held near the beginning of the RTP planning process and again at the draft phase, “pop-up” style meetings that utilized existing community events, TAC meetings, a questionnaire, and meeting flyers distributed through e-mail blasts to the identified stakeholders, postings on the social media platform and project website, and postings in physical locations throughout the County.

### STAKEHOLDER MEETINGS

Stakeholders were contacted directly to set up meetings to discuss the Regional Transportation Plan and project needs

### COMMUNITY WORKSHOPS – INTRODUCTORY MEETINGS

Community workshops were held near the beginning of the planning process for the 2019 Regional Transportation Plan Update in key communities throughout the County. This first series of workshops began with an informational presentation that introduced the community to what a Regional Transportation Plan is, its importance in the region, and the communities’ role in defining the transportation needs and vision for the region.

#### Community Meeting #1 –

The first Community Workshop was held at the Carnegie Community Center in Orland at 5:45 pm on May 20, 2019. The meeting was scheduled to occur before a City Council meeting.

### POP-UP EVENTS

#### Lamb Derby – Willows, May 11, 2019

A booth was set up at the Willows Lamb Derby, an annual community event with a parade and carnival located in Jensen Park. The event was well attended by families with young children. These families were generally busy and did not take the time to provide comments. However, the input provided was useful. Three comment cards and one survey were completed. The comments made are displayed in the table below.

Concerned about safety of seniors when on sidewalks crossing the freeway. Need a barrier to protect them especially when on electric mobility devices. New curb ramps are great.
Need sidewalk repair on the eastside of S Yolo Street, between Sycamore and Oak Streets.
Glenn Ride through Artois needs to get to Willows earlier than 9:20 am. Express goes earlier but bypasses small towns.

#### Glenn County Fair – Orland, May 16, 2019

The project team set up a booth at the Glenn County Fair and received valuable insight. A majority of the comments expressed a concern with current road conditions. Multiple community members identified

County Road 19 as a problematic route due to speeding and poor road conditions. All comments made at the fair are displayed in the table below.

There is heavy traffic coming from Chico to Orland and Corning along Highway 32. It is impossible to get from place to place. County roads can't support the influx of people post Camp Fire.
Road 19 near the court house needs to be repaved. They fill in potholes but the winters ruin any road improvements made.
My youngest son wanted to take the bus for fun, but we could never figure it out. It's not accessible. The schedule and stop are unreliable and I don't know where to get information.
Richer neighborhoods in Orland have nicer roads and are maintained more often than country/ranch roads. Orland lacks pavement.
I-5 to Orland is narrow and has potholes.
Country roads leading to Tehama County are terrible and unmaintained.
Bridges in Orland have uneven pavement.
Trucking traffic from Highway 32 makes it hard to drive because they cause large potholes.
Trailer parks and RV parks have no paved roads.
Road 18 and 19 are not paved and have potholes. People cut through to get to Highway 32. They are speeding on unmaintained roads without paved shoulders.
I commute from Orland to the Bay Area five times a week for the doctor. It is easier to get there past I-5 since the roads are maintained more.
Clarks Valley, Road 303/302, is unmaintained with potholes. Construction only patches the potholes.
Road 200 toward Tehama County is unmaintained. Low traffic country roads are not a priority.
Highway 162 always floods.
Pothole patches on Road 3 and Wyo Avenue are ruined by the rain. Construction vehicles put gravel on the road from the unpaved shoulders.
Blew out two tires and broke a rim on County Road Y. The road is uneven, narrow, and lined with potholes. I drive it five times a week for work.
I travel on Road 25 five times a week to drop my kids off at school and go to work. Construction has stopped halfway between Road NN and Road P. They spray the potholes with black paint, but did not fill them in. Locals know to slow down and avoid the roads, but people traveling through wreck their cars.
Prioritize roads in Willows. There are potholes, uneven pavement, and no sidewalks on country roads. It is hard to get around on a wheelchair or scooter.
County Road 19 (parallel to 200) needs speedbumps or speed feedback signs. People speed at 80 mph in a 45 mph zone. There are no street lights and low visibility. High amounts of traffic use this road to avoid 200. People use the road recreationally: children, joggers, bikers, walkers. It is unsafe for young kids when home because of speeding cars.
Highway 99 between Orland and Corning has severe pothole. Low visibility makes it scary to drive at night.
Pabst Avenue needs to have potholes filled.

#### Willows Car and Bike Show – Orland, May 16, 2019

The project team set up a booth at the Willows Car and Bike Show. 15 verbal comments were made and one questionnaire was filled out. Community members expressed a need for more reliable and accessible Glenn Ride routes. The current bus services are not meeting the needs of those in Willows. The following table summarizes the comments made at the Car and Bike Show.



Highway 45 needs gravel cleared from the road. It is unsafe for people running and walking.
Sidewalks along Elm Street have gaps and need more curb ramps.
Jensen Park side of Elm Street needs sidewalks for children and families.
There is a large trucking community. Major roads are deteriorating.
N Colusa Road and the alleyway have potholes leading up to the residential area. Homeowners complain to the county often.
There needs to be a transit option from Redding to Willows area along I-5.
Connector routes need to be maintained from Chico to Hamilton and Chico to Willows.
There needs to be transit options and more reliable busses from Butte County to Glenn County.
It is hard to get around willows with a walker/wheel chair. There are no curb ramps or sidewalks near parks. I'm battling health and want a place to exercise.
162 to Willows floods and needs drainage/new pavement. Caltrans has made some improvements.
A bus route is needed from Willows to Thunderhill Raceway Park along 162.
Hotels along Humboldt Avenue and Tehama Street need bus service.
The Willows airport needs bus services.
I commute from Chico to Willows five times a week along 32 and 45.
Glenn Ride needs to have routes within Willows. They had service for 9 months, but the demand was low. Cars are unnecessary in a small town.

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## **ATTACHMENT C - STATE WILDLIFE ACTION PLAN EXCERPTS FOR GLENN COUNTY**

# Ecoregion Attributes

Table 5.4-2 Key Ecological Attributes – Central Valley and Sierra Nevada Province																	
Key Ecological Attributes	Conservation Units and Targets																
	Great Valley		Sierra Nevada Foothills				Sierra Nevada				Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista Lakes HUC 1803		
	American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Area and extent of community	X	X	X	X		X	X		X	X	X	X	X	X	X	X	X
Community structure and composition		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Connectivity among communities and ecosystems	X	X	X	X		X	X		X		X	X	X		X	X	
Fire regime			X	X	X	X	X	X		X	X	X		X			X
Hydrological regime	X							X								X	
Nutrient concentration and dynamics													X				
Pollutant concentrations and dynamics													X	X			
Soil quality and sediment deposition regime	X				X					X	X		X	X			X
Successional dynamics	X	X	X		X	X	X	X		X							
Surface water flow regime	X	X											X	X	X	X	X
Water level fluctuations											X	X				X	
Water quality															X	X	
Water temperatures and chemistry																X	

Table 5.1-2 Key Ecological Attributes – North Coast and Klamath Province

Key Ecological Attributes	Conservation Units and Targets															Klamath-Northern California Coastal HUC 1801	
	Northern California Coast				Northern California Coast Ranges	Northern California Interior Coast Ranges	Klamath										
	Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub			North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadows)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)		Western Upland Grasslands
Area and extent of community	X	X	X	X	X	X		X	X		X	X	X	X	X	X	X
Fire regime				X		X	X		X	X	X	X	X	X	X	X	
Connectivity among communities and ecosystems	X	X		X	X			X		X				X			
Successional dynamics	X	X	X		X	X	X		X	X	X	X	X	X	X	X	
Community structure and composition	X		X	X		X	X	X	X	X	X	X	X	X	X	X	X
Hydrological regime		X	X		X				X		X	X		X	X		
Soil quality and sediment deposition regime			X	X				X						X			X
Surface water flow regime	X																X
Water temperatures and chemistry																	X
Pollutant concentrations and dynamics																	X

# Ecoregion Stressors

**Table 5.4-4 Key Pressures on Conservation Targets – Central Valley and Sierra Nevada Province**

Pressure	Conservation Units and Targets																
	Great Valley		Sierra Nevada Foothills					Sierra Nevada				Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista Lakes HUC 1803	
	American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Agricultural and forestry effluents	X	X									X	X		X			
Annual and perennial non-timber crops	X	X											X	X		X	
Climate change	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Commercial and industrial areas	X	X															
Dams and water management/use	X	X									X	X	X	X	X	X	
Fire and fire suppression			X	X	X	X	X	X		X	X	X		X			
Household sewage and urban waste water	X	X												X		X	
Housing and urban areas	X	X	X	X	X	X	X				X	X		X			
Industrial and military effluents																	
Introduced genetic material														X	X		X
Invasive plants/animals	X	X			X				X		X	X	X	X	X	X	X
Livestock, farming, and ranching	X	X	X	X	X	X	X	X	X		X	X		X	X		X
Logging and wood harvesting	X							X			X	X					
Marine and freshwater aquaculture																X	
Mining and quarrying		X											X	X			
Parasites/pathogens/diseases										X							
Recreational activities					X				X	X	X	X	X			X	
Renewable energy			X	X		X	X	X									
Roads and railroads	X	X			X						X	X		X	X		
Tourism and recreation areas																	
Utility and service lines	X							X									

**Table 5.1-4 Key Pressures on Conservation Targets – North Coast and Klamath Province**

Pressure	Conservation Units and Targets														
	Northern California Coast				Northern California Coast Ranges		Northern California Interior Coast Ranges		Klamath						
	Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow
Agricultural and forestry effluents	X	X	X		X										X
Airborne pollutants				X											
Annual and perennial non-timber crops	X	X			X										X
Climate change	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Commercial and industrial areas	X			X				X							
Dams and water management/use	X	X			X										X
Fire and fire suppression			X	X		X	X		X	X	X	X	X	X	X
Garbage and solid waste															X
Household sewage and urban wastewater	X	X			X										X
Housing and urban areas	X	X		X	X					X					X
Industrial and military effluents	X														X
Introduced genetic material			X												X
Invasive plants/animals	X	X	X	X	X		X	X	X		X	X		X	X
Livestock, farming, and ranching	X	X	X		X		X	X	X		X	X		X	X
Logging and wood harvesting			X						X	X	X	X	X	X	X
Marine and freshwater aquaculture															X
Mining and quarrying	X														X
Parasites/pathogens/diseases			X			X							X		X
Recreational activities				X		X	X	X							
Renewable energy															X
Roads and railroads	X	X	X	X	X										X
Wood and pulp plantations			X												

# Focal Species of Conservation Strategies

**Table 5.4-3 Focal Species of Conservation Strategies Developed for Conservation Targets – Central Valley and Sierra Nevada Province**

Common Name	Scientific Name	Conservation Units and Targets <sup>1</sup>																
		Great Valley		Sierra Nevada Foothills				Sierra Nevada				Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista HUC 1803		
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Invertebrates																		
California floater mussel	<i>Anodonta californiensis</i>														X	X	X	
Western pearlshell mussel	<i>Margaritifera falcata</i>													X	X	X	X	
Valley elderberry longhorn beetle*	<i>Desmocerus californicus dimorphus</i>	X																
Fishes																		
Pacific lamprey*	<i>Entosphenus tridentatus</i>																X	
Goose Lake lamprey*	<i>Entosphenus tridentatus</i> ssp. <sup>1</sup>																	
Pit-Klamath brook lamprey	<i>Lampetra lethophaga</i>																	
Green sturgeon*	<i>Acipenser medirostris</i>																X	
Lahontan cutthroat trout*	<i>Oncorhynchus clarkii henshawi</i>													X	X	X		
Paiute cutthroat trout*	<i>Oncorhynchus clarkii selenis</i>													X		X		
Rainbow trout	<i>Oncorhynchus mykiss</i>											X				X		
California golden trout*	<i>Oncorhynchus mykiss aguabonita</i>																	X
Kern River rainbow trout*	<i>Oncorhynchus mykiss gilberti</i>																	X
Goose Lake redband trout*	<i>Oncorhynchus mykiss</i> ssp. <sup>1</sup>																	
Little Kern golden trout*	<i>Oncorhynchus mykiss whitei</i>																	X
Mountain whitefish	<i>Prosopium williamsi</i>													X	X			
Hitch	<i>Lavinia exilicauda chi</i>																X	
Clear Lake hitch	<i>Lavinia exilicauda chi</i>											X						
California roach	<i>Lavinia symmetricus</i>											X					X	
Pit roach*	<i>Lavinia symmetricus mitrulus</i>																	
Hardhead*	<i>Mylopharodon conocephalus</i>																X	X
Sacramento blackfish	<i>Orthodon microlepidotus</i>											X					X	
Sacramento pickeminnow	<i>Ptychocheilus grandis</i>											X					X	
Lahontan redbside	<i>Richardsonius egregius</i>													X	X			
Speckled dace	<i>Rhinichthys osculus</i>													X	X			
Lahontan Lake tui chub*	<i>Siphateles bicolor pectinifer</i>													X				
Lahontan Creek tui chub	<i>Siphateles bicolor obesa</i>													X	X			
Goose Lake tui chub*	<i>Siphateles bicolor thalassina</i>																	
Sacramento sucker	<i>Catostomus occidentalis lacusanserinus</i>											X					X	X
Goose Lake sucker*	<i>Catostomus occidentalis lacusanserinus</i>																	
Mountain sucker*	<i>Catostomus platyrhynchus</i>													X	X			
Tahoe sucker	<i>Catostomus tahoensis</i>													X	X			
Unarmored threespine	<i>Gasterosteus aculeatus</i>											X						



**Table 5.4-3 Focal Species of Conservation Strategies Developed for Conservation Targets – Central Valley and Sierra Nevada Province**

Common Name	Scientific Name	Conservation Units and Targets <sup>1</sup>															
		Great Valley		Sierra Nevada Foothills				Sierra Nevada				Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista HUC 1803	
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species
stickleback*	<i>williamsi</i>																
Sacramento perch	<i>Archoplites interruptus</i>												X				
Clear Lake tule perch	<i>Hysteroecarpus traski lagunae</i>												X				
Prickly sculpin	<i>Cottus asper</i>												X				
Paiute sculpin*	<i>Cottus beldingi*</i>													X	X		
Pit sculpin	<i>Cottus pitensis</i>																
Amphibians																	
California tiger salamander*	<i>Ambystoma californiense</i>	X		X		X	X	X									
Southern long-toed salamander*	<i>Ambystoma macrodactylum</i>								X	X	X	X	X				
Limestone salamander*	<i>Hydromantes brunus</i>			X	X		X	X									
Mount Lyell salamander*	<i>Hydromantes platycephalus</i>									X	X						
Red-bellied newt	<i>Taricha torosa</i>		X														
Western spadefoot*	<i>Spea hammondi</i>			X	X		X	X									
Kern Canyon slender salamander	<i>Batrachoseps simatus</i>					X											
Tehachapi slender salamander	<i>Batrachoseps stebbinsi</i>					X			X								
Relictual slender salamander	<i>Batrachoseps relictus</i>								X								
Yosemite toad	<i>Anaxyrus canorus</i>													X	X		
Northern leopard frog	<i>Lithobates pipiens</i>										X	X					
Foothill yellow-legged frog*	<i>Rana boylei</i>	X															
California red-legged frog*	<i>Rana draytonii</i>	X	X			X											
Southern mountain yellow-legged frog	<i>Rana muscosa</i>								X	X	X	X	X				
Sierra Nevada yellow-legged frog	<i>Rana sierra</i>													X	X		
Reptiles																	
Northwestern western pond turtle*	<i>Actinemys marmorata</i>	X	X			X											
Blunt-nosed leopard lizard*	<i>Gambelia sila</i>			X	X		X	X									
Blainville's horned lizard (coast horned lizard) *	<i>Phrynosoma blainvillii</i>			X	X		X	X									
Sagebrush lizard	<i>Sceloporus graciosus</i>								X	X							
Western skink	<i>Plestiodon skiltonianus</i>	X				X											
California legless lizard*	<i>Anniella pulchra</i>			X	X		X	X									
Southern rubber boa*	<i>Charina umbratica</i>								X								
Ring-necked snake	<i>Diadophis punctatus</i>	X		X	X	X	X	X									
California mountain kingsnake	<i>Lampropeltis zonata</i>										X	X					
San Joaquin whipsnake	<i>Masticophis flagellum ruddocki</i>			X	X		X	X									

**Table 5.4-3 Focal Species of Conservation Strategies Developed for Conservation Targets – Central Valley and Sierra Nevada Province**

Common Name	Scientific Name	Conservation Units and Targets <sup>1</sup>																
		Great Valley		Sierra Nevada Foothills					Sierra Nevada				Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista HUC 1803	
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Gopher snake	<i>Pituophis catenifer</i>	X		X	X		X	X				X	X					
Coast patch-nosed snake*	<i>Salvadora hexalepis virgultea</i>			X	X		X	X										
Giant garter snake*	<i>Thamnophis gigas</i>	X	X	X	X		X	X										
Birds																		
Greater white-fronted goose	<i>Anser albifrons</i>	X	X	X	X		X	X									X	
Sooty grouse	<i>Dendragapus fuliginosus</i>								X		X							
California quail	<i>Callipepla californica</i>	X		X	X	X	X	X										
Great egret	<i>Adea alba</i>	X	X	X	X		X	X										
Great blue heron	<i>Ardea herodias</i>	X	X	X	X		X	X										
Black-crowned night heron	<i>Nycticorax nycticorax</i>	X	X															
Least bittern*	<i>Ixobrychus exilis</i>	X	X															
American white pelican*	<i>Pelecanus erythrorhynchos</i>		X														X	
California condor*	<i>Gymnogyps californianus</i>			X	X		X	X			X							
Osprey	<i>Pandion haliaetus</i>	X	X			X			X		X						X	
Northern goshawk*	<i>Accipiter gentilis</i>	X				X			X	X	X							
Golden eagle*	<i>Aquila chrysaetos</i>	X		X	X	X	X	X	X	X	X	X	X					
Rough-legged hawk	<i>Buteo lagopus</i>			X	X		X	X										
Ferruginous hawk	<i>Buteo regalis</i>			X	X		X	X										
Swainson's hawk*	<i>Buteo swainsoni</i>	X		X	X	X	X	X										
Northern harrier*	<i>Circus cyaneus</i>		X	X	X		X	X										
White-tailed kite*	<i>Elanus leucurus</i>			X	X	X	X	X										
Bald eagle*	<i>Haliaeetus leucocephalus</i>	X				X			X								X	
Snowy plover (interior population)*	<i>Charadrius nivosus</i>																X	
Western yellow-billed cuckoo*	<i>Coccyzus americanus occidentalis</i>	X																
Short-eared owl*	<i>Asio flammeus</i>		X	X	X		X	X				X	X					
Long-eared owl*	<i>Asio otus</i>	X		X	X	X	X	X				X	X					
Burrowing owl*	<i>Athene cunicularia</i>	X		X	X	X	X	X										
Great gray owl*	<i>Strix nebulosa</i>										X							
Spotted owl*	<i>Strix occidentalis</i>								X		X							
Vaux's swift*	<i>Chaetura vauxi</i>								X			X	X					
Black swift*	<i>Cypseloides niger</i>			X	X		X	X	X		X							
American peregrine falcon*	<i>Falco peregrinus anatum</i>		X	X	X	X	X	X			X							
Prairie falcon	<i>Falco mexicanus</i>			X	X		X	X										
Olive-sided flycatcher*	<i>Contopus cooperi</i>								X		X							
Loggerhead shrike*	<i>Lanius ludovicianus</i>			X	X		X	X										
Hutton's vireo	<i>Vireo huttoni</i>	X				X												

**Table 5.4-3 Focal Species of Conservation Strategies Developed for Conservation Targets – Central Valley and Sierra Nevada Province**

Common Name	Scientific Name	Conservation Units and Targets <sup>1</sup>																
		Great Valley		Sierra Nevada Foothills				Sierra Nevada				Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista HUC 1803		
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Clark's nutcracker	<i>Nucifraga columbiana</i>									X								
Purple martin*	<i>Progne subis</i>	X	X	X	X	X	X	X	X									
Bank swallow*	<i>Riparia riparia</i>	X	X	X	X		X	X			X	X						
Common yellowthroat*	<i>Geothlypis trichas*</i>	X	X	X	X		X	X										
Marsh wren	<i>Cistothorus palustris</i>		X															
Yellow-breasted chat*	<i>Icteria virens</i>	X																
Yellow warbler*	<i>Setophaga petechia</i>	X		X	X	X	X	X	X									
Rufous-crowned sparrow	<i>Aimophila ruficeps</i>			X	X		X	X										
Grasshopper sparrow*	<i>Ammodramus savannarum</i>			X	X		X	X										
Song sparrow	<i>Melospiza melodia</i>	X	X															
California towhee	<i>Melospiza crissalis</i>			X	X		X	X										
Savannah sparrow*	<i>Passerculus sandwichensis</i>			X	X	X	X	X										
Tricolored blackbird*	<i>Agelaius tricolor</i>	X	X	X	X	X	X	X										
Gray-crowned rosy-finch*	<i>Leucosticte tephrocotis</i>								X									
Mammals																		
Vagrant shrew	<i>Sorex vagrans</i>										X	X						
Pallid bat*	<i>Antrozous pallidus</i>	X		X	X	X	X	X										
Townsend's big-eared bat*	<i>Corynorhinus townsendii</i>			X	X		X	X										
Spotted bat	<i>Euderma maculatum</i>			X	X		X	X										
Western small-footed bat	<i>Myotis ciliolabrum</i>	X		X	X		X	X										
Long-eared bat*	<i>Myotis evotis</i>								X									
Fringed myotis*	<i>Myotis thysanodes</i>	X		X	X		X	X										
Yuma myotis	<i>Myotis yumanensis</i>	X																
Western pipistrelle	<i>Parastrellus hesperus</i>			X	X		X	X										
Western mastiff bat	<i>Eumops perotis californicus</i>	X	X	X	X		X	X										
American pika*	<i>Ochotona princeps</i>								X	X								
Snowshoe hare	<i>Lepus americanus</i>								X									
Black-tailed jackrabbit	<i>Lepus californicus</i>			X	X		X	X			X	X						
Riparian brush rabbit*	<i>Sylvilagus bachmani riparius</i>	X																
Mountain beaver	<i>Apodontia rufa</i>								X		X							
Nelson's antelope squirrel*	<i>Ammospermophilus nelsoni</i>	X																
Northern flying squirrel	<i>Glaucomys sabrinus</i>								X		X							
California pocket mouse	<i>Chaetodipus californicus</i>			X	X		X	X										
North American beaver	<i>Castor canadensis</i>		X															
Heermann's kangaroo rat*	<i>Dipodomys heermanni heermanni</i>			X	X		X	X										
Giant kangaroo rat*	<i>Dipodomys ingens</i>	X																
San Joaquin kangaroo rat*	<i>Dipodomys nitratoides</i>			X	X		X	X										

**Table 5.4-3 Focal Species of Conservation Strategies Developed for Conservation Targets – Central Valley and Sierra Nevada Province**

Common Name	Scientific Name	Conservation Units and Targets <sup>1</sup>																
		Great Valley		Sierra Nevada Foothills				Sierra Nevada				Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista HUC 1803		
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Fresno kangaroo rat*	<i>Dipodomys nitratoideus exilis</i>			X	X		X	X										
San Joaquin pocket mouse*	<i>Perognathus inornatus inornatus</i>	X		X	X	X	X	X										
Dusky-footed woodrat	<i>Neotoma fuscipes</i>			X	X		X	X	X			X	X					
Riparian (=San Joaquin Valley) woodrat*	<i>Neotoma fuscipes riparia</i>	X																
Large-eared woodrat	<i>Neotoma macrotis</i>			X	X		X	X										
Deer mouse	<i>Peromyscus</i> spp.	X		X	X		X	X	X									
Porcupine*	<i>Erethizon dorsatum</i>					X			X		X							
Gray wolf*	<i>Canis lupus</i>								X									
Sierra Nevada red fox*	<i>Vulpes vulpes necator</i>									X								
Ringtail*	<i>Bassariscus astutus</i>	X		X	X	X	X	X	X			X	X					
California wolverine*	<i>Gulo gulo</i>								X	X	X							
Northern river otter	<i>Lontra canadensis</i>	X	X			X												
Pacific marten*	<i>Martes caurina</i> [=americana]								X	X	X							
Fisher - West Coast DPS*	<i>Pekania</i> [=Martes] pennanti								X		X							
American badger*	<i>Taxidea taxus</i>	X		X	X	X	X	X	X			X	X					
Western spotted skunk	<i>Spilogale gracilis</i>	X		X	X	X	X	X	X									
Tule elk*	<i>Cervus elaphus nannodes</i>	X																
Sierra Nevada bighorn sheep	<i>Ovis canadensis sierrae</i>									X	X							

<sup>1</sup> A species is shown for a particular conservation unit only if it is associated with specific conservation targets identified for the unit. For a complete list of SGCN associated with each habitat type by ecoregion, see Appendix C.

\* Denotes a species on the SGCN list. Non-asterisked species are not SGCN but are identified as important species by CDFW staff.

**Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province**

Common Name	Scientific Name	Conservation Units and Targets <sup>1</sup>															
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges	Klamath							Klamath-Northern California Coastal HUC 1801	
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow	Native Aquatic Species Assemblages/ Communities
Invertebrates																	
California floater mussel	<i>Anodonta californiensis</i>																X
Western ridgemussel	<i>Gonidea angulata</i>																X
California Linderiella (fairy shrimp)	<i>Linderiella occidentalis</i>																X
Vernal pool tadpole shrimp*	<i>Lepidurus packardii</i>							X							X		
Conservancy fairy shrimp*	<i>Branchinecta conservatio</i>							X							X		
Klamath crayfish*	<i>Pacifastacus leniusculus klamathensis</i>																X



**Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province**

Common Name	Scientific Name	Conservation Units and Targets <sup>1</sup>															
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges	Klamath							Klamath-Northern California Coastal HUC 1801	
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow	Native Aquatic Species Assemblages/ Communities
California freshwater shrimp*	<i>Syncaris pacifica</i>																X
Fishes																	
River lamprey*	<i>Lampetra ayresi</i>																X
Western brook lamprey	<i>Lampetra richardsoni</i>																X
Pacific lamprey*	<i>Lampetra tridentata</i>																X
Green sturgeon*	<i>Acipenser medirostris</i>																X
White sturgeon*	<i>Acipenser transmontanus</i>																X
Coastal cutthroat trout*	<i>Oncorhynchus clarkii clarkia</i>																X
Steelhead* (and resident rainbow trout) (summer, winter runs)	<i>Oncorhynchus mykiss</i>																X
Coho salmon*	<i>Oncorhynchus kisutch</i>																X
Chinook salmon* (Spring and fall runs)	<i>Oncorhynchus tshawytscha</i>																X
Chinook salmon* (Spring and fall runs)	<i>Oncorhynchus tshawytscha</i>																X
Longfin smelt*	<i>Spirinchus thaleichthys</i>																X
Eulachon*	<i>Thaleichthys pacificus</i>																X
Blue chub*	<i>Gila coerulea</i>																X
Hitch	<i>Lavinia exilicada</i>																X
Navarro roach*	<i>Lavinia symmetricus navarroensis</i>																X
Gualala roach*	<i>Lavinia symmetricus parvipinnis</i>																X
Klamath largescale sucker*	<i>Catostomus snyderi</i>																X
Shortnose sucker*	<i>Chasmistes brevirostris</i>																X
Lost River sucker*	<i>Deltistes luxatus</i>																X

**Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province**

Common Name	Scientific Name	Conservation Units and Targets <sup>1</sup>															
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Tidewater goby*	<i>Eucyclogobius newberryi</i>																X
Reticulate sculpin*	<i>Cottus perplexus</i>																X
Amphibians																	
California tiger salamander*	<i>Ambystoma californiense</i>							X									X
Southern torrent salamander*	<i>Rhyacotriton variegatus</i>		X	X		X			X		X	X		X	X		X
Red-bellied newt*	<i>Taricha rivularis</i>		X	X		X											X
California newt*	<i>Taricha torosa</i>	X						X		X	X	X		X	X		
Southern long-toed salamander*	<i>Ambystoma macrodactylum sigillatum</i>																X
California giant salamander*	<i>Dicamptodon ensatus</i>		X	X		X											X
Shasta salamander*	<i>Hydromantes shastae</i>										X		X				
Scott Bar salamander*	<i>Plethodon asupak</i>										X		X				
Dunn's salamander*	<i>Plethodon dunni</i>		X	X													
Del Norte salamander*	<i>Plethodon elongatus</i>		X	X		X											
Siskiyou Mountains salamander*	<i>Plethodon stormi</i>										X		X				
Coastal tailed frog*	<i>Ascaphus truei</i>		X	X			X		X		X	X		X	X		X
Western spadefoot toad*	<i>Spea hammondi</i>				X			X									
Northern red-legged frog*	<i>Rana aurora</i>	X							X		X	X		X	X		X
Foothill yellow-legged frog*	<i>Rana boylei</i>		X			X											X
Cascades frog*	<i>Rana cascadae</i>								X		X	X		X	X		X
California red-legged frog*	<i>Rana draytonii</i>	X						X									X

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Oregon spotted frog*	<i>Rana pretiosa</i>																X
Reptiles																	
Northwestern western pond turtle*	<i>Actinemys marmorata</i>	X	X			X		X									X
Western skink	<i>Plestiodon skiltonianus</i>							X									
Forest sharp-tailed snake*	<i>Contia longicauda</i>		X	X													
Ring-necked snake	<i>Diadophis punctatus</i>							X									
Birds																	
Pacific brant*	<i>Branta bernicla</i>	X															
Aleutian Canada goose	<i>Branta canadensis leucopareia</i>	X															
Sooty grouse	<i>Dendragapus fuliginosus</i>			X			X							X			
California quail	<i>Callipepla californica</i>							X									
Great egret	<i>Ardea alba</i>	X															
Great blue heron	<i>Ardea herodias</i>	X															
Snowy plover (coastal population)*	<i>Charadrius nivosus</i>				X												
Tufted puffin*	<i>Fratercula cirrhata</i>				X												
California condor*	<i>Gymnogyps californianus</i>						X										
Osprey	<i>Pandion haliaetus</i>			X			X	X									
Northern goshawk*	<i>Accipiter gentilis</i>		X	X		X	X	X	X					X			
Golden eagle*	<i>Aquila chrysaetos</i>						X	X	X								
Northern harrier*	<i>Circus cyaneus</i>	X															
White-tailed kite*	<i>Elanus leucurus</i>				X			X									
Bald eagle*	<i>Haliaeetus leucocephalus</i>							X									
Short-eared owl*	<i>Asio flammeus</i>	X															
Long-eared owl*	<i>Asio otus</i>		X			X		X			X						
Burrowing owl*	<i>Athene cunicularia</i>							X			X						



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Northern spotted owl*	<i>Strix occidentalis caurina</i>		X			X	X						X			
Great gray owl*	<i>Strix nebulosa</i>						X									
Barn owl	<i>Tyto alba</i>									X						
Vaux's swift*	<i>Chaetura vauxi</i>			X					X		X	X	X	X	X	
Black swift*	<i>Cypseloides niger</i>								X	X	X	X	X	X	X	
Pileated woodpecker	<i>Dryocopus pileatus</i>												X			
Clark's nutcracker	<i>Nucifraga columbiana</i>						X									
White-headed woodpecker	<i>Picoides albolarvatus</i>												X			
American peregrine falcon*	<i>Falco peregrinus anatum</i>				X		X	X								
Olive-sided flycatcher*	<i>Contopus cooperi</i>			X			X		X		X	X		X	X	
Willow flycatcher*	<i>Empidonax traillii</i>	X							X		X	X		X	X	
Hutton's vireo	<i>Vireo huttoni</i>							X								
Purple martin*	<i>Progne subis</i>	X	X	X		X			X		X	X		X	X	
Bank swallow*	<i>Riparia riparia</i>		X			X			X		X	X		X	X	
Marsh wren	<i>Cistothorus palustris</i>	X														
Saltmarsh common yellowthroat/San Francisco common yellowthroat*	<i>Geothlypis trichas sinuosa</i>	X	X													
Yellow warbler*	<i>Setophaga petechia</i>							X		X						
Bryant's savannah sparrow*	<i>Passerculus sandwichensis alaudinus</i>				X											
Spotted towhee	<i>Pipilo maculatus</i>							X								
Tricolored blackbird*	<i>Agelaius tricolor</i>							X								
Yellow-headed blackbird*	<i>Xanthocephalus xanthocephalus</i>	X														
Mammals																
Suisun shrew*	<i>Sorex ornatus sinuosus</i>		X			X										

**Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province**

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Pallid bat*	<i>Antrozous pallidus</i>				X			X									
Townsend's big-eared bat*	<i>Corynorhinus townsendii</i>		X	X		X		X			X						
Big-brown bat	<i>Eptesicus fuscus</i>												X				
Silver haired bat	<i>Lasionycteris noctivagans</i>												X				
Hoary bat	<i>Lasiurus cinereus</i>												X				
Long-eared myotis (bat)*	<i>Myotis evotis</i>		X	X		X			X		X	X		X	X		
Fringed myotis (bat)*	<i>Myotis thysanodes</i>		X			X											
Long-legged myotis (bat)*	<i>Myotis volans</i>		X			X											
Oregon snowshoe hare*	<i>Lepus americanus klamathensis</i>								X		X	X		X	X		
Riparian brush rabbit*	<i>Sylvilagus bachmani riparius</i>			X													
Point Arena mountain beaver*	<i>Aplodontia rufa nigra</i>		X			X	X										
Northern flying squirrel	<i>Glaucomys sabrinus</i>			X			X						X				
San Joaquin pocket mouse*	<i>Perognathus inornatus inornatus</i>							X									
North American beaver	<i>Castor canadensis</i>	X	X			X											
Sonoma tree vole*	<i>Arborimus pomo</i>			X													
White-footed vole	<i>Arborimus albipes</i>		X			X											
Dusky-footed woodrat	<i>Neotoma fuscipes</i>			X													
Pacific jumping mouse	<i>Zapus trinotatus</i>			X					X		X	X		X	X		
Sierra Nevada red fox*	<i>Vulpes vulpes necator</i>								X								
Ringtail*	<i>Bassariscus astutus</i>			X	X			X									
Pacific marten*	<i>Martes caurina (=americana)</i>		X	X		X	X		X	X		X	X	X	X	X	
Humboldt marten*	<i>Martes caurina [=americana] humboldtensis</i>		X			X											
American badger	<i>Taxidea taxus</i>							X			X						

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Fisher - West Coast DPS*	<i>Pekania [=Martes] pennant</i>		X	X		X	X						X				
River otter	<i>Lontra canadensis</i>	X						X									
Western spotted skunk	<i>Spilogale gracilis</i>			X	X			X									
Mountain lion	<i>Puma concolor</i>			X				X									
Tule elk*	<i>Cervus canadensis nannodes</i>							X									
Roosevelt Elk	<i>Cervus canadensis roosevelti</i>								X		X	X		X	X		
Columbia black-tailed deer	<i>Odocoileus hemionus columbianus</i>			X				X	X		X	X	X	X	X		

<sup>1</sup> A species is shown for a particular conservation unit only if it is associated with specific conservation targets identified for the unit. For a complete list of SGCN associated with each habitat type by ecoregion, see Appendix C.

\* Denotes a species on the SGCN list. Non-asterisked species are not SGCN but are identified as important species by CDFW staff.

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## ATTACHMENT D - POLICY COORDINATION WITH OTHER PLANS

## Glenn County General Plan Circulation Element (2008) Policy Excerpt

Although Orland does not have a comprehensive bicycle plan, the interest in a plan will increase as the community grows.

The General Plan promotes the establishment of a shared use roadway system, but encourages newly developing areas to provide for bicycle facilities.

A number of areas in Orland lack adequate pedestrian facilities. City standards require sidewalks along all improved streets except in industrial areas.

### AIRPORT FACILITIES

There are two publicly owned airports in Glenn County: Orland and Willows-Glenn. Orland Airport, located southeast of the City off of County Road 28, has a 4,500 foot paved and “pilot controlled” lighted runway, 60 feet wide. This length qualifies it as a “Basic Transport” facility, where all general aviation, including business jets, can use the facility. There is sufficient land area for expanding services and facilities to meet the City’s needs as well as those of the region.

### 2.1 GOALS, POLICIES AND PROGRAMS

*Goal 2.1: Plan for, provide and maintain a circulation system that permits the safe and efficient movement of people and goods throughout the City and Orland Planning Area.*

*Policy 2.1.A:* Develop and maintain a network of roads that is compatible with the general land use patterns of the City.

*Policy 2.1.B:* Develop a vehicular circulation system that is safe and sensitive to adjoining land uses.

*Program 2.1.B.1:* The circulation system shall be designed to minimize excessive noise

impacts on sensitive land uses. New development shall mitigate noise impacts in accordance with the requirements of the noise element.

*Policy 2.1.C:* Develop a public transportation system that ensures the mobility needs of City residents are met in as most economically efficient manner as feasible.

*Policy 2.1.D:* Discourage through-traffic on local streets in residential areas.

*Program 2.1.D.1:* Should it be determined that a local street is carrying an unacceptable level of through traffic, the City may implement appropriate means to reduce traffic through creation of one-way traffic flow, installation of traffic diversion devices, and/or any other means deemed to be acceptable.

*Program 2.1.D.2:* Residential subdivisions shall be designed to encourage access from Local to Collector streets and to discourage use of Local streets as a bypass to Arterial streets.

*Policy 2.1.E:* Additional landscape design requirements will be considered for new projects along the entryways into the City. Maintenance of these areas may be included in a Maintenance District established by the City.

*Goal 2.2: Establish a system of high-standard local, collector and arterial roads to reduce travel time and improve traffic safety that is consistent with the land use patterns of the City.*

*Policy 2.2.A:* Locations of Major Collector street intersections with Arterial streets shall be fixed by the Circulation Plan map. Roadway dedications and development design shall implement the Circulation Plan. Location of Major Collector alignments in newly developing areas shall be logical and



efficient, and established early in the development process to aid in the consistent design of subdivisions. No development will be allowed to be constructed which would conflict with future planned streets or setbacks.

*Program 2.2.4.1:* The City will encourage property owners in newly developing areas to prepare Master Plans or Specific Plans that identify future major street alignments. The City will participate in the design of street alignments in advance of development to ensure consistent and logical design of the circulation system.

*Program 2.2.4.2:* The City will strive to develop a working relationship with Glenn County such that it may best coordinate future major street alignments.

*Program 2.2.4.3:* The City may pursue the reservation of right-of-way and define specific development standards and requirements through the preparation and adoption of Roadway Plan Lines.

**Policy 2.2.B:** Coordinate planning and development of the circulation system with development approvals throughout the City and Planning Area. All proposed land divisions shall be legally accessible by an improved public street.

*Program 2.2.B.1:* The City's functional street classification system shall include Arterial streets, Major and Minor Collector streets, and Local streets.

*Program 2.2.B.2:* The City shall prepare and adopt Standard Plans and Specifications for all streets and roads including the following guidelines and standards.

1. *Major Collector streets shall be built at an approximate separation of one (1) mile, typically one-half mile from adjacent arterial*

*streets. Because of existing right-of-way limitations Major Collector streets may connect with Minor Collector streets employing design modifications.*

2. *Minor Collector streets may be on less than one (1) mile separation and may be an extension of a Major Collector street, or may be an existing street that connects one part of the City with another.*
3. *Minor Collector streets are typically constructed in new development areas of the City and their function is to carry a higher traffic capacity than local streets and connect to Major Collectors or in some instances Arterial streets.*
4. *Arterial and Collector street standards shall be developed which provide adequate capacity for their appropriate function.*
5. *The City shall prepare and adopt access standards for Arterial and Collector streets, which generally conform to the following guidelines.*

#### **Arterial Street Standards**

- a. *Driveway access to major activity centers should be located no closer than 200 feet to the intersection of a Major Collector or Arterial street.*
- b. *The distance between commercial or Industrial driveways on Arterial streets should not be less than 300 feet.*
- c. *Existing points of ingress and egress shall be consolidated whenever possible. Driveway consolidation for new development shall be encouraged through access agreements along Arterial streets.*
- d. *Where there is no adopted design for median breaks on an Arterial street, there should be not less than 1,000 feet between median breaks (excluding left turn provisions). Median breaks should be consistent with the standards for driveways (not less than 300 feet*

- from an adjacent intersection of an Arterial street).*
- e. Separation of Minor Collector street entry points should not be less than 500 feet apart on Arterial streets and Major Collector streets.*
- f. Single-family residential driveways are prohibited on new arterial streets, and shall be discouraged on existing Arterial streets.*

### **Collector Street Standards**

- a. Driveway access to major activity centers should be located no closer than 200 feet to the adjacent intersection of a Major Collector or Arterial street.*
  - b. The distance between commercial or industrial driveways on Collector streets should not be less than 200 feet.*
  - c. Raised concrete medians may be provided where left turn control is needed, and painted medians may be used at two-way left turn pockets where appropriate. Where concrete medians are provided, median breaks should be spaced not less than 300 feet apart.*
- 6. Residential development shall not have direct access to, and shall be oriented away (side-on or rear-on) from Arterial and Major Collector streets, and properly buffered so that the traffic carrying capacity on the street will be preserved and the residential environment protected from the potentially adverse characteristics of the street.*
  - 7. Where possible, Arterial, Major and Minor Collector streets shall form 4-leg, right-angle intersections; jogs, offset and skewed intersections of streets in near proximity shall be avoided.*

**Policy 2.2.C:** All streets, roads and easements within the City and Orland Planning Area shall be offered for dedication to the City and all improvements and right-of-ways shall be developed to City standards.

**Program 2.2.C.1:** Ultimate right-of-way shall be dedicated and/or developed to the appropriate width when a zone change to a greater density or intensity, division of property, or when new development or major remodeling occurs.

**Policy 2.2.D:** On developed streets, where the existing right-of-way does not meet the current standards, the City will adopt programs to acquire the ultimate right-of-way where practical for Arterial, Major and Minor Collector streets. Funding mechanisms may include traffic impact fees collected from all new development.

**Program 2.2.D.1:** The City will include the acquisition of right-of-way, and the construction or reconstruction of streets in its Capital Improvement Program. The City reserves the right to reduce the ultimate right of-way to avoid existing development for the construction of a travelway that generally meets the street classification standards, by reducing the area provided for landscaping, utilities, parking and other non-travel use.

**Program 2.2.D.2:** Additional right-of-way on the east side of Papst Avenue, 400 feet south of Bryant Street, and at Papst and Highway 32, will be acquired for City Standard road widths. At Papst and Yolo Streets, right-of-way will be acquired and intersection will be re-aligned to improve the north/south curve.

**Policy 2.2.E:** New development shall be required to mitigate traffic impacts associated with the project on the Freeways, Arterial streets, Major and Minor Collector streets, and Local streets.

**Program 2.2.E.1:** Traffic studies of affected streets may be required as part of the environmental assessment of proposed projects to assure citywide traffic service levels are maintained.



Traffic studies shall include level-of-service forecasts to account for individual and cumulative major land use changes in the City. Level-of-service forecasts shall be used to identify deficient roadways and update street improvement plans and priorities.

*Policy 2.2.F:* The City shall promote an active policy of consolidating driveways, access points and curb cuts along existing developed Arterial streets when a zone change to a greater density or intensity, division of property, or new development or a major remodeling occurs. The use of common driveways may be required as a condition for obtaining an encroachment onto a City dedicated road.

*Policy 2.2.G:* Locations of truck routes shall be fixed as designated on the Truck Route Map. The City shall maintain and enforce designated truck routes.

*Program 2.2.G.1:* The City shall periodically review the list of streets designated as truck routes, and provide public notification of any changes to the truck route system.

*Policy 2.2.H:* To help ensure that adequate and safe travelways can be developed through existing developed areas of the City, right-of-way standards for each classification may be modified.

*Policy 2.2.I:* To insure emergency access and response, new developments in the City and Planning area will require circulation improvements that provide a second means of access for police, fire and medical vehicles. The City and County will coordinate street naming and addressing to assure prompt emergency response.

*Policy 2.2.J:* For commercial and industrial uses, improve access to road and rail service in a cost-effective manner to facilitate their economic development.

*Policy 2.2.K:* Proposed streets may vary from the location shown on the circulation plan provided that they intersect with existing streets and the following circumstances and situations exist:

a) There must be circumstances surrounding the applicant's situation, limited to the physical conditions of the property, which are unique in that other property in the area does not have the same conditions. The unique circumstances must cause hardship to the property owner to justify the authorization to deviate from the planned road location.

b) A deviation from this requirement shall not be granted if it will adversely affect the interests of the public or the interests of other residents and property owners within the vicinity of the premises in question.

c) A deviation may be authorized when it is also considered as being consistent with the objectives of the Area General Plan.

d) The mere existence of a peculiar situation which will result in unnecessary hardship to the applicant does not necessarily require the granting of a deviation.

e) The granting of a deviation must not constitute the granting of a "special privilege" inconsistent with the limitations on other nearby properties.

*Policy 2.2.L:* Each parcel that is developed within the Planning Area shall provide for street connections to adjacent parcels within the Planning Area.

*Goal 2.3: Formulate and adopt circulation design and improvement*

*standards that require a level of service consistent with the demands generated by proposed development, public safety, and the efficient use of public and private resources and which are uniformly applied in the Orland Planning Area.*

*Policy 2.3.A:* Construct street and highway improvements to maintain an overall daily roadway Level of Service of “C”, and a p.m. peak hour intersection Level of Service of “D” or better unless other public health, safety, or welfare factors determine otherwise.

*Policy 2.3.B:* Establish an inventory of City roads which will determine priorities for meeting circulation and transportation needs. Transportation projects shall be prioritized with emphasis on reducing traffic congestion and improving traffic circulation.

*Policy 2.3.C:* Install traffic control devices at intersections as needed for public health and safety and to reduce traffic congestion at key intersections throughout the City.

*Program 2.3.C.1:* Improve intersections operating at less than p.m. peak hour Level of Service “D” conditions by adding appropriate turning lanes to congested approaches, widening intersection approaches, or installing traffic signals:

- *Signalization shall be predicated upon a warrant analysis, public safety and the discretion of the City. Signalization shall be considered at, but not limited to, the following intersections: a) South and Sixth Streets; b) Date and Sixth Streets; c) Papst and Walker Streets; d) I-5 northbound ramps and SR 32; e) I-5 southbound ramps and SR 32; f) Neville Road and County Road HH.*
- *Realign intersections of Papst & Yolo Streets and County Road HH & County Road 14.*

- *Complete road connections at Papst & Road 13 and Rennat & Almond Way.*
- *Complete design standards for development of Robbins Alley and Bonnie Lane.*
- *Refer to Caltrans any request to signalize a State Route located in the City.*

*Goal 2.4: Achieve a coordinated regional and local transportation system that minimizes traffic congestion and efficiently serves users.*

*Policy 2.4.A:* Local circulation system improvements shall be consistent with the goals and objectives of the Glenn County Regional Transportation Plan.

*Policy 2.4.B:* Work with Caltrans to identify needed improvements to its highway facilities in the City and implement necessary programs to assist in improving State Route interchanges/intersections with local roadways.

*Program 2.4.B.1:* Encourage the State Department of Transportation to complete two projects: realign Highway 32 in the vicinity of Sixth and Eighth Streets and improve alignment at intersections and widen Highway 32 east of Papst Avenue.

*Policy 2.4.C:* Coordinate local transportation plans with regional plans to ensure eligibility for state and federal funding.

*Goal 2.5: Provide for parking and loading facilities while encouraging alternative means of transportation.*

*Policy 2.5.A:* Encourage shared parking facilities for both private businesses and public agencies.

*Program 2.5.A.1:* Adjacent parking areas for large commercial and professional



developments should be designed to allow interconnection and free flow of traffic between those facilities. Access easements and agreements should be obtained during the development process to ensure future access.

*Policy 2.5.B:* Reserve on-street parking in commercial areas for short-term users.

*Program 2.5.B.1:* Parking standards shall be evaluated for new development to ensure that parking requirements are satisfied within walking distance of the commercial area.

*Policy 2.5.C:* Encourage the use of car-pooling, vanpooling and flexible employment hours.

*Program 2.5.C.1:* New development shall consider Transportation System Management and Transportation Demand Management as strategies for the mitigation of traffic and parking congestion. Public transit, traffic management, ride sharing and parking management are to be used to the greatest extent practical.

*Policy 2.5.D:* Support the use of the fairgrounds parking lot for car pool parking.

*Goal 2.6:* *Provide transportation alternatives to the automobile.*

*Policy 2.6.A:* Planning and development of Arterial and Major Collector streets shall include design features that can be used as public transit stops.

*Program 2.6.A.1:* Where right-of-way allows, Arterial and Major Collector streets shall be designed to provide bus pull-outs.

*Policy 2.6.B:* Coordinate with regional transit planners to determine the feasibility of developing and/or improving commuter bus and rail service.

*Policy 2.6.C:* Coordination of other social service transit providers including schools, health services, and others should be recognized in the planning of circulation system. The City shall continue to support the continuation of transportation programs provided by social service agencies, particularly those serving persons with disabilities, or other limitations.

*Goal 2.7:* *Promote maximum opportunities for pedestrian traffic throughout the City by continuing to develop and maintain a safe sidewalk system.*

*Policy 2.7.A:* Adequate sidewalks shall be planned and constructed in connection with street construction work in the City. Where existing roads may require additional right-of-way to accommodate full improvements including sidewalks, and where it is impractical to acquire sufficient right-of-way, the vehicle travelway will be the first priority.

*Policy 2.7.B:* Subdivision layouts shall include designs that promote pedestrian circulation in a safe and efficient manner.

*Program 2.7.B.1:* Implement street standards that include sidewalk or walkways on both sides of streets, where appropriate.

*Policy 2.7.C:* Bicycle lanes should be established where feasible along Major and Minor Collectors in newly developing areas. A bicycle route system should be identified which serves the existing developed City. Where bicycle lanes are proposed they should be considered a shared facility with vehicular traffic on the street.

*Policy 2.7.D:* Encourage existing facilities, and require future facilities to conform to the American Disabilities Act provisions requiring access for disabled persons.

*Goal 2.8: Contribute towards improving the air quality of the region through more efficient use of private vehicles and increased use of alternative transportation modes.*

*Policy 2.8.A:* Maintain and improve, where possible, environmental quality by the design of the circulation system and alternate forms of transportation.

*Policy 2.8.B:* Support coordination with other cities, the County and planning agencies concerning land use and transportation planning as a means of improving air quality.

*Policy 2.8.C:* Encourage the development of employment opportunities in Orland to reduce the need to commute to other communities for employment.

*Policy 2.8.D:* Support the expansion and improvement of transit systems and ride sharing programs to reduce the production of automobile emissions.

*Policy 2.8.E:* Support the use of alternate fueled vehicles and fueling stations for Public Transit Vehicles, City and private vehicles.

*Goal 2.9: Plan for, create, and maintain the system of transportation infrastructure in the City that includes sewer, water, storm drainage, irrigation facilities, pipelines, electrical and communication networks.*

*Policy 2.9.A:* The City incorporates by reference any Master Plans for Sewer, Wastewater Treatment, Water, Storm Drainage, and other infrastructure master plans approved and adopted by the City. The City will continue to work in cooperation with public utilities.



# Vision, Mission, Goal, Objectives

The updated SHSP includes a vision, mission, goal, and measurable objectives which enable the State to track progress throughout the five year life of the plan. The vision, mission, and goal are included in the introduction, but restated here for emphasis.

## Vision Statement

California will have a safe transportation system for all users.

## Mission Statement

The mission is to ensure a safe and sustainable transportation system for all motorized and non-motorized users on all public roads in California. The plan will achieve this mission by utilizing a data-driven 4E approach of engineering, enforcement, education, and emergency medical services to improve infrastructure and assist with behavior change and by focusing efforts in those areas where the greatest opportunity for reductions in traffic-related fatalities and severe injuries exist. This will enhance California's economy and livability.

## Goal Statement

The goal of California's Strategic Highway Safety Plan is Toward Zero Deaths.

## Measurable Objectives

MAP-21 requires states to develop performance measures on the number and rate for fatalities and severe injuries. A rate is based on the number of fatalities and severe injuries per 100 million VMT. Both the Executive Leadership and the Steering Committee believed that SHSP objectives should be something to strive toward but also should be attainable. Based on a review of all available data the Steering Committee selected the following measurable objectives for the SHSP:

- A 3 percent per year reduction for the number and rate of fatalities; and
- A 1.5 percent per year reduction for the number and rate of severe injuries.

Measurable objectives are shown in Table 1. The base year of 2012 was the last year for which data were available.

Table 1. SHSP Measurable Objectives

	Fatalities	Fatality Rate (fatalities per 100 M VMT)	Severe Injuries	Severe Injury Rate (Severe Injuries per 100 Million VMT)
2012	2,857	0.92	10,864	3.33
2013	2,905	0.89	10,701	3.28
2014	2,818	0.86	10,541	3.23
2015	2,733	0.84	10,382	3.18
2016	2,651	0.81	10,227	3.13
2017	2,572	0.79	10,073	3.09
2018	2,495	0.76	9,922	3.04
2019	2,420	0.74	9,773	3.00
2020	2,347	0.72	9,627	2.95
	Annual reduction of 3%		Annual reduction of 1.5%	

Source: SWITRS

# Challenge Area Overview

California has a large number of Challenge Areas, more than most states have adopted for SHSPs. There are several factors, however, that make the California process unique.

- The previous effort with 17 Challenge Areas has been very successful as evidenced by the reductions in fatalities and severe injuries;
- There are a large number of committed, active, and involved safety stakeholders who may not stay involved if issue areas are eliminated or absorbed into other areas; and
- The majority of leaders for Challenge Area Teams have a high degree of ownership in the process and have done an outstanding job throughout the previous eight years.

Based on these factors, the Steering Committee and Executive Leadership chose to maintain the current Challenge Areas with the exception of:

- Challenge Area 16 - Improve Safety Data Collection, Access, and Analysis was changed to an advisory group and technical resource that would serve the Executive Leadership, Steering Committee, and Challenge Area teams. The Data Technical Advisory Team will address all data needs and issues as they arise.
- Challenge Area 5 - Improve Driver Decisions with Rights of Way and Turning and Challenge Area 7 - Improve Intersection and Interchange Safety for Roadway Users, are now combined into a new Challenge Area: Intersections, Interchanges, and Other Roadway Access.

The Steering Committee reviewed data on the total percentage of fatalities and severe injuries for each Challenge Area. To make the plan easier to understand, the Steering Committee chose to shorten the names of the Challenge Areas. Following is a list of the Challenge Areas for the updated SHSP:

- Roadway Departure and Head-On Collisions
- Intersections, Interchanges, and Other Roadway Access
- Work Zones
- Alcohol and Drug Impairment
- Occupant Protection
- Speeding and Aggressive Driving
- Distracted Driving
- Driver Licensing and Competency
- Pedestrians
- Bicycling
- Young Drivers
- Aging Road Users
- Motorcycles
- Commercial Vehicles
- Emergency Medical Services

Photo courtesy of Dan Burden, Pedestrian and Bicycle Information Center





# Statewide Policy Directions

The SHSP is a multi-disciplinary effort involving Federal, State, and local representatives from the 4Es of safety who dedicated countless hours to improve safety and partnerships across disciplines. The Executive Leadership, which supported these efforts, met annually to hear about progress and provide future direction for the SHSP. They also proposed overarching policy actions that did not fall under any specific Challenge Area, but rather impacted the larger SHSP picture.

The policy actions involved multi-year efforts led by the Steering Committee or technical experts from Challenge Areas. These actions were targeted to receive special attention and are unique in how they are accomplished and their long term impact on safety in California. These efforts include the following:

- Complete an update of the SHSP;
- Increase efforts to improve a traffic safety culture;
- Improve traffic safety data; and
- Increase local, regional, and tribal government involvement.

The following is a brief summary of the current policy actions identified by Executive Leadership.

**SHSP Update** – Efforts to update the SHSP began in 2014 with the hiring of Cambridge Systematics and other consultants. With the combined experience and a tight time-line, individual and group meetings, webinars and summits took place to gather information and prepare a draft update. After numerous reviews and refinement a final update of the SHSP was completed in April of 2015. Further work will be conducted to prepare a detailed SHSP Implementation Plan outlining future actions to be completed over the next five years to meet the plan's measurable objectives for reductions in fatalities and severe injuries.

**Traffic Safety Culture** – The purpose of the effort is to “Change the way Californians — including individuals, communities, organizations, and government — approach the use of roads, so that safety is a highly-valued and vigorously pursued component of traffic culture.” The Department of Motor Vehicles (DMV) volunteered to lead an SHSP Traffic Safety Culture Task Force which developed the “Draft Recommendations for Improving California’s Traffic Safety Culture.” The document contains 58 strategies for ways to improve California’s traffic safety culture along with four ways to measure progress.

*Photo courtesy of the California Highway Patrol (CHP)*



**Traffic Safety Data** – Given the importance of data to the overall SHSP process, the Executive Leadership identified the need to develop a plan for improving the way California collects, manages, stores, compiles, analyzes, and distributes highway safety data including crash, roadway inventory, volume, driver, vehicle, citation/adjudication, and injury surveillance data. The Data Technical Advisory Team, along with the State’s Traffic Records Coordinating Committee (TRCC), developed a Traffic Safety Data Plan which includes six goals. To date, progress has been made to create and implement a base mapping system to support California’s traffic records system, and there has been a reduction in the backlog of existing collision reports into the State’s crash database (SWITRS). In addition, the Crash Medical Outcomes Data (CMOD) Program was established, with funding from OTS, and has been able to link crash (SWITRS), and medical, hospital, and emergency department discharge data. Data from that linkage are available to the public in a user-friendly query format on the CDPH EpiCenter website at <http://epicenter.cdph.ca.gov/>.

**Local/Regional/Tribal Governments Involvement** – In 2012, Executive Leadership directed that actions to increase communication between the SHSP and local agencies be strengthened. As part of the update process, over 70 stakeholder and partner outreach events were conducted with regional and local agencies and organizations. Presentations were made to a number of MPOs and RTPAs. The presentations provided information on the SHSP, why the plan is important to local and regional agencies and organizations, and how to get involved. A special workshop was also held in the Central Valley at the request of local elected officials.

Significant efforts have been made to engage tribal governments, including a dedicated tribal government webinar during the series and input sessions at the Safety Summits. The core issue identified consistently by all groups is the need

for increased coordination among the many disparate groups that are involved in traffic safety as related to the 110 federally recognized tribal governments in California. Instead of adding a Tribal Government Challenge Area, the decision was made to identify the following overarching strategy that will benefit all Challenge Areas.

### Overarching Tribal Governments Strategy

*Institutionalize coordination of resources and strategic partnerships among tribal governments, Challenge Areas, local and county governments, law enforcement, and the Native American Advisory Committee (NAAC) with the goal of improving transportation safety in Indian country.*

Additional strategies and actions, defined through SHSP outreach, will be addressed, such as improving tribal government crash data and providing technical assistance to tribal governments.

As the SHSP moves forward there may be other policy actions identified by the Executive Leadership. Connected Vehicles (vehicle to infrastructure communication) and Autonomous Vehicles (vehicle to vehicle communication) will affect transportation system management, operations, and safety and may emerge as promising performance benefits that can enhance SHSP efforts.



# California Transportation Plan 2040 Policy Excerpt

Figure 2

## CTP2040 Policy Framework

### THE VISION SUSTAINABILITY

California's transportation system is safe, sustainable, universally accessible, and globally competitive. It provides reliable and efficient mobility for people, goods, and services, while meeting the State's greenhouse gas emission reduction goals and preserving the unique character of California's communities.



### THE GOALS

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

### THE POLICIES

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

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## ATTACHMENT E - PROJECT LISTS

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## Roadway Projects

**Table 4.1  
ROADWAY PROJECTS**

RTP Project Number	Priority	Funding Source	Location	Description	Cost	Construction Year
<b>County of Glenn - Short Range</b>						
RD-1	2	STIP/SB1/Other	Road 200	Resurface - Road 206 to Tehama Co.	\$ 250,000	19/20
RD-2	2	STIP/SB1/Other	Road 9	Resurface - Road 202 to Road T.	\$ 140,000	20/21
RD-3	2	STIP/SB1/Other	Road 200	Realign,widen,pave - Road 306 to Spanish Camp	\$ 700,000	21/22
RD-4	3	STIP/SB1/Other	Road 27	Realign,widen,pave - Road M to Road P	\$ 760,000	24/25
RD-5	3	STIP/SB1/Other	Road Z	1 mi. S. of CR 67 to Cr 70 - FDR 1 mile	\$ 308,000	25/26
RD-6	3	STIP/SB1/Other	Road 70	CR Z to CR YY - FDR 0.5 miles	\$ 154,000	26/27
RD-7	3	STIP/SB1/Other	Road XX	CR 69 to CCL - FDR 1.5 miles	\$ 462,000	27/28
RD-8	3	STIP/SB1/Other	Road 45	CR P to CR S - FDR 1.8 miles	\$ 554,000	28/29
RD-9	3	STIP/SB1/Other	Road 68	CR J to CR D - FDR 3 miles	\$ 924,000	29/30
<b>Total</b>					<b>\$ 4,252,000</b>	
<b>County of Glenn - Long Range</b>						
RD-10	2	STIP/SB1/Other	Road D	Resurface - Road 45 to Road 57		2031+
RD-11	2	STIP/SB1/Other	Road 200	Resurface - Tehama Co. to west		2031+
RD-12	2	STIP/SB1/Other	Road P	Resurface - Road 33 to Road 39		2031+
RD-13	2	STIP/SB1/Other	Road 306	Realign/widen/pave - Road 305 to SR 162		2031+
RD-14	2	STIP/SB1/Other	Road Z	Resurface - SR 162 to Butte Co.		2031+
RD-15	2	STIP/SB1/Other	Road 9	Resurface - Road KK to Road P		2031+
RD-16	3	STIP/SB1/Other	Road 27	Realign,widen,pave - Road M to I-5		2031+
RD-17	3	STIP/SB1/Other	Road 39	CR P to SR 45 - Chip seal 7 miles		2031+
RD-18	3	STIP/SB1/Other	Road D	CR 57 to CCL - Chip seal 7 miles		2031+
RD-19	3	STIP/SB1/Other	Road 44	CR S to SR 45 - Chip seal 5.2 miles		2031+
RD-20	3	STIP/SB1/Other	Road P	CR 39 to CR 45 - Chip seal 2 miles		2031+
RD-21	3	STIP/SB1/Other	Road 45	CR P to CR MM - Chip seal 1.5 miles		2031+
RD-22	3	STIP/SB1/Other	Road MM	CR 45 to CR 47 - Chip seal 0.7 miles		2031+
RD-23	3	STIP/SB1/Other	Road 47	CR MM to CR 48 - Chip seal 0.6 miles		2031+
RD-24	3	STIP/SB1/Other	Road 48	CR 47 to CR 99 - Chip seal 1 mile		2031+
RD-25	3	STIP/SB1/Other	Road Z	SR 162 to 1 mi. S. of CR 67 - Chip seal 4 miles		2031+
RD-26	3	STIP/SB1/Other	Road 69	CR Y to CR XX - Chip seal 2 miles		2031+
RD-27	3	STIP/SB1/Other	Road Y	SR 162 to CR 69 - Chip seal 4.25 miles		2031+
RD-28	3	STIP/SB1/Other	Road 68	CR F to CR J - Chip seal 2 miles		2031+
RD-29	3	STIP/SB1/Other	Road 65	CR D to 1.2 mi. W. of D - Chip seal 1.2 miles		2031+
RD-30	3	STIP/SB1/Other	Road 7	Realign,widen,pave - Road HH to Road 99		2031+
RD-31	3	STIP/SB1/Other	Road M	Realign,widen,pave - Road 33 to Road 200		2031+
RD-32	3	STIP/SB1/Other	Road 48	Realign,widen,pave - Road D to HWY 99W		2031+
RD-33	3	STIP/SB1/Other	Forest Hwy 7	Realign,widen,pave to Major Collector Standards - Alder Springs to Mendocino CL		2031+
RD-34	3	STIP/SB1/Other	Road 99W	Intersection improvements @ 9, 20, 24, 33, 39, 48 and 68 (left turn lanes)		2031+
RD-35	3	STIP/SB1/Other	Road 306	South of CR 410 - Full depth reclamation		2031+
<b>Total</b>					<b>\$ 7,414,000</b>	
<b>Total County Project Costs</b>					<b>\$ 11,666,000</b>	
<b>City of Orland - Short Range</b>						
RD-36		STIP/SB1/Other	Tehama Street	From Woodward to Sixth	\$ 5,000,000	By 2030
<b>Total</b>					<b>\$ 5,000,000</b>	

Table 4.1 ROADWAY PROJECTS						
RTP Project Number	Priority	Funding Source	Location	Description	Cost	Construction Year
City of Orland - Long Range						
RD-37		STIP/SB1/Other	Repavement of downtown alleyways		-	2030+
Total					\$ -	
City of Willows - Short Range						
RD-38		STIP/SB1/Other	Lassen Street	Reconstruction from Sycamore to Wood	\$ 760,000	2020
RD-39		STIP/SB1/Other	Pacific Avenue Recon.	Reconstruction of Pacific Avenue from ? To ?	\$ 820,000	2023
RD-40		STIP	Birch Street	Crack seal/ Cape seal-Villa St to El Dorado St	\$ 18,003	22/23
RD-41		STIP	Applewood Way	Crack seal/Cape seal-Green St to Glenwood St	\$ 23,634	22/23
RD-42		STIP	Sycamore Street	Crack seal/Cape seal-Villa Ave to Lassen St	\$ 130,883	22/23
RD-43		STIP	Glenwood Ln	Rehabilitation- Baywood Way to Lassen Street	\$ 742,268	23/24
RD-44		STIP	Humboldt Ave	Mill and fill w/rubberizedA/C Sycamore St to Wood St	\$ 145,152	24/25
RD-45		STIP	Culver Ave	Rehabilitation- Sycamore Street to Laurel Street	\$ 568,100	24/25
RD-46		STIP	Villa Ave	Crack seal/Cape seal-Laurel St to Sycamore St	\$ 47,583	25/26
RD-47		STIP	Culver Ave	Mill and fill w/rubberizedA/C Laurel St to Cedar St	\$ 212,742	25/26
RD-48		STIP	Green Street	Crack seal/Cape seal-Pacific Ave to Lassen St	\$ 78,719	2026/2030
RD-49		STIP	Butte Street	Crack seal/Cape seal-Wood St to Green St	\$ 75,879	2026/2030
RD-50		STIP	Culver Ave	Crack seal/Cape seal-Wood St to Sycamore St	\$ 69,803	2026/2030
RD-51		STIP	Laurel Street	Rehabilitation- Lassen St to Tehama St	\$ 1,078,428	2026-2030
RD-52		STIP	Murdock Ave	Crack seal/Cape seal-Sycamore St to End CDS	\$ 36,658	2026/2030
RD-53		STIP	Oak Street	Rehabilitation- Lassen St to Marshall Street	\$ 386,146	2026-2030
RD-54		STIP	Shasta Street	Rehabilitation- Elm St to Birch Street	\$ 661,627	2026-2030
RD-55		STIP	Villa Ave	Mill and fill w/rubberizedA/C-Elm St to Laurel St	\$ 279,519	2026-2030
RD-56		STIP	Sycamore Street	Crack seal/Cape seal-Tehama St to Sonoma St	\$ 81,721	2026-2030
Total					\$ 6,216,865	
City of Willows - Long Range						
RD-57		STIP	Sycamore Street	Crack seal/Cape seal-Ventura St to Sierra St	\$ 22,833	2031+
RD-58		STIP	El Dorado	Crack seal/Cape seal-Birch St to Laurel St	\$ 29,633	2031+
RD-59		STIP	Willow Street	Rehabilitation- Crawford St to Merrill St	\$ 475,899	2031+
RD-60		STIP	Washington Street	Crack seal/Cape seal-French St to Wood St	\$ 37,774	2031+
RD-61		STIP	Elm Street	Crack seal/ Cape seal-Culver St to Tehama St	\$ 132,164	2031+
RD-62		STIP	Airport Road	Crack seal/ Cape seal/Restripe-Wood St to End 845' N.	\$ 44,242	2031+
RD-63		STIP	Sonoma Street	Crack seal/ Cape seal-Sycamore St to Willow St	\$ 30,768	2031+
RD-64		STIP	Sycamore Street	Rehabilitation- Villa St to Humboldt Ave	\$ 601,136	2031+
RD-65		STIP	Ash Street	Crack seal/ Cape seal-Merrill St to West CDS	\$ 49,823	2031+
RD-66		STIP	Ventura Street	Mill and fill w/rubberizedA/C- Oak St to Sycamore St	\$ 35,178	2031+
Total					\$ 1,459,450	
Tribal Projects - Short Range						
RD-67	3	STIP	CR 305	Reconstruction - Grindstone Rancheria		2030+
Total					\$ -	

Table 4.2 BRIDGE PROJECTS					
Project Number	Funding Source	Bridge #	Location	Description	Cost
County of Glenn - Short Range					
BR-1	HBP	11C0153	Montgomery Ave.	( Repair over Central Irrigation Canal (1930)	\$ 854,000
BR-2	HBP	11C0162	CR 303	Replace at South Fork Willow Creek (1929)	\$ 260,000
BR-3	HBP	11C0163	CR 303	Replace at South Fork Willow Creek (1920)	\$ 260,000
BR-4	HBP	11C0164	Road 303	Scour critical @ Clark's Valley Creek (1950)	\$ 714,000
BR-5	HBP	11C0165	CR 302	Scour critical @ S.Fork Willow Creek (1916)	\$ 479,000
BR-6	HBP	11C0191	CR 99W		\$ 518,000
BR-7	HBP	11C0196	CR 99W	Replace @ Stony Creek (1913)	
BR-8	HBP	11C0215	CR 313	Scour critical @ Watson Creek (1960)	
BR-9	HBP	11C0245	Road 200A	Scour critical @ Stony Creek (1960)	
BR-10	HBP	11C060	Road 303		
BR-11	HBP	11C0001	Road 69	Repair over Glenn-Colusa Canal (1964)	
BR-12	HBP	11C0002	Road D	Repari over Glenn-Colusa Canal (1962)	
BR-13	HBP	11C0018	Soeth Road	Replace at Stony Creek (1900)	
BR-14	HBP	11C0037	Road 22	Repair over Central Irrigation Canal (1936)	
BR-15	HBP	11C0160	Road 303	Scour critical @ Clark's Valley Creek (1935)	
BR-16	HBP	11C0179	CR 67	Replace at Branch Howard Slough (1950)	
BR-17	HBP	11C0191	CR 99W	Scour critical @ Wilson Creek (1928)	
<b>Total</b>					<b>\$ 3,085,000</b>



Table 4.2 BRIDGE PROJECTS						
Project Number	Funding Source	Bridge #	Location	Description	Cost	
County of Glenn - Long Range						
BR-18	HBP	11C0003	Foad F	Repair over Glenn-Colusa Canal (1948)	\$	1,545,000
BR-19	HBP	11C0004	CR 62	Reinforce at Glenn-Colusa Canal (1948)	\$	621,000
BR-20	HBP	11C0006	Road 57	Repair over Glenn-Colusa Canal (1948)	\$	768,000
BR-21	HBP	11C0010	Bayliss Rd. (CR 39)	Repair over Glenn-Colusa Canal (1948)	\$	1,285,000
BR-22	HBP	11C0011	CR R	Replace at Glenn-Colusa Canal (1950)	\$	874,000
BR-23	HBP	11C0013	CR 29	Repair over Central Irrigation Canal (1948)	\$	1,084,000
BR-24	HBP	11C0015	CR 67		\$	4,200,000
BR-25	HBP	11C0016	CR 67		\$	1,856,000
BR-26	HBP	11C0017	CR 67	Replace @ Howard Slough (1920)	\$	848,000
BR-27	HBP	11C0038	CR 24	Repair over Central Irrigation Canal (1948)	\$	1,084,000
BR-28	HBP	11C0048	CR P		\$	680,000
BR-29	HBP	11C0055	Road 51	Repair over Glenn-Colusa Canal (1948)	\$	998,000
BR-30	HBP	11C0057	CR 306	Scour critical @ Salt Creek (1948)	\$	781,000
BR-31	HBP	11C0070	Road Y	Scour critical @ McKee Overflow (1935)	\$	554,000
BR-32	HBP	11C0072	CR 50	Replace at Campbell Slough (1930)	\$	4,023,000
BR-33	HBP	11C0081	Wyo Ave. (CR 9)	Repair over Central Irrigation Canal (1941)	\$	1,084,000
BR-34	HBP	11C0093	IRR CR 306	Scour critical @ Dry Gulch (1930)	\$	252,000
BR-35	HBP	11C0097	Road 48	Scour critical @ Willow Creek (1935)	\$	479,000
BR-36	HBP	11C0107	Road 28	Scour critical @ Walker Creek (1925)	\$	176,000
BR-37	HBP	11C0109	Road F	Scour critical @ Branch Walker Creek (1928)	\$	201,000
BR-38	HBP	11C0117	Road C	Replace at Hambright Creek (1960)	\$	345,000
BR-39	HBP	11C0127	Road 60	Scour critical @ Branch Logan Creek (1930)	\$	176,000
BR-40	HBP	11C0152	CR 16	Repair over Central Irrigation Canal (1930)	\$	1,055,000
Total					\$	24,969,000

Table 4.3 TRANSIT PROJECTS			
Agency	Project Name	Total Cost	Intent
Transit - Short Range			
GCTC	Shelters and Signs	\$ 50,000	Install or replace bus stop shelters and signage.
GCTC	Transit Vehicle Replacement (1)	\$ 1,218,000	
Short Range Total		\$ 1,268,000	
Transit - Long Range			
GCTC	Shelters and Signs	\$ 50,000	Install or replace bus stop shelters and signage.
GCTC	Transit Vehicle Replacement (1)	\$ 1,218,000	
Long Range Total		\$ 1,268,000	
(1) 10 year replacement plan		\$ 1,218,000	
5 year vehicle replacement (1 bus)		\$ 525,000	
5 year vehicle replacement (2 DAR vans)		\$ 84,000	
5 year replacement plan		\$ 609,000	

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**Table 4.4**  
**BICYCLE AND PEDESTRIAN PROJECTS**

Project Number	Funding Source	Location	Extent / Cross St	Description	Cost	Construction Year
<b>County of Glenn Short Range</b>						
BP-1	ATP	Local Road 99		Class II Bike Lanes - Tehama CL to CR 9	\$ 375,000	By 2031
BP-2	ATP	Local Road 99		Class II Bike Lanes - SR 32 to CR 16	\$ 375,000	By 2031
<b>Total County Short Range Costs</b>					<b>\$ 750,000</b>	
<b>County of Glenn Long Range</b>						
BP-3	ATP	Local Road 99		Class II Bike Lanes - CR 16 to CR 25	\$ 685,000	By 2031
BP-4	ATP	Local Road 99		Class II Bike Lanes - CR 9 to SR 32	\$ 375,000	By 2031
BP-5	ATP	Local Road 99		Class II Bike Lanes - CR 25 to CR 33	\$ 2,735,000	By 2031
BP-6	ATP	Local Road 99		Class II Bike Lanes - CR 33 to CR 35	\$ 685,000	By 2031
BP-7	ATP	Local Road 99		Class II Bike Lanes - CR 57 to CL	\$ 3,415,000	By 2031
BP-8	ATP	Road 200		Class II Bike Lanes - I-5 to Road 200A	\$ 3,862,000	By 2040
BP-9	ATP	SR 45		Class II Bike Lanes - SR 32 to Colusa CL	\$ 7,693,000	By 2040
BP-10	ATP	Local Road 60/61		Class III Bike Route - CR 99W to SR 45	\$ 11,000	By 2040
BP-11	ATP	Local Road 48		Class III Bike Route - CR D to CR 99 W	\$ 3,000	By 2040
BP-12	ATP	Local Road D		Class III Bike Route - CR 25 to CR 68	\$ 25,000	By 2040
BP-13	ATP	Local Road P		Class III Bike Route - SR 32 to CR 61	\$ 25,000	By 2040
BP-14	ATP	Local Road 9		Class III Bike Route - CR 99W to CR 203	\$ 11,000	By 2040
BP-15	ATP	Local Road 203		Class III Bike Route - Cutter Road to SR 32	\$ 3,000	By 2040
BP-16	ATP	Local Road 203		Class III Bike Route - CR 306 to CL	\$ 5,000	By 2040
BP-17	ATP	Local Road 32		Class III Bike Route - SR 45 east to CL	\$ 2,000	By 2040
BP-18	ATP	Local Road M		Class III Bike Route - CR 33 to CR 16	\$ 9,000	By 2040
BP-19	ATP	Local Road 24		Class III Bike Route - CR 99 to SR 45	\$ 12,000	By 2040
BP-20	ATP	Local Road 25		Class III Bike Route - CR D to CR M	\$ 6,000	By 2040
BP-21	ATP	Local Road 33		Class III Bike Route - CR 99W to CR M	\$ 3,000	By 2040
BP-22	ATP	Local Road 39		Class III Bike Route - CR 99W to SR 45	\$ 12,000	By 2040
BP-23	ATP	Local Road 68		Class III Bike Route - CR D to CR 99W	\$ 4,000	By 2040
BP-24	ATP	Local Road 303		Class III Bike Route - SR 162 to CL	\$ 19,000	By 2040
BP-25	ATP	Local Road 306		Class III Bike Route - Colusa CL to Tehama CL	\$ 35,000	By 2040
BP-26	ATP	Local Road 307		Class III Bike Route - CR 406 to Mendocino CL	\$ 29,000	By 2040
BP-27	ATP	Local Road 406		Class III Bike Route - SR 162 to CR 307	\$ 16,000	By 2040
BP-28	ATP	Local Road 32		Class III Bike Route - Ord Ferry Road		By 2041
BP-29	ATP	Hamilton City/4th St	Main St to Railroad	Sidewalk both sides	\$ 168,000	By 2042
BP-30	ATP	Hamilton City/Broadway	3rd St	High Visibility Crosswalk: South leg	\$ 2,800	By 2043
BP-31	ATP	Hamilton City/Capay Ave	4th St	High Visibility Crosswalk: Upgrade west and south legs; mark north leg	\$ 8,400	By 2044

<div>Table 4.4</div> <div>BICYCLE AND PEDESTRIAN PROJECTS</div>						
Project Number	Funding Source	Location	Extent / Cross St	Description	Cost	Construction Year
BP-32	ATP	Hamilton City/Capay Ave	3rd St	Raised Intersection	\$ 50,000	By 2045
BP-33	ATP	Hamilton City/Los Robles Ave	3rd St	High Visibility Crosswalk: Upgrade south leg	\$ 2,800	By 2046
BP-34	ATP	Hamilton City/Los Robles Ave	SR 32 to 3rd St	Sidewalk west side	\$ 252,000	By 2047
BP-35	ATP	Hamilton City/Main St	3rd St	High Visibility Crosswalk: South leg	\$ 2,800	By 2048
BP-36	ATP	Hamilton City/Railroad	SR 32 to 1st St	Class I Shared Use Path between the railroad and Shasta Ave	\$ 530,000	By 2049
BP-37	ATP	Hamilton City/Capay Ave	4th St	High Visibility Crosswalk: North leg	\$ 2,800	By 2050
BP-38	ATP	Hamilton City/SR 32	SR 45	High Visibility Crosswalk: Upgrade existing crosswalks	\$ 8,400	By 2051
BP-39	ATP	Hamilton City/SR 33	Los Robles Ave	RRFB: Upgrade existing crosswalk on west leg	\$ 32,000	By 2052
BP-40	ATP	Hamilton City/SR 34	Los Robles Ave to Railroad	Sidewalk south side	\$ 184,500	By 2053
BP-41	ATP	Hamilton City/SR 35	SR 45 to Los Robles Ave	Sidewalk north side	\$ 115,500	By 2054
BP-42	ATP	Hamilton City/SR 36	Railroad to Sacramento River	Study: Shared use path on south side	Varies	By 2055
BP-43	ATP	Hamilton City/SR 37	SR 45	Study: LPI	Varies	By 2056
Total County Long Range Costs					\$ 19,680,000	
Total County Bike/ped Project Costs					\$ 19,680,000	
City of Orland - Short Range						
BP-44		Lely Park Trail		Recreational Trail - Paigewood Drive to Road 15	\$ 200,000	By 2031
Total City of Orland Short Range					\$ 200,000	
City of Orland - Long Range						
BP-45	ATP	2nd St	Shasta St to Yolo St	Class II Bicycle Lanes	\$ 26,400	2031+
BP-46	ATP	3rd St	Roosevelt Ave to Monterey St	East side sidewalk	\$ 102,000	2031+
BP-47	ATP	3rd St	Shasta St to 100 feet north of Tehama St	West side sidewalk	\$ 48,000	2031+
BP-48	ATP	6th St	Tehama St	High Visibility Crosswalk: Upgrade north and west legs; mark east leg	\$ 8,400	2031+
BP-49	ATP	6th St	Colusa St	High Visibility Crosswalk: Mark all four legs	\$ 11,200	2031+
BP-50	ATP	6th St	Monterey St	RRFB - Upgrade south leg	\$ 32,000	2031+
BP-51	ATP	6th St	Tehama St	RRFB North leg	\$ 32,000	2031+
BP-52	ATP	6th St	Salomon Dr to Monterey St	Sidewalk west side; some short segments exist	\$ 320,250	2031+
BP-53	ATP	6th St	Monterey St to South St	Study for class I shared use path on east side	Varies	2031+
BP-54	ATP	Chapman St	Marin St	High Visibility Crosswalk: Upgrade east, south, and west legs; mark north leg	\$ 11,200	2031+
BP-55	ATP	Chapman St	Marin St to East St	Sidewalk North side; fill multiple gaps	\$ 90,000	2031+
BP-56	ATP	Chapman St	East St to Walnut Ave	Sidewalk North side	\$ 117,000	2031+
BP-57	ATP	Colusa St	8th St to East St	Class II Bicycle Lanes; Convert angled parking to parallel in some segments	\$ 50,400	2031+
BP-58	ATP	Colusa St	East St to Woodward Ave	Class III Bicycle Route	\$ 8,100	2031+
BP-59	ATP	Colusa St	1st St	High Visibility Crosswalk: Upgrade all three legs	\$ 8,400	2031+

<div>Table 4.4</div> <div>BICYCLE AND PEDESTRIAN PROJECTS</div>						
Project Number	Funding Source	Location	Extent / Cross St	Description	Cost	Construction Year
BP-60	ATP	Colusa St	Alley east of A St to East St	Sidewalk both sides	\$ 45,000	2031+
BP-61	ATP	Colusa St	100 ft east of East St to 650 ft west of Woodward Ave	Sidewalk south side	\$ 21,000	2031+
BP-62	ATP	Colusa St	125 ft west of Woodward Ave to Woodward Ave	Sidewalk south side	\$ 18,750	2031+
BP-63	ATP	Colusa St	150 ft west of Woodward Ave to Woodward Ave	Sidewalk north side	\$ 37,500	2031+
BP-64	ATP	Colusa St	125 ft east of East St to 250 ft east of East St	Sidewalk north side	\$ 18,750	2031+
BP-65	ATP	East St	Shasta St to Yolo St	Class II Bicycle Lanes	\$ 39,200	2031+
BP-66	ATP	East St	Roosevelt Ave to 150 ft north of Shasta St	Sidewalk west side	\$ 78,000	2031+
BP-67	ATP	East St	100 ft south of Walker St to Colusa St	Sidewalk west side	\$ 37,500	2031+
BP-68	ATP	Marin St	Yolo St to South St	Class II Bicycle Lanes	\$ 20,000	2031+
BP-69	ATP	Mill St	2nd St	High Visibility Crosswalk Upgrade all three legs	\$ 8,400	2031+
BP-70	ATP	Mill St	1st St	High Visibility Crosswalk Upgrade both legs	\$ 5,600	2031+
BP-71	ATP	Mill St	A St to alley east of A St	Sidewalk south side	\$ 22,500	2031+
BP-72	ATP	Mill St	Alley east of A St to East St	Sidewalk north side	\$ 22,500	2031+
BP-73	ATP	Monterey St	3rd St to 6th St	Class II Bicycle Lanes; Convert angled parking to parallel in some segments	\$ 16,800	2031+
BP-74	ATP	Monterey St	3rd St	Curb Extensions: North and south legs	\$ 32,000	2031+
BP-75	ATP	Monterey St	3rd St	High Visibility Crosswalk: Upgrade west and south legs; mark north leg	\$ 8,400	2031+
BP-76	ATP	Papst Ave	Bryant Ave to South St	Class II Bicycle Lanes	\$ 60,800	2031+
BP-77	ATP	Papst Ave	100 ft south of Colusa St to 50 ft south of Robbins St	Sidewalk west side	\$ 88,500	2031+
BP-78	ATP	Roosevelt Ave	Entrance to Orland Alternative Education Center	High Visibility Crosswalk: East leg	\$ 2,800	2031+
BP-79	ATP	Roosevelt Ave	Entrance to Orland Alternative Education Center	RRFB East leg	\$ 32,000	2031+
BP-80	ATP	Roosevelt Ave	3rd St to East St	Sidewalk south side	\$ 223,500	2031+
BP-81	ATP	Shasta St	3rd St	High Visibility Crosswalk: Upgrade north and east legs; mark south leg	\$ 8,400	2031+
BP-82	ATP	Shasta St	2nd St	High Visibility Crosswalk: Upgrade south and east legs	\$ 5,600	2031+
BP-83	ATP	Shasta St	1st St	High Visibility Crosswalk: Upgrade west and south legs	\$ 5,600	2031+
BP-84	ATP	Shasta St / Bryant St	Woodward Ave/ Road Kk 1/2	High Visibility Crosswalk: All four legs	\$ 11,200	2031+
BP-85	ATP	South St	Marin St to Papst Ave	Class II Bicycle Lanes: Remove on street parking	\$ 59,200	2031+
BP-86	ATP	South St	Marin St	High Visibility Crosswalk: Upgrade north and west legs; mark east leg	\$ 8,400	2031+
BP-87	ATP	South St	Marin St	High Visibility Crosswalk: Upgrade north and west legs; mark east leg	\$ 8,400	2031+
BP-88	ATP	South St	Walnut St	High Visibility Crosswalk: Upgrade north leg	\$ 2,800	2031+
BP-89	ATP	South St	Fairview St	High Visibility Crosswalk: Upgrade all four legs	\$ 11,200	2031+
BP-90	ATP	South St	Papst Ave	High Visibility Crosswalk: Mark all four legs	\$ 11,200	2031+
BP-91	ATP	South St	Cortina Dr to Main St	Study: Bicycle facility	Varies	2031+
BP-92	ATP	South St (extension)	Papst Ave to Hambright Ave	Class I Shared Use Path: Connect to north-south path under development east of	\$ 490,000	2031+
BP-93	ATP	Stony Creek Irrigation Canal	6th St to Shasta St/Woodward Ave	Class I Shared Use Path: Underground irrigation canal	\$ 960,000	2031+
BP-94	ATP	Suisun St	3rd St	Curb Extensions: Upgrade south leg	\$ 16,000	2031+



<div>Table 4.4</div> <div>BICYCLE AND PEDESTRIAN PROJECTS</div>						
Project Number	Funding Source	Location	Extent / Cross St	Description	Cost	Construction Year
BP-95	ATP	Suisun St	4th St to 5th St	Sidewalk Both sides	\$ 90,000	2031+
BP-96	ATP	Tehama St	Walker St to Woodward Ave	Class II Bicycle Lanes: Create buffered bicycle lanes where width is sufficient	\$ 84,000	2031+
BP-97	ATP	Tehama St	Woodward Ave to Papst Ave	Class II Bicycle Lanes	\$ 16,800	2031+
BP-98	ATP	Walker St	East St	Curb Extensions: Upgrade all four legs	\$ 64,000	2031+
BP-99	ATP	Walker St	East St	High Visibility Crosswalk: Upgrade all four legs	\$ 11,200	2031+
BP-100	ATP	Walker St	675 ft east of East St to 750 ft east of East St	Sidewalk south side	\$ 11,250	2031+
BP-101	ATP	Walker St	Woodward Ave to County Rd M 1/2	Sidewalk south side	\$ 367,500	2031+
BP-102	ATP	Walker St	Woodward Ave to 400 ft west of Papst Ave	Sidewalk north side	\$ 103,500	2031+
BP-103	ATP	Walker St	400 ft east of Papst Ave to 500 ft west of County Rd I	Sidewalk north side	\$ 81,000	2031+
BP-104	ATP	Walker St	6th St to 3rd St	Study Streetscapes project	Varies	2031+
BP-105	ATP	Walnut Ave	Central St to Chapman St	Sidewalk west side	\$ 51,000	2031+
BP-106	ATP	Walnut Ave	100 ft south of Chapman St to 150 ft north of South St	Sidewalk west side	\$ 33,000	2031+
BP-107	ATP	Walters St	Chapman St to 100 ft south of Chapman St	Sidewalk south side	\$ 15,000	2031+
BP-108	ATP	Woodward Ave	Shasta St to Tehama St	Class II Bicycle Lanes	\$ 9,600	2031+
BP-109	ATP	Yolo St	5th St to Papst Ave	Class II Bicycle Lanes	\$ 73,600	2031+
BP-110	ATP	Yolo St	1st St	High Visibility Crosswalk: Upgrade north and west legs	\$ 5,600	2031+
BP-111	ATP	Yolo St	Papst Ave	High Visibility Crosswalk: Mark west leg	\$ 2,800	2031+
BP-112	ATP	Yolo St	2nd St	High Visibility Crosswalk: Upgrade north and east legs	\$ 5,600	2031+
Total City of Orland Long Range					\$ 4,328,300	
City of Willows - Short Range						
BP-113	ATP	Cedar St	Willows Intermediate School Driveway	High Visibility Crosswalk: Mark east leg, aligned with sidewalk	\$ 2,800	2031+
BP-114	ATP	Cedar St	Culver Ave	High Visibility Crosswalk: Upgrade north and west legs	\$ 5,600	2031+
BP-115	ATP	Elm St	Culver Ave to Shasta St	Sidewalk south side	\$ 333,000	2031+
Total City of Willows Short Range					\$ 341,400	
City of Willows - Long Range						
BP-116	ATP	Enright Ave	100 ft north of Sycamore St to Oak St	Sidewalk west side	\$ 82,500	2031+
BP-117	ATP	Eureka St	Tehama St	Raised Islands: Narrow Eureka St approach and create right turn lane	\$ 16,000	2031+
BP-118	ATP	French St	Pacific Ave	High Visibility Crosswalk: Mark north leg	\$ 2,800	2031+
BP-119	ATP	French St	Washington St	High Visibility Crosswalk: Upgrade all three legs	\$ 8,400	2031+
BP-120	ATP	French St	Murdock Ave	High Visibility Crosswalk: Upgrade all five legs (including driveway)	\$ 14,000	2031+
BP-121	ATP	French St	Pacific Ave to Washington St	Sidewalk south side	\$ 176,250	2031+
BP-122	ATP	French St	Murdock Ave to Lassen St	Sidewalk south side	\$ 50,250	2031+
BP-123	ATP	French St	150 ft west of Plumas St to Plumas St	Sidewalk south side	\$ 22,500	2031+
BP-124	ATP	French St	175 ft west of Shasta St to Shasta St	Sidewalk south side	\$ 26,250	2031+
BP-125	ATP	French St	175 ft west of Butte St to Butte St	Sidewalk south side	\$ 26,250	2031+
BP-126	ATP	Green St	Grove Ln	High Visibility Crosswalk: Upgrade east leg	\$ 2,800	2031+



<div>Table 4.4</div> <div>BICYCLE AND PEDESTRIAN PROJECTS</div>						
Project Number	Funding Source	Location	Extent / Cross St	Description	Cost	Construction Year
BP-127	ATP	Green St	Murdock Ave to Shasta St	Sidewalk south side	\$ 165,000	2031+
BP-128	ATP	Green St	Alley west of Butte St to Butte St	Sidewalk south side	\$ 22,500	2031+
BP-129	ATP	Laurel St	Villa Ave to Sonoma St	Class II Bicycle Lanes	\$ 88,000	2031+
BP-130	ATP	Laurel St	Culver Ave	High Visibility Crosswalk: Upgrade all four legs	\$11,200	2031+
BP-131	ATP	Laurel St	Villa Ave to Enright Ave	Sidewalk south side	\$ 60,000	2031+
BP-132	ATP	Marshall Ave	SR 162 to Willow St	Sidewalk west side	\$ 56,250	2031+
BP-133	ATP	Marshall Ave	Oak St to Laurel St	Sidewalk west side	\$ 70,500	2031+
BP-134	ATP	Pacific Ave	French St to Wood St	Sidewalk east side	\$ 126,000	2031+
BP-135	ATP	Railroad/HWY 99W	SR 162 to Rd 8013	Study: Shared use path to Wildlife Refuge	Varies	2031+
BP-136	ATP	Shasta St	Green St to French St	Class II Bicycle Lanes	\$ 12,800	2031+
BP-137	ATP	Shasta St	Vine St to Elm St	Class II Bicycle Lanes; Convert angled parking to parallel between Walnut St and Laurel St	\$ 69,600	2031+
BP-138	ATP	Shasta St	French St to Vine St	Class III Bicycle Route	\$ 27,000	2031+
BP-139	ATP	SR 162	Enright Ave	High Visibility Crosswalk: Mark west leg	\$ 2,800	2031+
BP-140	ATP	SR 162	Washington St/ Merrill Ave	High Visibility Crosswalk: Upgrade all four legs	\$ 11,200	2031+
BP-141	ATP	SR 162	Shasta St	High Visibility Crosswalk: Mark east leg	\$ 2,800	2031+
BP-142	ATP	SR 162	Enright Ave	RRFB West leg	\$ 32,000	2031+
BP-143	ATP	SR 162	Shasta St	RRFB East leg	\$ 32,000	2031+
BP-144	ATP	SR 162	Willows Mobile Home & RV Park to 1st St	Study: Complete Streets	Varies	2031+
BP-145	ATP	Sycamore St	Murdock Ave	High Visibility Crosswalk: Upgrade north, east, and south legs; mark west leg	\$ 11,200	2031+
BP-146	ATP	Sycamore St	100 ft east of Enright Ave to Culver Ave	Sidewalk north side	\$ 96,000	2031+
BP-147	ATP	Sycamore St	Railroad	Sidewalk both sides	\$ 33,000	2031+
BP-148	ATP	Tehama St	Canal	Study: crossing	Varies	2031+
BP-149	ATP	Villa Ave	SR 162 to Elm St	Class II Bicycle Lanes: Create buffered bicycle lanes where width is sufficient	\$ 62,400	2031+
BP-150	ATP	Villa Ave	Cedar St	High Visibility Crosswalk: Upgrade east leg; mark north leg	\$ 5,600	2031+
BP-151	ATP	Villa Ave	SR 162 to 450 ft north of Sycamore St	Sidewalk west leg	\$ 126,000	2031+
BP-152	ATP	Villa Ave	Birch St to Cedar St	Sidewalk west side	\$ 67,500	2031+
BP-153	ATP	Walnut St	Crawford Ave to Culver St	Sidewalk north side	\$ 50,250	2031+
BP-154	ATP	Willow St	Culver St to Merrill Ave	Sidewalk north side	\$ 48,750	2031+
BP-155	ATP	Willow St	Marshall Ave to Murdock Ave	Sidewalk north side	\$ 22,500	2031+
BP-156	ATP	Willow St	175 ft west of Butte St to Butte St	Sidewalk south side	\$ 26,250	2031+
BP-157	ATP	French St.		Class II Bike Lane - Pacific to Tehema	\$ -	2031+
BP-158	ATP	Sycamore St.		Class II Bike Lane - Humboldt to Murdock	\$ -	2031+
BP-159	ATP	Sycamore St.		Class II Bike Lane - Yolo to Sacramento	\$ -	2031+
BP-160	ATP	Laurel St.		Class II Bike Lane - Villa to Sacramento	\$ -	2031+

<div>Table 4.4</div> <div>BICYCLE AND PEDESTRIAN PROJECTS</div>						
Project Number	Funding Source	Location	Extent / Cross St	Description	Cost	Construction Year
BP-161	ATP	Cedar St.		Class II Bike Lane - Villa to Tehema	\$ -	2031+
BP-162	ATP	Elm St.		Class II Bike Lane - Villa to Tehema	\$ -	2031+
BP-163	ATP	Humboldt Ave.		Class II Bike Lane - Sycamore to SR 162	\$ -	2031+
BP-164	ATP	Villa Ave.		Class II Bike Lane - Elm to SR 162	\$ -	2031+
BP-165	ATP	Pacific Ave.		Class II Bike Lane - SR 162 to French	\$ -	2031+
BP-166	ATP	Culver Ave.		Class II Bike Lane - Laurel to Sycamore	\$ -	2031+
BP-167	ATP	Merrill Ave.		Class II Bike Lane - Sycamore to SR 162	\$ -	2031+
BP-168	ATP	Murdock Ave.		Class II Bike Lane - French to Green	\$ -	2031+
BP-169	ATP	Lassen St.		Class II Bike Lane - Cedar to Oak	\$ -	2031+
BP-170	ATP	Lassen St.		Class II Bike Lane - Willow to SR 162	\$ -	2031+
BP-171	ATP	Plumas St.		Class II Bike Lane - Cedar to SR 162	\$ -	2031+
BP-172	ATP	Tehema St.		Class II Bike Lane - SR 162 to French	\$ -	2031+
BP-173	ATP	SR 162		Class III Bike Route - Villa to Tehema	\$ -	2031+
BP-174	ATP	Walnut St.		Class III Bike Route - Lassen to Tehema	\$ -	2031+
BP-175	ATP	Sycamore St.		Class III Bike Route - Murdock to Yolo	\$ -	2031+
BP-176	ATP	Humboldt Ave.		Class III Bike Route - SR 162 to RR Tracks	\$ -	2031+
BP-177	ATP	Lassen St.		Class III Bike Route - Oak to Willow	\$ -	2031+
BP-178	ATP	Tehema St.		Class III Bike Route - Elm to SR 162	\$ -	2031+
BP-179	ATP	Merril Ave.		Class III Bike Route - along west side of Jensen Park	\$ -	2031+
Total City of Willows Long Range					\$ 1,767,100	

**Table 4.5**  
**AVIATION PROJECTS**

Project Number	Funding	Description	Total Cost	Const. Year	Countermeasure
Haigh Field Short Range Projects					
Total			\$0		
Haigh Field Long Range Projects					
AV-1	AIP	Rehab apron - design	\$200,000	2020	System Preservation
AV-2	AIP	Construct new Taxilane	\$50,000	2019	Capacity Enhancement
AV-3	AIP	Rebuild/construct hangars	\$500,000	2020	
AV-4	AIP	Rehab apron - Phase 1	\$400,000	2020	System Preservation
AV-5	AIP	Rehab apron - Phase 2	\$250,000	2020	System Preservation
AV-6	AIP	Rehab apron - Phase 3	\$250,000	2020	System Preservation
AV-7	AIP	Install apron lighting	\$75,000	2020	Safety
Total			\$1,725,000		
Willows-Glenn Short Range Projects					
AV-8	AIP	Avigation easement RWY 31	\$45,000	2019	
AV-9	AIP	Install Jet A tank	\$150,000	2019	
Total			\$195,000		
Willows-Glenn Long Range Projects					
AV-10	AIP	Reconstruct apron, Phase 2	\$320,000	2030	System Preservation
AV-11	AIP	Construct taxilanes Phase 2	\$190,000	2030	Capacity Enhancement
AV-12	AIP	Construct Ag apron w/access road	\$836,000	2030	Capacity Enhancement
AV-13	AIP	Land acquisition Rwy 34 approach	\$700,000	2030	Capacity Enhancement
AV-14	AIP	Land acquisition Rwy 16 approach	\$430,000	2030	Capacity Enhancement
AV-15	AIP	Move canal and relocate Farm Rd.	\$220,000	2030	Capacity Enhancement
AV-16	AIP	Expand north apron	\$320,000	2030	Capacity Enhancement
AV-17	AIP	Relocate parallel taxiway for Rwy	\$1,370,000	2030	System Preservation
AV-18	AIP	Construct parallel taxiway E for Rwy 13-31	\$1,520,000	2030	Capacity Enhancement
Total			\$5,906,000		

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Table 4.6 SHOPP PROJECTS					
Lead Agency	Project Type	Location	Description	Cost	
Caltrans	Safety	On I5 between Orland and Willows	From CR 68 to CR 7	\$	3,330,000
Caltrans	Safety	I5 Willows	Willows safety roadside rest area. Water and Wastewater system upgrade.	\$	8,495,000
Caltrans	Safety	SR 32 in Orland from I5 to Woodward Ave. Pedestrian improvements		\$	2,158,000
Caltrans	Safety	SR 162 Butte City	From SR 45 to DcDougall Street. Replace Sac River Bridge.	\$	110,400,000
Total				\$	124,383,000

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