

2014 MODOC REGIONAL TRANSPORTATION PLAN

PREPARED BY: MODOC COUNTY TRANSPORTATION COMMISSION

List of Common Acronyms	5
EXECUTIVE SUMMARY	7
Summary of Issues and Needs	7
CHAPTER 1 - INTRODUCTION	10
Physical Setting and History	10
Public Participation	13
Private Sector Participation.....	16
Annually.....	17
Biennially – Transportation Improvement Programs	18
Every 5 Years.....	18
Regional Performance Measures.....	18
CHAPTER 2 - THE MODOC REGION.....	21
Geographic Area.....	21
Figure 1 Population Densities and Tribal Lands.....	24
Travel Characteristics.....	24
Economy	25
Climate Change.....	27
CHAPTER 3 - STREETS, ROADS AND HIGHWAYS	28
Description of Public Road System	28
Public Lands Road System	28
Regional Roadway System.....	30
Regional Roadway Characteristics	34
Traffic Conditions	49
Level of Service	50
Vehicle Miles of Travel	50
Bridges.....	51
CHAPTER 4 - PUBLIC TRANSPORTATION.....	54
Modoc Transportation Agency/Sage Stage	54
CHAPTER 5 - RAIL TRANSPORTATION & GOODS MOVEMENT.....	58
Rail Transportation.....	58
Goods Movement by Roadway	59
CHAPTER 6 - AVIATION.....	60
Regional Airports	60
CHAPTER 7 - NON MOTORIZED TRANSPORTATION	64
Bikeway and Pedestrian Facilities.....	64

CHAPTER 8 - LAND USE AND AIR QUALITY	66
Land Use.....	66
Air Quality	66
CHAPTER 9 - ENVIRONMENT	68
CHAPTER 10 - FINANCIAL	69
Airport Improvements Program Funding.....	69
Federal Surface Transportation Programs	70
Roadway Improvement Funding.....	71
Local Sources	74
Transit Improvement Funding.....	75
Tribal Funding.....	76
Projected Revenues.....	77
Roadway Revenue to Expenditure Comparison	78
CHAPTER 11 - ALTERNATIVES AND ACTIONS.....	79
Data Forecasts.....	79
Plan Assumptions	80
Plan Alternatives.....	81
Funding Strategies.....	82
CHAPTER 12 - POLICY ELEMENT	83
Local and Regional Issues	83
Selection Criteria	83
Goals, Objectives, Performance Measures, and Policies	84
Transportation Security/Preparedness.....	85
Transportation System Improvements	86
RTP Projects	87

List of Tables

Table 1	Modoc County Population Estimates and Forecasts	22
Table 2	Population Projections for Persons aged 65 and over	22
Table 3	Median Household Income 2013	23
Table 4	County and State population by Ethnicity/Race	23
Table 5	Fee Paid Registrations in Modoc	24
Table 6	2010 Modoc County Housing.....	25
Table 7	Indian Reservation Roads in Modoc.....	30
Table 8	Regional Roadways Functional Classifications.....	38
Table 9	City and County Recurring Revenues.....	39
Table 10	Modoc County Road Improvement Projects.....	40
Table 11	Modoc County Special Funded Program Projects	41
Table 12	Modoc County Financially Unconstrained Projects	42
Table 13	Modoc County Future Bridge Projects	43
Table 14	City Road Improvement Projects.....	43
Table 14a	City Unconstrained Road Improvement Projects.....	44
Table 15	State Highway Improvement Needs	45
Table 16	Tribal Transportation Improvement Projects.....	46
Table 17	Daily Traffic Volumes on State Highways	46
Table 18	State Highways Estimated AADT	47
Table 19	Peak Month ADT State Highways.....	49
Table 20	Vehicle Miles Traveled.....	50
Table 21	Modoc Bridge Inventory.....	53
Table 22	Sage Stage Operating Expenditures	56
Table 23	Public Transit Improvement Projects	57
Table 24	Truck Traffic on State Highways.....	59
Table 25	Regional Airports.....	60
Table 26	Projected Regional Airports Revenue.....	61
Table 27	Modoc County Airport Capital Improvement Projects.....	62
Table 28	Alturas Municipal Airport Capital Improvement Projects.....	63
Table 29	Bicycle and Pedestrian Improvement Projects.....	65
Table 30	Modoc and Neighboring Counties Population forecasts.....	79
Table 31	Past projects and progress.....	92

List of Figures

Figure 1 – Population Densities and Tribal Lands.....	24
Figure 2 – Modoc County Functional Classifications	32
Figure 3 – City of Alturas Functional Classifications.....	33
Figure 4 – City of Alturas Pavement Condition	37
Figure 5 – Sage Stage Routes	54

Appendices

- A. Performance Measures
- B. CEQA Compliance
- C. RTP Checklist
- D. Social Service Agencies
- E. Comments Received on the Draft RTP and Responses to those Comments

List of Common Acronyms

Acronym		Agency/Organization/Definition
A-D	BTA	Bicycle Transportation Account
	CalACT	California Association for Coordinated Transportation
	CALCOG	California Association of Councils of Governments
	Caltrans	California Department of Transportation
	CSAC	California State Association of Counties
	CTC	California Transportation Commission
	CTSA	Consolidated Transportation Service Agency
	DOT	Department of Transportation (Fed, State, some counties)
	DTR	District Transit Representatives
E-I	FAA	Federal Aviation Administration
	FAS	Federal Aid System
	FHWA	Federal Highway Administration
	FTA	Federal Transit Administration
	FTIP	Federal Transportation Improvement Program
	FY	Fiscal Year (State and local government)
	FFY	Federal Fiscal Year
	IIP	Interregional Improvement Program
	IRRS	Inter-Regional Roadway System
	ISTEA	Inter-modal Surface Transportation Efficiency Act of 1991
	ITIP	Interregional Transportation Improvement Program
J-O	JARC	Job Access and Reverse Commute Program
	JPA	Joint Powers Agreement
	LTF	Local Transportation Fund
	MAP 21	Moving Ahead for Progress in the 21st Century
	MCTC	Modoc County Transportation Commission
	MOU	Memorandum of Understanding
	MPO	Metropolitan Planning Organization
	MTA	Modoc Transportation Agency
	MTC	Metropolitan Transportation Commission
	NEPA	National Environmental Quality Act
	OWP	Overall Work Program
P-R	PPM	Planning, Programming & Monitoring Program
	PTA	Public Transportation Account
	PUC	Public Utilities Commission/Public Utilities Code
	PSR	Project Study Report
	RIP	Regional Improvement Program

	RPA	Rural Planning Assistance
	RSTP	Regional Surface Transportation Program
	RTIP	Regional Transportation Improvement Program
	RTP	Regional Transportation Plan
	RTPA	Regional Transportation Planning Agency
S	SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users
	SB	Senate Bill
	SHA	State Highway Account
	SHOPP	State Highway Operation and Protection Program
	SIP	State Implementation Plan (Air Quality)
	SR	State Route
	SSTAC	Social Services Transportation Advisory Council
	STA	State Transit Assistance
	STIP	State Transportation Improvement Program
	STP	Surface Transportation Program
T-Z	TAC	Technical Advisory Committee
	TDA	Transportation Development Act of 1971
	TDP	Transit Development Plan – Short Range Study
	TE	Transportation Enhancement Program (formerly TEA
	TEA-21	Transportation Equity Act for the 21st Century (1998-formerly ISTEA)
	TSM	Transportation System Management
	USDOT	United States Department of Transportation
	VMT	Vehicle Miles Traveled
	WE	Work Element
	YTD	Year to Date

EXECUTIVE SUMMARY

The Regional Transportation Plan (RTP) has been prepared in compliance with state (California Government Code Section 65080 et seq.) and applicable federal regulations governing regional transportation planning. It has a 20 year planning horizon and is updated each five years; the plan is intended to provide clear, concise policy guidance to local and state decisions makers. It contains a discussion of regional transportation issues or concerns and possible solutions; goals, objectives, and policies for each transportation mode and area of concern; actions to be taken to implement plan goal, objectives, and policies and funding estimated to be available.

The overall goal of the Modoc RTP is to provide a safe, balanced, coordinated, and cost effective transportation system that conserves energy and preserves air quality, serves the needs of region and is consistent with local general plans. There is a direct correlation between this plan and regional federally funded transportation projects. Regional transportation projects identified within this plan can be considered for funding by the California Transportation Commission through state and federal programs. This plan outlines regional transportation needs for specific funding programs through lists of projects, needs, policies and actions.

Throughout the RTP, tables and charts are provided to information regarding projects, identified by government entities, to enhance and maintain the transportation systems within the region. A checklist of planning requirements in *Appendix B* demonstrates compliance with applicable regulations. The checklist can be used to locate specific components of the plan as well as the table of contents.

Summary of Issues and Needs

The transportation system in Modoc County shows signs of distress which can be attributed to deferred maintenance due to limited funding and staff resources, and the need for consistent infrastructure improvement revenues. Traffic delays due to traffic congestion are typically nonexistent which is typical for low population densities like Modoc County. On average there are only about 2.3 persons per square mile, limited medical services are available, and there is no college or university. The Region experiences challenges providing basic transit service to elderly, low income, and retirement population, and transit dependent population spread about small communities throughout the county. Some of these areas have no public transportation options or minimal service to meet the needs for specialized transit service systems.

Future infrastructure needs of the region include roadway rehabilitation, bridge rehabilitation and replacement, and improving the safety of our existing transportation network. Other needs include expansion of transit services to un-served and underserved elderly, transit dependent, tribal community members, and improving mobility for residents of outlying communities within the area.

The 2012 California Statewide Local Streets and Roads Needs Assessment confirms that “existing funding levels are insufficient to address deteriorating roads, bridges, sidewalks, storm drains and traffic signs, and it further predicts that the cost to fix them could double if repair and maintenance are delayed due to lack of new funding.” Cities and counties own 81% of the state’s road systems which includes bridges, safety and traffic components, and infrastructure such as stoplights, traffic signs, storm drains, sidewalks, and curbs and gutters. The report shows a steady downward trend since the initial analysis in

2008, and within 10 years a quarter of the transportation network in the state will have digressed to a failed condition. Within Modoc there are 1,671.22 miles of maintained roads. The State, County, and City account for 1,198.98 of the total maintained miles in the region.

There is not the demand for regional capacity increasing transportation projects in the region, due to sparse and low population densities. The regional needs are local roadway rehabilitation and deferred maintenance.

Chapter 1 – Introduction – provides a brief history of transportation planning in Modoc County, legal requirements and the purpose of the RTP, the regional transportation planning process, transportation improvement programs, and regional performance measures.

Chapter 2 – The Modoc Region – demographic information and travel characteristics. Modoc has experienced a population decline that is partially attributed to timber and forestry practice shifts. Federal government offices employed 150 to 200 employees in the late 1980's and early 1990's; currently, they employ about 70 people. Over time, the reduction of these positions has negatively impacted regional areas of employment and services.

Chapter 3 – Regional Streets and Highways – This chapter provides information on bridge rehabilitation needs, street and road condition/needs, transportation system management, transportation programs, transportation enhancements, safety projects, and project lists. The goal is to utilize available funding in the most efficient manner to maintain a safe and efficient road system.

Chapter 4 – Public Transportation – The Modoc Transportation Agency operates Sage Stage and is the primary public transportation provider in the region, providing demand response service in and around the City of Alturas and four intercity service routes to Ft. Bidwell/Cedarville, Klamath Falls, OR, Redding, and Reno, NV. Modoc Senior Citizens Center, Strong Family Health Center, DART, Veteran's Services provide transit services to their clientele. The goal is to continue to provide public transit service, intercity connections, demand response services to city and county residents, and coordinate with human resources agencies to enhance and promote efficient use of transit funding.

Chapter 5 – Goods Movement and Rail Transportation – trucks move the majority of freight in and through Modoc County. The goal is to maintain an efficient goods movement industry with the least impact on the transportation system. Rail freight movement has decreased since Union Pacific abandoned services in the region many years ago. There are only trips from the north out of Lakeview, OR. The goal of the RTP is to support rail crossing safety projects as funding is identified.

Chapter 6 – Aviation – This chapter identifies the potential airport projects in the region and the possible federal and State funding sources. The goal is to utilize available funding to maintain accessible air service in a safe and convenient manner. The RTP supports aviation projects as funding is identified.

Chapter 7 – Non motorized transportation. The goal of the RTP is to support a transportation environment that encourages bicycling and walking where feasible and economical. MCTC will support local agencies in their development of pedestrian and bicycle improvements along with STIP projects and to support their efforts to seek funding from grants, including the Active Transportation Program, to develop these facilities.

Chapter 8- Land Use and Air Quality. There is a direct link between land use and transportation. Land development may affect existing transportation facilities as well as create the need for new facilities in the future. Modoc County does not exceed federal standards for ozone; the county currently exceeds the

state small particulate matter on several days a year due to burning wood. The goal of the RTP is to continue to meet all state and federal health standards and to promote transportation and land use developments around existing transportation facilities.

Chapter 9- Environment. Transportation projects can affect sensitive environmental resources. All projects that are funded with state and federal funds are subject to state and or federal environmental review requirements, in addition to regulatory water permits and consultation with resource agencies for environmental resource protection. The goal is to minimize the negative environmental effects of transportation projects. MCTC encourages project proponents to select new project alignments that have the least environmental and cultural resource impacts.

Chapter 10 – Financial. This chapter identifies current funding sources, current and projected revenues available to fund transportation, transit, and aviation projects in the region, and includes a comparison of the transportation needs to funding availability over the 20 year time period.

Chapter 11 Alternatives and Actions - discusses alternatives and actions to implement the proposed RTP: No action, emphasize roads and highways, emphasize public transportation or emphasize multimodal improvements. Emphasize multimodal improvements is the identified preferred alternative. Three funding scenarios are also considered – funding at present level is recommended due to the current budget crisis and lack of other available sources of funds.

CHAPTER 1 - INTRODUCTION

Physical Setting and History

Modoc County is a land of rugged lava plateaus, fertile valleys, and towering mountains. It encompasses approximately 4,100 square miles in area (or roughly 2.5 million acres). The terrain is mountainous with high-desert vegetation and timber; numerous valleys or basins are suited for agricultural use. Predominant geographic features include the Modoc Plateau, Warner Mountains, Surprise Valley with three often dry, alkaline lakes, Tulelake Basin, Goose Lake, and the Pit River Valley.

Modoc County Transportation Commission (MCTC) was created in 1972 as the Regional Transportation Planning Agency (RTPA) for the region. MCTC is responsible for carrying out transportation planning and administering many of the state and federal transportation programs.

As the population of California has increased significantly, the complexities and problems of transportation have increased significantly. Modoc experiences almost the opposite the state's growth challenges with its own set of challenges. The region has seen a population decline since the 1980's, very low growth with a disproportionate elderly and low income population, and a large area of need compared to a low transportation revenue stream. The region, as a whole, experiences challenges with meeting mobility needs and maintenance costs of our existing networks with the available revenues. Transportation from state and federal sources continues to diminish while maintenance and construction costs increase. There are not enough transportation funds to meet the needs of the region or the state as a whole. Meeting mobility needs will continue to be a challenge with the static funding forecasts.

Legal Requirements

State law requires each RTP to adopt and submit an updated regional transportation plan (RTP) to the California Transportation Commission (CTC) and the Department of Transportation (Caltrans) each five years in federally designated air quality attainment areas and each four years in urban areas. Modoc continues the federal designation of air quality attainment and is therefore required to update the RTP each 5 years; the MCTC extended the 2008 RTP one year through 2013. This 2014 RTP will need updated again in 2019. The plan is to be action-oriented and realistic, considering both short- and long-range funding forecasts. It provides policy guidance to local and state officials and serves as a reference for state and federal transportation projects and programs. A public hearing is required prior to the RTP adoption.

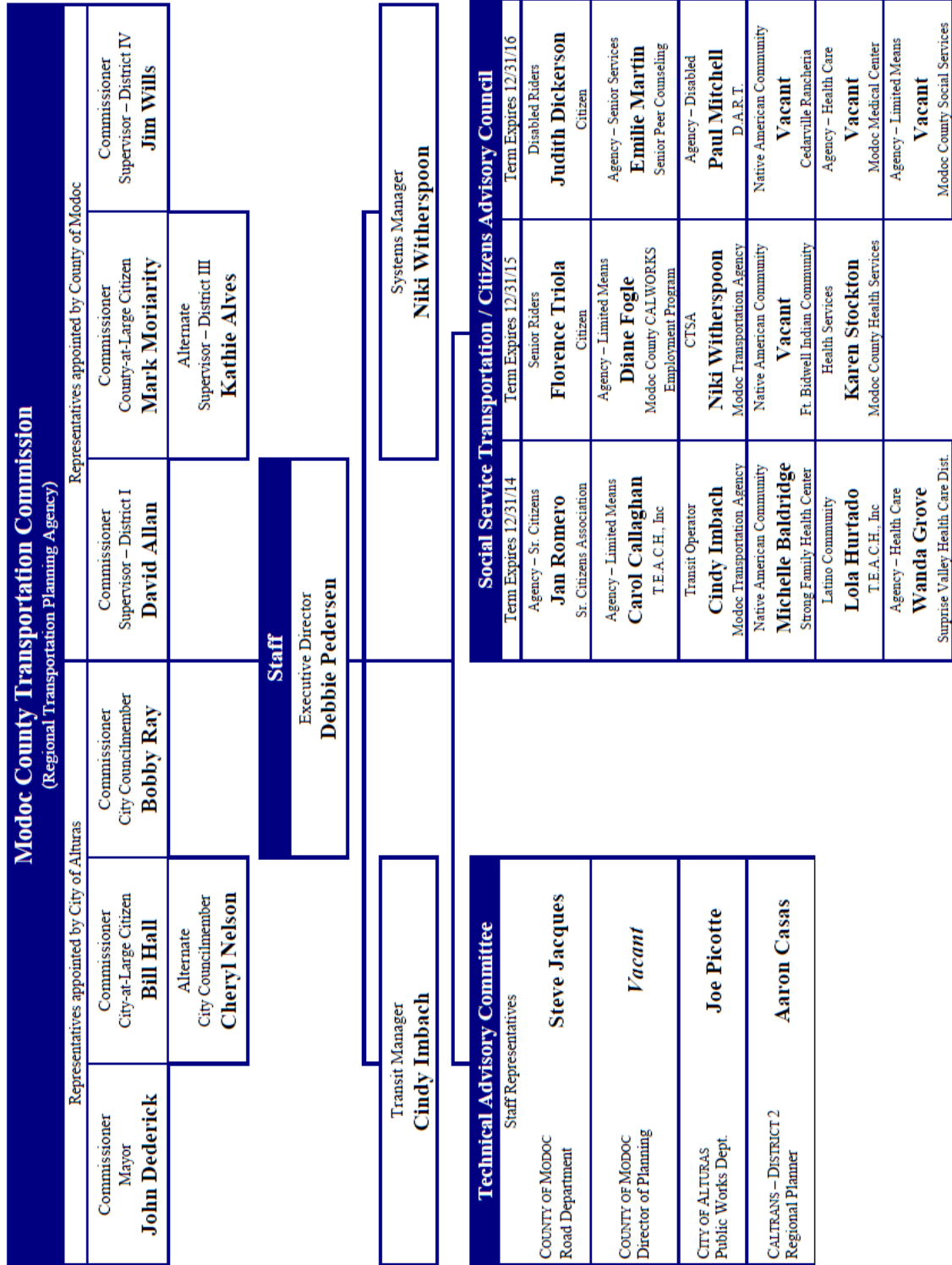
Purpose

The purpose of the RTP is to:

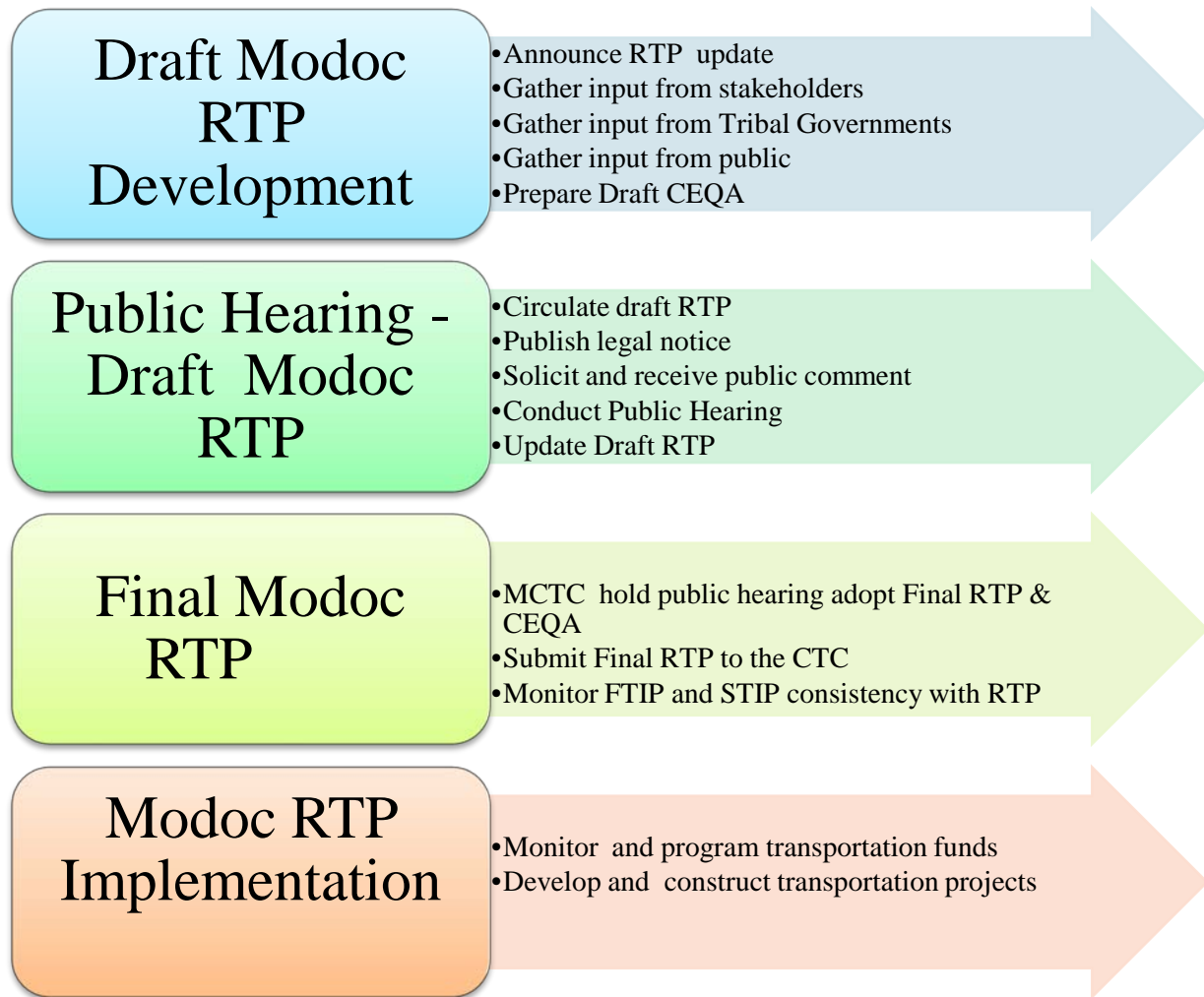
1. promote an integrated, statewide, multimodal, regional transportation planning process and provide a tool for decision makers to choose effective regional transportation investment;
2. identify and document regional mobility needs and issues in terms of the transportation system, land use, financial needs, air quality and environmental considerations, including wetlands, endangered species, and cultural resources;
3. promote a planning process that considers the views of all stakeholders;
4. provide the foundation for transportation decisions by local, regional state, and federal officials to resolve regional mobility and accessibility needs;
5. document the financial resources needed to implement the transportation plan;
6. promote consistency and provide input to the California Transportation Plan, the regional planning process, and local plans in responding to statewide and interregional transportation issues and needs;
7. promote the safe and efficient management, operation, and development of a regional intermodal transportation system, that when linked with appropriate land use planning, will serve the mobility needs of goods and people; and
8. meet requirements of state and federal funding requirements.

Public participation is extended to included people that have been traditionally underserved by the transportation system and services in the County. It is noted that the CTC requires non-MPO RTPAs to address the federal planning requirements during the development of their RTPs. Planning for the regional transportation system is accomplished by the MCTC through continuous, cooperative, and comprehensive multimodal transportation planning with various governmental agencies, advisory committees, and the public.

Below is the MCTC organizational structure and advisory groups.



PUBLIC PARTICIPATION



Federal and state laws and regulations require that the MCTC consult with affected agencies, and that all interested parties be provided reasonable access to information and opportunity to comment on the RTP. Thus, questionnaires were mailed to a wide variety of agencies, groups and individuals to solicit input into the transportation planning process, to notify them of the RTP update, and request assistance with the 2014 RTP.

Public Entity Participation

The MCTC plans for the regional transportation system in consultation and coordination with regional stakeholders. During the development of this RTP, among others, the entities listed below were contacted for information and solicited for input.

- ♦ Adjacent County Regional Transportation Planning Agencies (RTPAs)
- ♦ State and Federal Resource Agencies
- ♦ Tribal Governments
- ♦ Modoc County Air Pollution and Control District

In compliance with the *California Transportation Commission's 2010 RTP Guidelines*, the following provides details of correspondence specific to agencies that responded.

Native American Consultation

The RTP process shall meet the state and federal requirements to involve Native American Tribal governments in the development of plans and programs, including funding and programming of transportation projects accessing tribal lands through state and local transportation programs.

Initial planning efforts were made with contact to the Native American Heritage Commission to obtain a current listing of federally recognized tribes within Modoc County and through initial contact with the Bureau of Indian Affairs to initiate and coordinate meetings with each tribe. Based on input from NAHC and BIA we consulted with the region’s three federally recognized tribes, the Pit River Tribal Council, the Cedarville Indian Rancheria, and the Fort Bidwell Community Center. Preliminary planning considerations included transportation issues within Modoc County, land use, employment, economic development, environmental and cultural resource considerations, and housing and community development. Below is a summary of the consultation meetings:

Tribe	Consultation	Discussion items
Pit River Tribe	Jan 24, 2013 Burney, CA	<ul style="list-style-type: none"> • transit start-up to serve tribal members – Burney & Big Valley • Interested in acquiring used transit buses • Economic development on XL Reservation lands
Cedarville Indian Rancheria	March 6, 2013 Alturas, CA	<ul style="list-style-type: none"> • park and ride at Cedarville (Rabbit Traxx) • transit services to Surprise Valley • road drainage issues along Patterson St. (County) • better encroachment onto SR 299 at Patterson St in Cedarville • Future plans for housing and community development in Cedarville (27 acres adjacent to Rabbit Traxx).
Ft Bidwell Community Center	March 7, 2013 Ft. Bidwell, CA	<ul style="list-style-type: none"> • transit to Ft Bidwell Community Center • Coordinate with County for improvements to County Road 1 at Ft Bidwell Community encroachments. • Support/assist County CR 1 project (from Cedarville to Ft Bidwell.)

Adjacent County Regional Transportation Planning Agencies

A series of questions were sent to adjacent RTPAs and to Klamath and Lake Counties in Oregon, and Washoe County in Nevada. Below is a summary of the responses.

- ♦ **Lassen County Transportation Commission** is not aware of any transportation conditions in Modoc County that impact Lassen County. There have been no significant changes since 2008. They do not anticipate significant growth in population or commerce that would impact transportation demands in Modoc County. LCTC does not utilize a traffic model.

Transit is a transportation issue on which both counties work closely together. LCTC staff expressed the importance of maintaining transit service along US 395 from Alturas to Reno; they indicated that the Susanville Indian Rancheria (SIR) has received award of Federal Transit Assistance funding to provide transit services 3 days a week (the days Sage Stage does not operate). LCTC sees potential opportunity for MCTC to work with SIR to develop the Susanville to Reno transit service.

- ♦ **Shasta Regional Transportation Planning Agency (SRTPA)** SR 299 is the only highway connection between Shasta County and Modoc County. This section of highway travels through very rural areas of both counties; SR 299 is presently LOS B or C in Shasta County. The distance between Modoc and Shasta counties inhibits a work commute population; recreational travel would be more likely. SRTPA has a four-step traffic model that was updated in 2011; a new activity based model was included in 2012.

Intercity bus service between Shasta and Modoc County provided by Sage Stage overlaps RABA's Burney Express between Burney and Redding. SRTPA sees a potential opportunity to coordinate operational and informational intercity bus services for their Burney Express route. Discussions between RABA and Sage Stage have occurred and are ongoing. Residents in Fall River and McArthur currently benefit from Sage Stage service into Burney or Redding. RABA now provides connecting service to the Redding Airport; opportunities may exist to better coordinate respective schedules and increase public awareness.

- ♦ **Siskiyou County Local Transportation Commission** - Transit is the most important link between the two counties and will continue to be as population increases in both counties. Sage Stage operates a service weekly from Alturas to Klamath Falls. The Alturas/Klamath Falls service has proved beneficial for Siskiyou County residents residing in Tulelake as the Siskiyou Transit and General Express (STAGE) does not provide service to the area.
- ♦ **Oregon and Nevada (along Modoc County borders)** - As there are few county road connections between **Klamath County, Oregon** and Modoc County, regional transportation between the two counties is not a major issue and is largely limited to the state highway. The communities of Merrill and Malin, Oregon, and Tulelake, California depend on interstate highways and local roads for farm to market commerce.
- ♦ Portions of **Washoe County, Nevada** border Modoc County to the east. These areas are generally uninhabited which limits interaction between Nevada and Modoc communities. Population and employment in Washoe County is centered on the Reno/Sparks Metropolitan area (190 miles south of Alturas). Coordination and communication are key for transit operations during high wind events on SR 395 around Doyle, CA and Reno, NV.

State and Federal Resource Agencies

In September 2013, the following state and federal resource agencies were contacted to obtain input and request maps and materials that would be useful in determining the effect of RTP projects on natural resources in the region:

- ◆ Bureau of Land Management
- ◆ California Department of Fish and Game
- ◆ US Fish and Wildlife
- ◆ California Office of Historic Preservation
- ◆ Lava Beds National Monument
- ◆ US Bureau of Reclamation
- ◆ California State Water Resources Control Board

PRIVATE SECTOR PARTICIPATION

Citizen Participation

Public involvement is a major component of the RTP process. A public transportation planning process, including a public involvement program, is required for each RTP. The MCTC makes a concerted effort to solicit public input in many aspects of transportation planning within the region. Below are several examples of ongoing efforts:

- Citizens are encouraged to attend and speak at MCTC meetings on any matter included for discussion at that meeting, or any other matter of public interest.
- Each year, public notification is distributed to encourage participation in the Unmet Transit Needs hearings that are held by the MCTC.
- All studies conducted by the MCTC are either adopted or accepted following advertised public notification and a public meeting.

Human Service Transportation Providers

In an effort to reach out to low-income, disabled or senior members of the community, the following human service transportation providers were contacted, asked for input, and invited to the public workshop conducted by the MCTC.

- | | |
|------------------------------|--------------------------------------|
| Canby Family Practice Clinic | Modoc County Veterans Services |
| Far Northern Regional Center | Surprise Valley Health Care District |
| Modoc County – CalWORKS | Strong Family Health Center |
| Modoc County Social Services | T.E.A.C.H. Inc. |
| Modoc Medical Center | Alturas Head Start |
| Modoc County Health Services | |

Compliance with Title VI

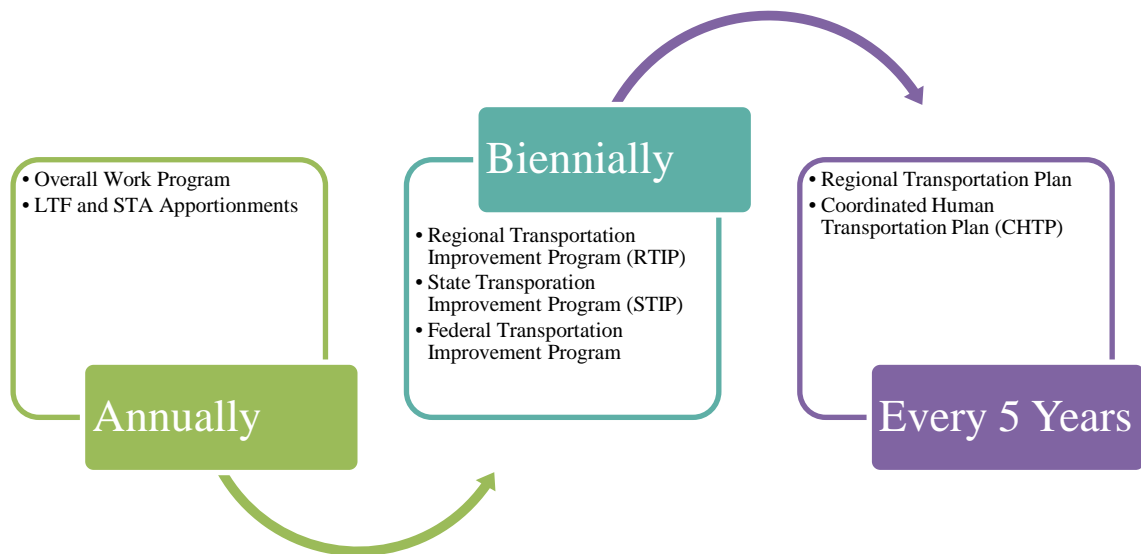
The MCTC reaches out to disadvantaged populations to ensure their participation as part of the transportation planning process, to meet Title VI requirements and to better serve the community. The Commission conducts open or public meetings where transportation issues are discussed. Citizens that express interest or make comments at a public meeting are placed on a mailing list to be notified about additional meetings and any proposed actions.

A reasonable attempt is made to notify organizations representing minorities, elderly and persons with limited means. Plans, public outreach, meeting notices, and general information are all published in the local newspaper, posted at agencies that serve minority communities, and noticed in Sage Stage buses. Efforts to have minority (Native Americans, Hispanic individuals and persons with limited means,) elderly and disabled citizen representation on advisory committees are continuous. MCTC and MTA complaint procedures are posted various locations as required by Title VI.

Special Arrangements for “free” transportation to and from MCTC meetings will be provided to elderly, disabled and persons with limited means, within 10 miles of meeting location and with a passenger’s 48-hour advance request for service. Also, special arrangements may be made to accommodate persons who speak only Spanish with 72-hour advance notice.

The Regional Transportation Planning Process

The multi modal transportation systems throughout the county and city are interconnected and serve the needs of the local citizens and traveling public. The RTP update provides an opportunity for a regional assessment of needs, goals, objectives and policies that benefit the system as a whole, instead of by each agency’s jurisdiction. Several periodic planning activities are required by state and federal regulations and support the implementation and ongoing coordination of regional transportation planning and are as follows:



Annually

The Overall Work Program (OWP) outlines annual regional transportation planning and funds the RTPAs planning activities.

Local Transportation Funds and State Transit Assistance apportionments and allocations fund transit needs that are reasonable to meet.

Biennially – Transportation Improvement Programs

Regional Transportation Improvement Program (RTIP) – MCTC is required to develop and adopt a five-year program for planned transportation projects within Modoc County.

Interregional Transportation Improvement Program (ITIP) – Caltrans is required to develop and adopt a five-year program for planned transportation projects on the interregional highway system. MCTC can comment on the ITIP.

State Transportation Improvement Program (STIP) – California Transportation Commission must adopt the STIP (STIP = RTIP + ITIP (state’s program)).

Federal Transportation Improvement Program (FTIP) – Caltrans prepares a four-year program for planned transportation projects involving federal funding for rural agencies; MPOs prepare and approve their FTIPS.

Every 5 Years

Regional Transportation Plan – Long range plan that identifies funding, programs and projects to the multimodal regional transportation system.

The overall goal of the RTP is to provide a safe, balanced, coordinated, and cost effective transportation system that serves the needs of the local and regional multimodal transportation system. The Modoc CHTP is being revised along with 12 rural counties through an effort headed by the Caltrans Division of Rail and Mass Transportation, through a State contract with University of the Pacific.

Regional Performance Measures

Performance measures are used to evaluate and analyze the performance and effectiveness of the transportation system, government policies, and programs in the RTP. A set of standard performance measures (Appendix A) have been identified that allow for the quantitative analysis of the regional transportation plan and system.

MAP-21 establishes national performance goals for Federal highway programs:

- **Safety**—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition**—To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction**—To achieve a significant reduction in congestion on the NHS.
- **System reliability**—To improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality**—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability**—To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays**—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

Program level performance measures in this RTP are consistent with System Performance Measures and criteria to measure the performance of specific projects defined in the *2010 RTP Guidelines* as follows:

- ***Mobility/Accessibility***
- ***System Preservation***
- ***Safety and Security***
- ***Economic Well Being***
- ***Customer Satisfaction***
- ***Cost-effectiveness***
- ***Environmental quality***
- ***Reliability***
- ***Equity***

The following criteria can measure the performance of specific projects:

1. Reduction in vehicle occupant, freight and goods travel time or delay.
2. Reduction in vehicle and system operating costs.
3. Reduction in collisions and fatalities.
4. Increase transit ridership from increased frequency and reliability of transit service.
5. Increase in access to jobs, markets and commerce.
6. Increase in freight and goods movement system efficiency.
7. Reduction in air pollution emissions and greenhouse gas (GHG) emissions consistent with regional GHG emissions reduction targets set by ARB.
8. Reduction in vehicle miles traveled
9. Increase in bicycling and walking trips

The RTP sets forth policies that provide the framework to guide decision-making so that short-range actions and decisions are made toward implementation of the long-range plan. Some policies are specific by their very nature, while others provide guidance that is more general. The MCTC has established policies in this RTP that support implementation of its goals and objectives. The policies, goals and objectives are generally consistent with policies set forth in the County and City General Plans, special studies, and area plans. These policies support each transportation mode to ensure the effectiveness of a comprehensive regional transportation system.

Typical tools and data used to quantify information for performance measures are transit ridership data, California Highway Patrol Statewide Integrated Traffic Records System (SWITRS), Caltrans Highway Performance Monitoring System (HPMS), Modoc County and City of Alturas Pavement Management Systems, and local agency accident data.

Goals, Objectives, and Policies

In addition to discussing background information, issues, and actions, each chapter describes transportation goals, short- and long-range objectives, and policy statements. These are intended to support and complement other local and regional plans and programs that address the issues of transportation, air quality, and land use.

The RTP addresses various modes of transportation even though the automobile is the primary means of personal transportation in the region. The RTP emphasizes the need to maintain and rehabilitate the existing transportation system as slow growth has impeded the need to expand and increase capacity of the transportation system.

The following definitions should be considered when evaluating the goals, objectives, and policies of the RTP:

1. A ***goal*** is the end toward which effort is directed. It is general and timeless.

2. An **objective** is a completed action or a point to be reached. It is measurable and can be attained. Objectives are successive levels of achievement in the movement toward a goal and should be tied to a time-specified period (short- and long-term) for implementation programs.
3. A **policy** is a course of action selected from alternatives (with given conditions) to guide the decision making process toward the achievement of the ultimate goals.
4. Short-Range is a 10 year planning horizon (2014-2024)
5. Long-Range is a 20 year planning horizon (2024-2034).

Required Documentation

The *Air Quality Conformity Determination* provides an analysis of the emission of pollutants from transportation sources that can be expected to result from the implementation of this Plan. This analysis must document that the projects included in the RTP, when constructed, will not lead to the emission of more pollutants than allowed in the emissions budget in the State Implementation Plan (SIP). The extent of required documentation is based on the current federal nonattainment designation and requirements applicable to Modoc County. Modoc County is included in the Northeast Plateau Air Basin and is unclassified or in attainment with ozone, 8 hour ozone, and PM₁₀ Federal air quality standards. However, Modoc County is in nonattainment with the higher state PM₁₀ standard. Air quality is not generally attributed to transportation conditions in Modoc County.

Environmental documentation, required by the California Environmental Quality Act (CEQA), states whether an environmental impact will result from implementation of the Plan and if so, what that impact will be. CEQA defines significant effects as “a substantial, or potentially substantial, adverse change in the environment.” In accordance with CEQA guidelines, public agencies are responsible to minimize or avoid environmental damage, where feasible. Agencies must balance a variety of objectives, including social, economic and environmental concerns, to comply with CEQA obligations.

The MCTC has prepared an Initial Study and Negative Declaration for the *Modoc County 2014 RTP* with a finding of no significant effect on the environment. The Notice of Determination will be filed on December 1, 2014, completing the Negative declaration and are included in Appendix B.

Coordination with Other Plans and Studies

The *RTP Guidelines* recommend that the circulation elements of the general plans within a region are consistent with the RTP. The general plans of this region include the *City of Alturas General Plan* (1985) and the *Modoc County General Plan* (1988); the RTP is consistent with the circulation elements in both general plans. The Modoc 2014 RTP acknowledges and reflects external consistency with the California Transportation Plan and regional transportation plans in adjacent regions, including Washoe County in Nevada, Klamath and Lake Counties in Oregon, and Lassen, Shasta, and Siskiyou Counties in California.

CHAPTER 2 - THE MODOC REGION

Geographic Area

Modoc County is a pristine region with sparse population, abundant wildlife, and wide-open spaces. The County is located in the northeastern corner of California, covering a portion of the Shasta Cascade geologic region. Elevation ranges from 3,500 feet on the Day Bench to 9,934 feet at Eagle Peak in the Warner Mountains. As shown in Figure 2-1, Modoc County is bounded by Siskiyou County to the west, Lassen and Shasta Counties to the south, Klamath and Lake Counties in Oregon to the north, and Washoe County in Nevada to the east. Two major highways traverse the County: State Route (SR) 299, running generally east-west, and US 395 running north-south. In addition, SR 139 extends to the northwest from its junction with SR 299 at Canby, providing access to Tionesta, Newell, Tulelake, and the Klamath Basin.

Located near the center of the region, the City of Alturas hosts the County seat. Alturas is located 143 miles northeast of Redding, California, 189 miles northwest of Reno, Nevada, and 100 miles southeast of Klamath Falls, Oregon. While Alturas is the only incorporated city in Modoc County, other communities with populations over 200 include the towns of Adin, Canby, Cedarville, and Newell, and the California Pines subdivision.

Modoc County's climate has warm, dry summers and cold, moderately wet winters. Low temperatures in January average 16 degrees Fahrenheit, while the high temperatures in August average 88 degrees Fahrenheit. Annual precipitation levels range from 9 to 18 inches in the valley areas and up to 35 inches in the southwest mountain areas. Most of the precipitation is snow during winter, with occasional warm rains during springtime. Summer precipitation is rare and limited to occasional scattered thunderstorms.

Demographics

The population of Modoc County is one of the smallest in the state, ranking 56th among the 58 California counties, with only Sierra and Alpine counties having smaller populations. The 2010 Census reported 9,686 persons in Modoc County with about one-third (2,827) residing within the City of Alturas (U.S. Census Bureau 2010). Between 2000 and 2010, the County-wide population increased about 2.6 percent overall which was comparable to the percent of population increase from 1990 to 2000. The California Department of Finance estimates the 2013 County population at 9,522 persons, or about 1.7% decrease from the 2010 census. These small fluctuations in population increase and decrease are indicative of historic trends and are not attributed to any one factor.

This downward overall population trend is not expected to continue into the future. The California Department of Finance (2010) projections show a 3% change in population per each 10 years through 2040 with about a 7% increase, or 673 people, over the 50 year forecast. The 75 and older age group will see the most significant increase of 1,113 or 144% over the forecast period. This increase in retirement population could be due to lower cost of real estate in the area and the slower pace of rural lifestyle.

Table 1 Modoc County Population Estimates and Forecasts by Age Groups

Age Group	Population by Decade						Percentage Change by Decade					Total Change 2010-2060	
	2010	2020	2030	2040	2050	2060	2010-2020	2020-2030	2030-2040	2040-2050	2050-2060	#	%
0 to 17	2,116	1,961	1,993	2,079	1,930	1,756	-7%	2%	4%	-7%	-9%	-361	-17%
18 to 64	5,650	5,408	5,255	5,451	5,548	5,349	-4%	-3%	4%	2%	-4%	-301	-5%
65 to 74	1,109	1,565	1,575	1,418	1,470	1,330	41%	1%	-10%	4%	-10%	221	20%
75 or more	773	1,032	1,525	1,824	1,845	1,886	34%	48%	20%	1%	2%	1,113	144%
Totals	9,648	9,965	10,347	10,773	10,792	10,321	3%	4%	4%	0%	-4%	673	7%

California Dept Finance Population 2010-2060

Proportionately, more elderly persons live in Modoc County than elsewhere in California. In 2010, over 19% percent of the population in Modoc County was age 65 years and older, while the comparable statewide portion was 6.5 percent. There were 524 householders in Modoc County who are 65 or older. Younger people and families with children are reported to leave the County for education and greater economic opportunities. Conversely, retirees are moving to Modoc County apparently to take advantage of less costly real estate, abundant natural attractions, cleaner air, and leisurely rural lifestyles. As for the racial/ethnic population breakdown of the County, 370 American Indians live in Modoc County according to the 2010 Census, while there are 1,342 Hispanic or Latino, and 8,084 White.

Modoc’s average population density in 2013 was estimated to equal 2.5 persons per square mile, compared to California’s average of 227.58 (U.S. Census Bureau 2010). In Modoc County, settlement is generally in small communities separated by 10 to 30 miles along the state highways (Figure 2-1). This pattern and very low population density have significant implications for transportation planning and pose many challenges for transit operations.

Table 2 Population Projections for Persons Aged 65 and Over –

Age Group	2010	2020	2030	2040	2050	2060	% Change 2010-2060
Under 65	7,766	7,368	7,247	7,531	7,478	7,105	-9%
65-74 (Young Retirees)	1,109	1,565	1,575	1,418	1,470	1,330	20%
75-84 (Young Retirees)	559	785	1,138	1,214	1,100	1,144	105%
85 or more years (Seniors)	214	247	386	610	745	742	247%
Subtotal: Population 65+	1,882	2,597	3,100	3,242	3,315	3,216	71%
% older adults, Given County	19.50%	26.06%	29.96%	30.10%	30.71%	31.16%	

Source: State of California, Department of Finance, State and County Population Projections by Major Age Groups, January 2013

TABLE 3: Median Household Income 2012		
Source	Mean Income, California	
With Earnings	\$46,853	\$85,443
With Social Security	\$14,151	\$16,366
With Retirement	\$19,160	\$27,239

Source: Selected Economic Characteristics 2008-2012 ACS Survey.

Table 4. County and State population by Ethnicity/Race

Ethnicity	Modoc County	%	California	%
White*	7,677	79.6%	15,024,945	40.3%
Black*	69	0.7%	2,188,296	5.9%
American Indian*	280	2.9%	163,040	0.4%
Asian*	53	0.5%	4,827,438	12.9%
Native Hawaiian and other Pacific Islander*	17	0.2%	131,415	0.4%
Hispanic or Latino	1,344	13.9%	14,057,596	37.7%
Multi Race*	208	2.2%	916,651	2.5%
Totals	9,648	100.0%	37,309,381	100.0%

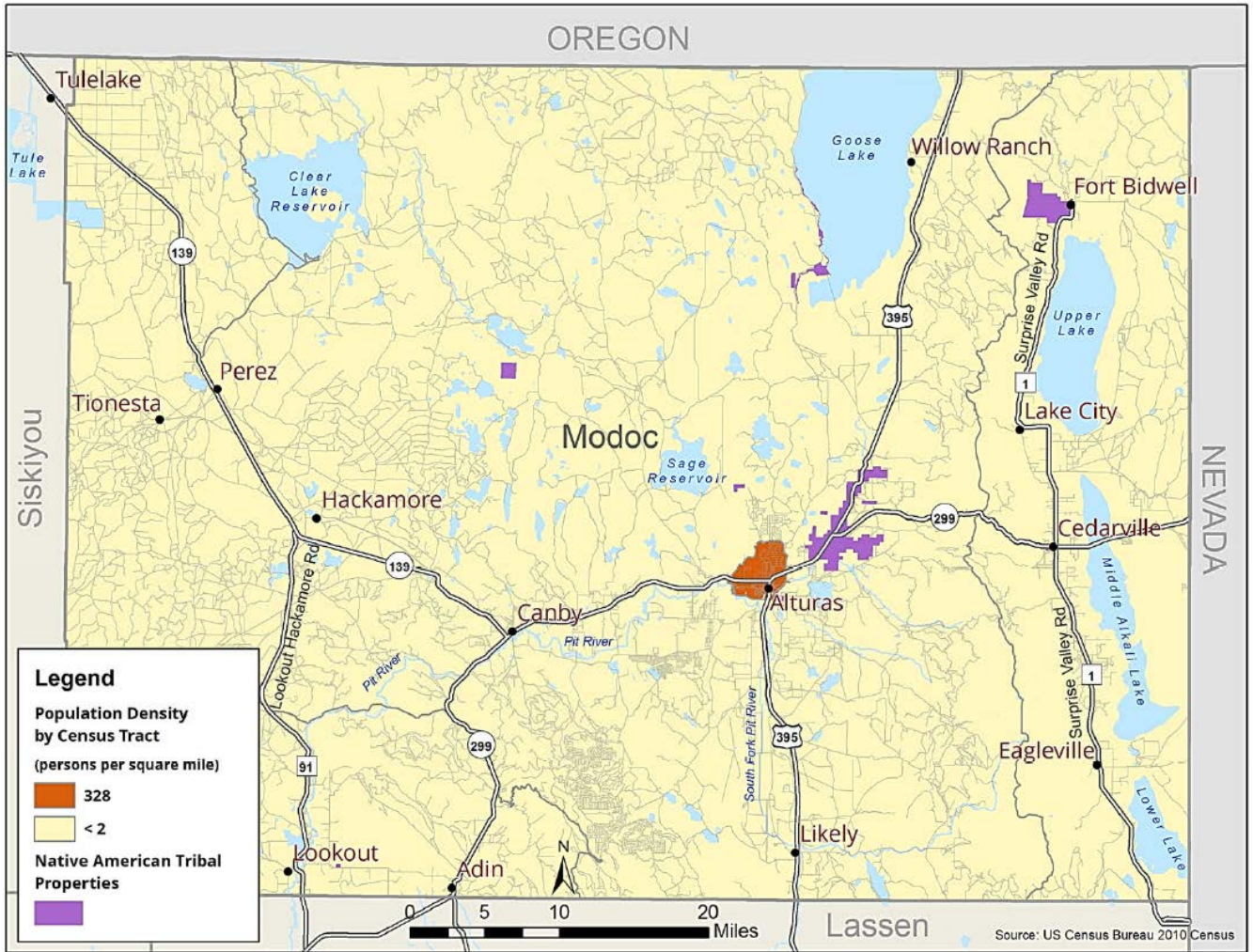
*not Hispanic or Latino

Source: California Department of Finance, State and County Population Projections by Race/Ethnicity 2010

The Modoc region has unique demographics as compared to statewide averages as follows:

- Modoc County has an older population and higher percentage of elderly;
- Modoc’s population continues to advance in age and disabilities;
- Modoc’s population estimates continue to decline by 1 to 3% annually based on the U.S. Census Bureau;
- Modoc’s race composition is differs dramatically with the White population percentage nearly twice as high as the State percentage;
- The region is sparsely populated with long distances between small communities that are scattered about the County;
- Alturas is the only incorporated city in the region and encompasses a compact 2.5 square miles.

FIGURE 1 POPULATION DENSITIES AND TRIBAL LANDS



Travel Characteristics

Registered Vehicles

At the end of 2013, California Department of Motor Vehicles estimated 13,096 fee-paid registrations for vehicles in Modoc County.

Year	Auto	Truck	Trailers	Motorcycles	Total
2013	4908	4112	3833	243	13096
California Department of Motor Vehicles					

Manufactured or mobile homes are classified as trailers, which accounts for their relatively large proportion of vehicle registrations; roughly one-quarter of the housing units in the County are manufactured homes.

Commute Patterns

Regional commute patterns reflect the County's remoteness and isolation. In 2000, 83.9 percent or 2,966 workers resided in the county (U.S. Census Bureau 1990, 2000). That percent decreased to 81 percent, or 2,823 workers, in 2012. About 13.4 percent, or 467 employees, work outside of the county and 5.6%, or 195 employees work outside of the state. The majority of workers live within less than ten minutes driving distance of their employment sites. 56.6 percent of the total employed Modoc residents commuted ten to fourteen minutes. For most employees, travel time to work is not an issue, compared to other regions, however employment opportunities are scarce.

Economy

Housing

Table 6 below shows area housing information.

Table 6: 2010 Modoc County Housing		
Unincorporated County	City of Alturas	Total housing units
5192	1367	6529
<i>Type of Housing Units</i>		
Single Family	Multi Family	Mobile homes
3996	280	916
Occupied	Unoccupied	
4064 (78.3%)	1128 (21.7%)	

2010 Census

The portion of vacant housing units in Modoc County continues to exceed the statewide vacancy rate by 3 to 4 times that of 6.2%. Some of the vacant units can be accounted for by seasonal and recreational housing purposes, 4.8 percent in Modoc County compared to 1.9 percent statewide. Other vacancies reflect the overall housing surplus in the region. In terms of housing tenure, about 53.7 percent were owner-occupied which compares to 57.4 percent statewide. The housing profile in Modoc County is expected to experience a slight growth over the next two decades.

Economic Base

Historically, the local economy has been based on agriculture, forestry, recreation, and tourism.

According to the U.S. Census 2010, mean or average retirement income in Modoc County is \$19,160, and the average retirement income in the State of California is only \$17,130. The 2011 mean earnings in Modoc County was \$49,554, while the total mean earnings in California were \$85,148.

In Modoc approximately 306 families, or 12.8%, are below the poverty level compared to 11.5% for all of California. Income figures are consistent with Modoc population, which reflects more elderly and retired persons. Overall, the economy and economic development are very important regional issues.

Employment

The Modoc County annual average labor force in 2013 was 3,810, representing a 3 percent decrease over the annual average labor force in 2012 figure of 3,930. The 2013 annual average unemployment rate was 11.3%, which was a decrease from the 2012 annual average unemployment rate of 13.4%.

Of the total employed workers, the largest sector is service providing, with 2,180 employees. Government workers totaled 1,200, while there were 410 in trade/transportation/utilities, and 310 employed in farming (broadly defined).

Native Americans

For centuries, the Modoc region was home to Native Americans who hunted in the valleys and mountains, fished in rivers and lakes, and crafted their homes, boats, and gear from tules (reeds) growing along the waters' edge. Archeological evidence suggests that Indian habitation dates back more than 10,000 years. The Indian way of life changed forever in the 19th century, as emigrant parties blazed trails across the region. The first Euro-American settlers arrived in Surprise Valley in 1864. During the next several years, emigrants continued to settle in most local valleys. Hostilities with Native Americans, defending their land and lifestyle, were frequent. These conflicts climaxed with the Modoc Indian War of 1872-73.

Three different Native American groups inhabit the region: the Modoc, Achomawi (or Pit River), and Northern Paiute Indian Tribes. Each Tribe is a sovereign nation, functioning as a separate government entity. Serving an interface between Tribal and U.S. governments, the U.S. Department of Interior, Bureau of Indian Affairs (BIA) administers federal and State programs benefiting Native Americans. With offices in Redding, the BIA Northern California Agency jurisdiction includes Modoc areas. The BIA typically administers federal funding for improvements and maintenance on eligible Indian Reservation Roads.

All tribes within the region approved transportation plans in 1997 and the Pit River and Fort Bidwell tribes updated their plans in 2004 and 2006. Today, four different Indian tribal governments own land in six locations within Modoc County. Below are brief overviews of these Indian properties. Tribal Transportation projects are listed in Chapter 4 of this document; Tribal lands are shown in Figure 1.

Alturas Rancheria

Located approximately one mile east of Alturas, the Alturas Rancheria encompasses 20 acres that border the Modoc National Wildlife Refuge. Access to the Rancheria is from US 395 (Main Street) in the City of Alturas to County Road 56 (Parker Creek Road), and then to BIA Route 79 (casino entry). Three dwelling units are located at the Rancheria site, along with a small casino and one paved road about 0.1 miles long. The Tribe is interested in acquiring additional acreage from the U.S. Fish and Wildlife Service in order to build more housing units.

Cedarville Rancheria

The Cedarville Rancheria owns 17 acres of land, located approximately one-quarter mile south of SR 299 in Cedarville. The Rancheria is accessible by BIA Route 44 adjacent Patterson Street, which connects to SR 299. Development includes a gas station and mini mart and nine dwelling units. The Tribe is planning future residential development and recently purchased additional land adjacent to the southern boundary of the Rancheria. They have identified road improvements to serve these developments as future needs.

Fort Bidwell Reservation

Covering about 3,300 acres, the Fort Bidwell Reservation is located just to the west of the community of Fort Bidwell in the northern portion of Surprise Valley. County Road 1 (Surprise Valley Road) north from Cedarville provides access to the reservation. There are several dozen dwelling units on the reservation, wherein about 150 persons reside. The Tribe is planning to develop additional residential units in the future which will need new roadways. Governed by the Fort Bidwell Indian Community Council, timber harvesting and fisheries provide seasonal economic and employment opportunities on the Reservation.

Pit River Tribes (Likely, Lookout, and X-L Reservations)

Likely Rancheria - Affiliated with the Pit River Tribe, the Likely Rancheria consists of an historic Indian cemetery located off of the Indian Road, about 0.2 miles long. This private road is accessed from US 395 via CR 65. As noted in their 1997 transportation plan, Likely Rancheria would like to develop an alternative to this private road to the cemetery in the long term. The owner of the private road has expressed a willingness to work with the BIA to improve the situation.

Lookout Rancheria is located on CR 87, three miles east of the community of Lookout in Modoc County. The Rancheria contains 40 acres of land with only four residences. Tribes indicated in the *1997 Transportation Plan* that there are no plans for future additional housing nor do they intend to purchase additional land.

The X-L Ranch Reservation comprises 97,254 acres in the extreme northeast corner of Modoc County. The main part of the reservation lies along US 395, near the junction with SR 299. There are 12 homes on the reservation, and the land is used primarily for farming and ranching. There are no land use plans or development plans for the reservation, although there may be a need to improve Thomas Creek Road in the future for additional housing and add a gas station mini mart in the near future.

One project which can be jointly pursued by the Pit River tribes and Modoc County is to update the tribal road inventory in the spring of 2008. Many County maintained roads travel through the various Pit River Rancherias which are surrounded by cultural resources. The Pit River tribes would like to include these roadways in the tribal road inventory.

Climate Change

Flooding, extreme heat events, and effects of those conditions could impact regional transportation modes. MCTC is a participating member of the Modoc Office of Emergency Service Plan and are available to assist with extreme events, local, regional and state disasters as needed. Local and State agencies have experienced federal and state declared disasters from fires and flooding. The RTP supports use of emergency funds to open roads, clear debris, and provide emergency services that are necessary to our rural area.

CHAPTER 3 - STREETS, ROADS AND HIGHWAYS

Description of Public Road System

The public road system in Modoc County consists of 1,699.4 miles of maintained public roads. This figure does not include private roadways or roads that are not maintained by public entities. Distance mileage of maintained public roads system by jurisdiction includes the following:

State of California	177.6 miles
County of Modoc	984.07 miles
City of Alturas	33.12 miles
U.S. Forest Service	466.34 miles
U.S. Fish & Wildlife Service	5.89 miles
U.S. National Park Service	9.46 miles
U.S. Bureau of Indian Affairs	16.6 miles

Public Lands Road System

Nearly three-quarters of Modoc County is public land, divided into the Modoc National Forest; Bureau of Land Management; Modoc, Clear Lake and portions of Tulelake National Wildlife Refuges; State Wildlife Area at Ash Creek; and part of Lava Beds National Monument. Below are brief discussions about these resources, managing agencies, road systems, and related funding. Although general information is included regarding federal lands roads, trails, and walkways; specific information on road systems is not included in this Regional Transportation Plan.

Modoc National Forest

Created in 1907, the Modoc National Forest boundaries encompass nearly two million acres within Modoc, Siskiyou, and Lassen Counties. The U.S. Department of Agriculture, Forest Service (USFS) oversees these lands with 1,663,530 acres under its direct control. About 83 percent of the Modoc National Forest is located within Modoc County. There are just 20 miles of paved roads, mostly providing access to campgrounds and forest facilities. Funding for USFS road maintenance is appropriated through Congress. Close coordination occurs between the County and the USFS when adjacent projects are planned and implemented.

- ♦ *California Back Country Discovery Trails* - About 200 miles of forest roadways are dedicated as a segment of this off-road system, starting at the Oregon border to the north and ending at the Shasta-Trinity National Forest to the west.
- ♦ *Federal Lands Highway Program (FLHP)* - Forest Highways category provides discretionary 100 percent federal funding for maintenance of designated road segments to the controlling agency. Specific Forest Highway projects are discussed in the RTP.

Bureau of Land Management

The U.S. Department of Interior, Bureau of Land Management (BLM) administers 140,975 non-contiguous acres within Modoc County. The BLM manages these lands for assorted multi-use purposes according to numerous federal laws. Roads maintained by the state, county, private parties, and other entities which cross BLM lands; all must allow public access. The BLM roadway system includes 130.8 miles of primitive or unimproved roads. These roads are not maintained regularly; they are repaired as needed or improved on an event basis to provide access for BLM and public activities.

Protected Lands

Lava Beds National Monument - Volcanic eruptions over millions of years created a rugged landscape punctuated by cinder and spatter cones, lava flows, pit craters, and lava tube caves within the Lava Beds National Monument. Created by proclamation in 1925, this monument was added to the National Park Service (NPS) in 1933. While only a small portion of its 46,000 acres are located within Modoc County, chief access to the monument is via County Roads 97, 111, and 120 from SR 139. The National Park Service oversees the monument and its 22 miles of paved roads, of which 7.8 miles are within Modoc County.

National Wildlife Refuges - Modoc County is home to more than 300 wildlife species, including many threatened, rare, endangered, and sensitive animals. The Pacific Flyway for migratory waterfowl crosses directly over Modoc County. Managed wetlands attract hundreds of thousands of birds annually. The U.S. Department of Interior, Fish and Wildlife Service (FWS) manage three properties in the County: the Modoc National Wildlife Refuge, portions of the Tulelake National Wildlife Refuge, and the Clear Lake Refuge. The latter is part of the Klamath Basin National Wildlife Refuge complex. The Modoc Refuge includes 7,021 acres with 3.5 miles of gravel roads. There are two pedestrian trails one 5,000 feet and one 4,200 ft. The wildlife drive encounters about 1500 vehicles a year. The Tulelake Refuge covers 39,116 acres, of which 8,320 are located within Modoc County with 14 miles of public roads. The remote Clear Lake Refuge encompasses 46,460 acres with no roads.

Ash Creek Wildlife Area – Managed by the California Fish and Wildlife (CF&W), about one-half of these 14,700 acres are located within southwestern Modoc County. The Area provides refuge and homes to species of waterfowl, owls, and pronghorn antelope. Local headquarters are located off SR 299; interior access is provided via County Roads 87 and 91. Its limited, primitive roads are maintained and or repaired through an annual CDFG budgeting process and are not included in this Plan.

Indian Reservation Road System

Funding through the FLHP-Indian Reservation Roads (IRR) category is available for selected projects on eligible roads; IRR mileage is shown in Table 7. In the past the BIA administered this program. With the enactment of SAFETEA-LU and subsequent MAP-21, tribes apply for IRR funding directly if they have demonstrated financial stability. To become part of the IRR system, a road must meet specific criteria. BIA assists tribes in preparing and maintaining a Tribal Transportation Plan.

Table 7: Indian Reservation Roads in Modoc County

Tribal Property	Paved	Gravel	Total
Alturas Rancheria	0.1	0.1	0.2
Cedarville Rancheria	0.1	-	0.1
Fort Bidwell Reservation	3.6	-	3.6
Lookout Rancheria	0.2	-	0.2
Likely Rancheria (cemetery)	-	0.2	0.2
XL Rancheria	2.2	-	2.2
Total Miles	6.2	0.3	6.5

Source: BIA, 2013.

Regional Roadway System

The Regional Roadway System includes roadways, bridges, and transportation facilities maintained by three public entities: the State of California, County of Modoc, and City of Alturas. This roughly 1,200-mile transportation system is the focus of this Chapter. Brief discussions below describe the regional roadway system by jurisdiction. Following these, detailed characteristics of the regional network are described for a better understanding of existing conditions.

State Highways

State highways in Modoc County are all 2-lane paved routes, totaling 177.6 distance miles, which consist of US 395, SR 299, and SR 139. Specifically, SR 299 runs generally west to east from the southwestern portion of the County through the communities of Adin, Canby, Alturas, and Cedarville to the Nevada state line. US 395 runs in a south to north direction from the Lassen County line through the City of Alturas to the Oregon border. This highway is a common route for recreational travelers going from Eastern California and Nevada to destinations in Central and Eastern Oregon. SR 139 traverses the western portion of Modoc County through the communities of Adin, Canby, and Newell on its way to Tulelake in Siskiyou County. SR 139 provides the most direct route for recreational travelers from Eastern California and Nevada to Klamath Falls, Oregon and beyond.

These routes are part of the State Highway System (SHS), which consists of a total of 249 routes. The state highways in Modoc County serve local and interregional traffic. They provide lifeline accessibility for rural residents, and support interregional and interstate movements of people, goods, and recreational travel. Caltrans has jurisdiction and responsibility for these facilities. The State Highway Account is the Department's primary funding source for transportation projects under different programs, such as the State Highway Operation and Protection Program (SHOPP), the Interregional Transportation Improvement Program (ITIP), and the Minor programs.

State Highway Operation and Protection Program (SHOPP) is a four-year program which places projects in four categories: traffic safety, roadway rehabilitation, roadside rehabilitation, and system operations.

Interregional Transportation Strategic Plan (ITSP) - The State prepares the ITSP to provide planning strategies, objectives, and priorities for improving the interregional system. The ITSP is not a detailed transportation plan, as this RTP is required to be. Instead it "...communicates key

pieces of Caltrans' ongoing long and short-range planning for the state highway, interregional road and intercity rail systems" (ITSP 1998). Identified in statute, the Interregional Road System (IRRS) currently includes 87 state routes or portions thereof. Caltrans' goal programs its ITIP funds primarily to develop the IRRS to serve interregional movements of people and goods.

The 1998 ITSP identifies 34 interregional routes as "High Emphasis Routes" or major transportation corridors. Portions of the three state highways in Modoc County are High Emphasis Routes: the full length of US 395, SR 299 between Alturas and Canby, and SR 139 from Canby to the Oregon border. The ITSP also identifies ten "Focus Routes" among the 34 High Emphasis Routes. During the next twenty years, Focus Routes are the highest priority for completion of minimum facility standards. These high-volume primary arteries are used for longer interregional trips, access to principal centers of commerce, and to balance north-south (State Highways and County Roads) and east-west connectivity throughout the state. In Northern California, they assure rural mobility and connections to urban areas.

In Modoc County, there are no IRRS designated routes in the county; the entire portion of US 395 is classified as a "Focus Route." This serves mostly rural/recreational and tourist travel (85 percent of trips), supports significant goods movement by truck, and provides emergency access and routing. Facility standards for the Modoc portion include a two-lane conventional roadway from Alturas to the Oregon border. In addition, Caltrans provided a Program Track for each Focus Route – to identify improvements necessary through 2018. However, all suggested projects on US 395 are located in Southern California, except for passing lanes in Lassen County which are identified for implementation between the years 2008 and 2020.

County Roads

The maintained mileage of County Roads totals 984.07 miles of two-lane local roads. About 50 percent are paved. The main County Roads and respective functional classifications are shown in Figure 2.

Figure 2: County Functional Classifications

City Streets

Maintained by the City of Alturas, the City Streets inventory totals 36.1 miles of two-lane paved roads, most with curb and gutter. Figure 3 depicts the City-maintained roadway system and its functional classifications.

Regional Roadway Characteristics

National Highway System

The NHS focuses federal resources on routes which are most important to interstate travel and the national defense, and roads that connect other modes of transportation or are essential for international commerce. The NHS is designed to maintain system connectivity within the State and with adjacent states. The NHS provides an interconnected system of principal arterial routes that serve major population centers, international border crossings, ports, airports, public transportation facilities, and other major travel destinations; meet national defense requirements; and serve interregional travel.

Federally mandated components of the NHS are 1) the Interstate Highways 2) other urban and rural principal arterials 3) intermodal connectors that provide motor vehicle access to major port, purport, public transportation facility, or other intermodal transportation facility, 4) the Strategic Highway Network (STRAHNET) which is a network of highways important to the US strategic defense policy and provides defense access, continuity, emergency capabilities for the movement of personnel, materials, and equipment in both peace time and war time, 5) major STRAHNET connectors which are listed in the Military Traffic Management Command's report, STRAHNET Connector Atlas, SE 89-4b-59, dated September 1991, and 6) High priority Corridors which have been predetermined by Congress.

Federal Aid System

Highways which are classified higher than local roads or rural minor collectors are collectively referred to as "Federal-aid Highways." New and continued programs provided under SAFETEA-LU and MAP 21 permit the use of federal funds on these types of facilities.

Other Public Roads

Although most federal highway funds are spent on "federal-aid highways," some federal funds may be used to finance improvements on local roads and rural minor collectors. Under the Highway Bridge Program (HBP), at least 15% of the State's bridge apportionment is to be used for bridge projects on roads classified as local or rural minor collectors. In addition, the Surface Transportation Program provides federal funds for bridge, safety, carpool related, and bicycle/pedestrian projects on any public road, regardless of classification.

Functional Classifications and Functional Classification Features

Streets and highways are grouped into classes or systems according to the character of service they are intended to provide. This process is called functional classification. An integral part of this process is the recognition that individual roads and streets do not serve travel independent from the rest of the highway system. Rather, most travel involves movement through a network of roads, so it is necessary to determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by defining the role that any particular road or street should play in serving the flow of trips through a highway network. Functional classification can be applied in planning highway system development, determining the jurisdictional responsibility for particular systems, and in fiscal planning. Functional classification is also important in determining eligibility for federal-aid funding.

Urban

Urban Principal Arterials are a system of streets and highways that serves the major centers of activity of a metropolitan area, the highest traffic volume corridors, and the longest trip desires, and carry a high proportion of the total urban area travel on a minimum of mileage. The system is integrated, both internally and between major rural connections.

The principal arterial system carries the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. In addition, significant intra-area travels, such as between central business districts and outlying residential areas, between major inner city communities, or between major suburban centers, are served by this system. Frequently, the principal arterial system will carry important intra-urban as well as intercity bus routes. Finally, this system in small urban and urbanized area provides continuity for all rural arterials which intercept the urban boundary.

Urban Minor Arterial street system interconnects with and augments the urban principal arterial system and provides service to trips of moderate length and a somewhat lower level of travel mobility than principal arterials. This street system also distributes travel to geographic areas smaller than those identified with the higher system.

The urban minor arterial street system includes all arterials not classified as principal arterials and contains facilities that place more emphasis on land access than the higher system, and offer a lower level of traffic mobility. Such facilities may carry local bus routes and provide intra-community continuity, but ideally should not penetrate identifiable neighborhoods. This system includes urban connections to rural collector roads where such connections have not been classified as urban principal arterials.

Urban Collectors system provides both land-access service and traffic circulation within residential neighborhoods, commercial and industrial areas. It differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the areas to the ultimate destination. Conversely, the collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. In the central business district and in other areas of like development and traffic density, the collector system may include the street grid which forms a logical entity for traffic circulation.

Urban Local Street (local roads) system comprises all facilities not on one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher systems. It offers the lowest level of mobility and usually contains no bus routes. Service to through traffic movement usually is deliberately discouraged.

Rural

Rural functional classes are in the areas outside of urban areas. These areas include many small towns that have a population less than 5,000. The classes are similar to the urban functional classes. The differences in the nature and intensity of development between rural and urban areas cause these systems to have characteristics that are somewhat different from the correspondingly named urban systems. Rural functional classes consist of: 1) principal arterials, 2) minor arterials, 3) major collectors, 4) minor collectors, and 5) local streets.

Rural principal arterial system consists of a network of continuous routes that serve corridor movements with trip length and travel density characteristics indicative of substantial statewide or

interstate travel. Rural principal arterials provide an integrated network without stub connections except where unusual geographic or traffic flow conditions dictate otherwise.

Rural minor arterial system forms a network linking cities, larger towns, and other traffic generators, such as resort areas capable of attracting travel over similarly long distances. Minor arterials, spaced at intervals consistent with population density, ensure that all developed areas of the State are within a reasonable distance of an arterial highway.

Rural major collector system serves that larger towns not directly served by arterials and other traffic generators of intra-county importance.

Rural minor collectors are spaced at intervals consistent with population density, collect traffic from local roads and serve the remaining smaller communities.

Rural local streets primarily provide access to adjacent land and provide service to travel over relatively short distances as compared to collectors or other higher systems.

Table 8 provides an inventory of regional roadways by functional classification. Figures 2 and 3 show key regional roadways by classifications.

Traffic Volumes

To facilitate comparison on State highways from year-to-year, electronic counters at specific locations measure traffic volume. Actual counts are adjusted to estimate Average Daily Traffic (ADT) by compensating for seasonal fluctuation, weekly variation and other variables. Expressed in vehicles per day, annual ADT (AADT) is total traffic volume for one year divided by 365 days. AADT is used to portray statewide traffic flow, evaluate trends, compute accident rates, plan and design highways, and assorted purposes. Peak month ADT is the average daily traffic for the month with heaviest traffic flow. These data are obtained because on many routes, high traffic volumes during a certain season are more important for planning and highway design than AADT.

Figure 4: City of Alturas Pavement Condition

TABLE 8: Functional Classifications of Regional Roadway System

Jur.	Facility No. / Name	From	To	Maintained Miles
CAL	SR139	SR299 - Canby Jct.	Siskiyou County Line - Newell	49.97
CAL	SR299	SR139 - Canby Jct.	US395 South Jct. - Alturas	18.82
CAL	US395	Lassen County Line	Oregon State Line - New Pine Creek	61.50
CAL	SR299	Lassen County Line - Adin	SR139 - Canby Jct.	21.75
Rural Other Principal Arterials (02)				152.04
CO	CR91 - Lookout-Hackamore Rd	Lassen County Line - Adin	SR139 - near Hackamore	27.27
CAL	SR139	Lassen County Line - Adin	SR299 - Adin Jct.	0.20
CAL	SR299 (through Cedar Pass)	US395 North Jct.	Nevada State Line	26.00
Rural Minor Arterials (06)				53.47
ALT	4th Street	Mill Street	East Street	1.25
ALT	8th Street	Warner Street	East Street	1.15
ALT	Carlos Street	Main Street	Warner Street	1.00
ALT	East Street	Modoc Street	19th Street	1.28
ALT	Estes Street	Modoc Street	CR56 - Parker Creek Road	0.15
ALT	Modoc Street	US395 (Main Street)	Estes Street	0.24
ALT	Oak Street	SR299 (12th Street)	19th Street	0.53
ALT	Warner Street	Carlos Street	SR299 (12th Street)	0.88
ALT	West C Street	Park Street	SR299 (12th Street)	0.71
ALT	West Street	0.11M S/Carlos Street	4th Street	0.36
CO	CR1 - Surprise Valley Road	Lassen County Line	Oregon State Line	67.61
CO	CR48 - Westside Road	US395	Oregon State Line	22.93
CO	CR54 - Centerville Road	SR299	West Street - Alturas	20.67
CO	CR55 - Pencil Road	US395	8001	4.25
CO	CR87 - Adin-Lookout Road	CR91 - Lookout-Hackamore Rd	SR299	11.28
CO	CR108 - State Line Road	Siskiyou County Line	CR111 - Great Northern Road	1.52
CO	CR111 - Great Northern Road	CR120	Oregon State Line	11.48
CO	CR114 - Old Alturas Highway	SR139	Oregon State Line	11.11
CO	CR120 - Dike Road	Lava Beds National Monument	CR111 - Great Northern Road	1.59
CO	CR272 - Day Road	Shasta County Line	RD 8214	5.46
Rural Major Collectors (07)				165.45
CO	CR9 - Fandango Pass Road	CR1 - Surprise Valley Road	US395	15.42
CO	CR17 - Upper Lake City Road	CR1 - Surprise Valley Road	CR1 - Surprise Valley Road	3.50
CO	CR 18 - Forty Nine Lane	CR 1	CR 17	1.06
CO	CR56 - Parker Creek Road	US395 (Main Street) - Alturas	RD 8015	13.42
CO	CR58 - Alpine Road	CR56 - Parker Creek Road	SR299	7.02
CO	CR60 - Westside Road	CR 189	CR54 - Centerville Road	16.50
CO	CR64 - Jess Valley Road	US395 - Likely	CR258 - Blue Lake Road	9.57
CO	CR71 - Cal Pines Blvd.	S 8139	CR54 - Centerville Road	18.88
CO	CR73 - Crowder Flat Road	SR299	CR181 - South Main Road	30.80
CO	CR75	CR54 - Centerville Road	SR299	5.20
CO	CR88 - Ash Valley Road	SR299	Lassen County Line	4.07
CO	CR91A - Lookout Access North	CR91 - Lookout-Hackamore Rd	CR91 - Lookout-Hackamore Road	0.25
CO	CR93	Lassen County Line	RD 8199	7.63
CO	CR93A - Main Street - Lookout	CR93	CR93A - Main Street, Lookout	0.50
CO	CR94 - Widow Valley Road	Cedar Drive	CR93	2.00
CO	CR97 - Tionesta Road	RD 8185	SR139	4.50
CO	CR101	CR111	CR114 - Old Alturas Highway	4.34
CO	CR104	CR114 - Old Alturas Highway	County Line .85 N/CR105	7.65
CO	CR113	SR139	CR104 - Main East-West Road	5.09
CO	CR121	CR120	SR139	4.25
CO	CR181 - South Main Road	CR73 - Crowder Flat Road	CR48 - Westside Road	16.96
CO	CR189	US395	CR60	2.10
Rural Minor Collectors (08)				180.71
ALT	Local City Streets Group	various	various	28.57
CO	Local County Roads Group	various	various	618.74
Rural Local (09)				647.31
TOTAL SYSTEM				1,198.98

Source: Caltrans, Modoc County, City of Alturas, 2012

Table 9 City and County Recurring Revenues

Table 9: City and County Recurring Revenues							
Source	14/15-17/18	18/19-21/22	22/23-25/26	26/27-30/31	32/33-34/35		
City of Alturas							
Motor Vehicle In Lieu (VLF)	\$ 546	\$ 557	\$ 568	\$ 579	\$ 591		
All Gas Taxes	\$ 255	\$ 260	\$ 265	\$ 271	\$ 276		
Main Street	\$ 30	\$ 30	\$ 30	\$ 30	\$ 30		
St. Hwy Sweeping ⁽¹⁾	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20		
Snow Removal ⁽²⁾	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20		
<i>Subtotal</i>	\$ 871	\$ 887	\$ 903	\$ 920	\$ 937		
County of Modoc							
Gas Taxes	\$ 6,732	\$ 6,784	\$ 7,021	\$ 7,267	\$ 7,522		
Forest Reserves (S1608/HR2384)	\$ 5,508	\$ 5,288	\$ 5,394	\$ 5,502	\$ 5,612		
RSTP	\$ 1,184	\$ 1,208	\$ 1,232	\$ 1,256	\$ 1,282		
State Match	\$ 420	\$ 428	\$ 437	\$ 446	\$ 455		
<i>Subtotal</i>	\$ 13,844	\$ 13,708	\$ 14,084	\$ 14,471	\$ 14,869		
Total	\$ 14,715	\$ 14,595	\$ 14,987	\$ 15,391	\$ 15,806		
Note 1: Reimbursement from Caltrans							
Note 2: Reimbursement dependent upon snow accumulation							
Source: City of Alturas, County of Modoc Road Department, 2014							

Table 10: County of Modoc Roadway Improvement Projects

Facility No.	NEW FC	Specific Location	Proposed Project Description	Miles	Priority ⁽¹⁾	Construct Year	Total Cost	Total Cost	Funding Source	Corresp. Goals	Perf. Indicator	Project List/ Inventory ⁽³⁾
							(1,000s) 2012/13 Dollars	Adjusted for Inflation ⁽²⁾				
CR 87	05	Adin to Lookout	Pavement Preservation	11.28	1	2013	\$ 632	\$ 652	STIP	1,2,5	SP	P
CR 111	05	SR139 to Oregon border	Pavement Preservation	5.90	1	2013	\$ 338	\$ 349	STIP	1,2,5	SP	P
CR 114	05	CR101 to SR139	Pavement Preservation	6.00	1	2014	\$ 409	\$ 436	STIP	1,2,5	SP	P
CR 272	05	Lassen County to end AC	Pavement Preservation	3.12	1	2014	\$ 196	\$ 209	STIP	1,2,5	SP	P
CR 1	05	Cedarville to Ft. Bidwell	Road Rehabilitation	25.80	1	2015	4,493	\$ 4,942	STIP	1,2,5	SP	P
CR 1	05	Ft. Bidwell to end AC	Road Rehabilitation	11.00	1	2017	4,400	\$ 5,157	STIP	1,2,5	SP	I
CR 55	05	US395 to end AC	Road Rehabilitation	3.50	1	2017	1,400	\$ 1,641	STIP	1,2,5	SP	P
CR 272	05	Lassen County to end AC	Road Rehabilitation	3.12	2	2019	1,248	\$ 1,559	STIP	1,2,5	SP	I
CR 111	05	SR139 to Oregon border	Road Rehabilitation	5.90	2	2019	2,360	\$ 2,948	STIP	1,2,5	SP	P
CR 111	05	SR139 to CR120	Road Rehabilitation	5.58	2	2021	2,232	\$ 2,971	STIP	1,2,5	SP	I
CR 120	05	CR111 to end dike	Road Rehabilitation	1.59	2	2021	636	\$ 847	STIP	1,2,5	SP	I
CR 108	05	CR111 to Drain 10 Road	Road Rehabilitation	1.52	2	2021	608	\$ 809	STIP	1,2,5	SP	I
CR 91	04	CR 85A to SR 139	Road Rehabilitation	16.10	2	2022	6,440	\$ 8,848	STIP	1,2,5	SP	I
CR 91	04	Lassen County to CR 85	Road Rehabilitation	11.10	2	2024	4,440	\$ 6,500	STIP	1,2,5	SP	I
CR 87	05	Adin to Lookout	Road Rehabilitation	11.28	3	2026	4,512	\$ 7,039	STIP	1,2,5	SP	I
CR 54	05	Canby to Alturas	Road Rehabilitation	20.67	3	2028	8,268	\$ 13,745	STIP	1,2,5	SP	I
CR 48	05	US395 to end AC	Road Rehabilitation	5.76	3	2030	2,304	\$ 4,082	STIP	1,2,5	SP	I
CR 114	05	CR101 to SR139	Road Rehabilitation	6.00	3	2030	2,400	\$ 4,252	STIP	1,2,5	SP	P
CR 1	05	Cedarville to Eagleville	Road Rehabilitation	14.00	3	2032	5,600	\$ 10,571	STIP	1,2,5	SP	I
CR 1	05	Eagleville to Lassen	Road Rehabilitation	11.00	3	2034	4,400	\$ 8,851	STIP	1,2,5	SP	I
Sub Totals				180.22			\$ 57,316	\$ 86,408				

TABLE 11: County of Modoc Special Funding Program Improvement Projects - 20-Year Vision

This list is not in order of priority. Projects will be implemented as funding becomes available.

Map ID	NEW FC	Specific Location	Proposed Project Description	Miles	Priority ⁽¹⁾	Construct Year	Total Cost (1,000s)		Fund Source	Related Goals	Perf Indicator	Project List/Inventory ⁽³⁾
							2012/13 Dollars	Adjusted for Inflation				
Forest Highway Projects												
06		Parker Creek Road - CR 58 to Forest boundary	Rehabilitate	6.6	1	2015	\$ 8,250	\$ 9,075	FHLP	1,2,4,5,6	SP	I
06		Tionesta Road - SR139 to FDR 44N01	Rehabilitate	9.2	1	2016	\$ 4,500	\$ 5,110	FHLP	1,2,4,5,6	SP	I
07		CR 258 to Blue Lake CG	Rehabilitate	6.6	2	2019	\$ 5,500	\$ 6,870	FHLP	1,2,4,5,6	SP	I
06		Jess Valley Rd - US395 to Mill Creek Falls CG	Rehabilitate	14.1	2	2026	\$ 2,600	\$ 4,056	FHLP	1,2,4,5,6	SP	I
Forest Highway Projects Total							\$ 20,850	\$ 25,111				
Highway Safety Improvement Program (HSIP)												
05		CR 54	Shoulder Widening	7.9	1	2013	\$ 204	\$ 247	HSIP/Local	2,4	S	P
-		Countywide - various locations	Remove obstacles (eg. relocate utility poles in R/W)	-	2	TBD	\$ 420	\$ 676	HSIP/Local	2,4	S	I
-		Countywide - various locations	Remove obstacles (gates)	-	2	TBD	\$ 380	\$ 612	HSIP/Local	2,4	S	I
HSIP Projects Total							\$ 800	\$ 1,288				
High Risk Rural Roads Program - HR3												
05		CR 54, 4 miles southwest of Alturas	Roadway Realignment	0.6	1	2014	\$ 700	\$ 700	HR3/STIP	2,4	S	P
05		CR 55, North of Alturas	Shoulder Widening	4.3	1	2015	\$ 984	\$ 1,082	HR3/Local	2,4	S	P
HRS Projects Total							\$ 700	\$ 700				
Section 130 - Federal Railroad Crossing Protection Projects												
05		Pencil Rd - PUC 086CFB-460.0, DOT 857433A	Upgrade - Gates A	-	2	TBD	\$ 200	\$ 275	Fed	2,6	S	I
Section 130 Projects Total							\$ 200	\$ 275				

Note: Applications were submitted for HSIP and Section 130 projects; Forest Highway projects are controlled by FHWA and USFS. HSIP portion varies by project type, generally 80-90%. Modoc County Road Dept. applies for HSIP grants regularly, each 3+ year cycle. If HSIP grants are not awarded, then local funds are needed for safety projects and improvements.

Note 1: Priority Nos: 1= Short Term (FY2014-2019), 2= Mid Term (FY2020-2025), 3= Long Term (FY2026-2034).

Note 2: An annual growth rate of 3.2% was applied to construction costs to account for inflation. The rate is based on the growth of the Engineering News Record's Construction Cost Index for San Francisco from December 1995 to December 2006. Long-term projects with no construction dates were adjusted to reflect 15 years of inflation.

Note 3: Project List (P) = project programmed, funded or listed current RTIP; Inventory (I) = Project is part of the long-term inventory and not likely to be built within the next five years.

Source: County of Modoc Road Department, 2012.

TABLE 12: County of Modoc Roadway Improvement Projects - Financially Unconstrained

No.	NEW FC	Specific Location	Proposed Project Description	Miles	Const Year	Total Cost (1,000s)		Fund Source	Related Goals	Perform. Indicator	Project List/ Inventory ⁽²⁾
						2012/13 Dollars	Adjusted for Inflation ⁽¹⁾				
CR 1	05	Cedarville to Fort Bidwell	Road Rehabilitation	25.8	2015	\$ 4,493	\$ 7,236	STIP	2,4,6	SP	P
CR 55	05	US395 to End AC	Road Rehabilitation	4.3	2017	\$ 1,700	\$ 2,738	STIP	2,4,6	SP	I
CR 111	05	SR 139 to Oregon State Line	Road Rehabilitation	5.9	2019	\$ 2,360	\$ 3,801	STIP	2,4,6	SP	I
CR 108	05	CR111 to Drain 10 Road	Road Rehabilitation	1.5	2021	\$ 608	\$ 949	STIP	2,4,6	SP	I
CR 111	05	SR 139 to CR 120	Road Rehabilitation	5.8	2021	\$ 2,320	\$ 3,736	STIP	2,4,6	SP	I
CR 1	05	Lassen County Line to Cedarville	Road Rehabilitation	38.1	TBD	\$ 15,244	\$ 24,550	STIP	2,4,6	SP	I
CR 120	05	Lava Beds National Monument to CR111	Road Rehabilitation	1.6	TBD	\$ 636	\$ 1,024	STIP	2,4,9	SP	I
CR 272	05	Shasta Co Line to Rd. 8214	Road Rehabilitation	5.5	TBD	\$ 2,184	\$ 3,517	STIP	2,4,10	SP	I
CR 48	05	US395 to Oregon State Line	Road Rehabilitation	22.9	TBD	\$ 9,172	\$ 14,771	STIP	2,4,6	SP	I
CR 114	05	SR 139 to Oregon State Line	Road Rehabilitation	11.1	TBD	\$ 4,444	\$ 7,157	STIP	2,4,6	SP	I
CR 54	05	SR299 to West St. Alturas	Road Rehabilitation	20.7	TBD	\$ 8,268	\$ 13,315	STIP	2,4,6	SP	I
CR 87	05	CR91 to Lookout-Hackamore Rd.	Road Rehabilitation	11.3	TBD	\$ 4,512	\$ 7,266	STIP	2,4,6	SP	I
CR 91	05	Lassen Co. Line to SR 139	Road Rehabilitation	27.3	TBD	\$ 10,908	\$ 17,567	STIP	2,4,6	SP	I
Total Estimated Cost						\$ 66,849	\$ 107,627				

Note 1: An annual growth rate of 3.2% was applied to construction costs to account for inflation. The rate is based on the growth of the Engineering News Record's Construction Cost Index for San Francisco from December 1995 to December 2006. Long-term projects with no construction date were adjusted for 15 years of inflation.

Note 2: Project List (P) = project programmed or listed current RTIP; Inventory (I) = Project is part of the long-term inventory and not likely to be built within the next five years.

Source: County of Modoc Road Department, 2013

Table 13: Modoc County Future Bridge Projects

Facility No.	Bridge No.	Specific Location	Proposed Project Description	Priority ⁽¹⁾	Const Year	Total Cost (1,000s)		Fund Source	Related Goals	Perf. Indicator	Project List/ Inventory ⁽³⁾
						2012/13 Dollars	Adjusted for Inflation ⁽²⁾				
CR 61	3C0038	Eastside Canal	Replace arch plate culvert	1	2015	\$ 100	\$ 110	Local	1,2,5	S / SP	P
CR 54	3C0016	No. Branch Pit River	Scour Counter Measures	1	2015	\$ 250	\$ 275	HBP	2,4,5	S / SP	I
CR 54	3C0017	Middle Branch Pit River	Scour Counter Measures	1	2015	\$ 250	\$ 275	HBP	2,4,5	S / SP	I
CR 54	3C0018	So. Branch Pit River	Scour Counter Measures	1	2015	\$ 250	\$ 275	HBP	2,4,5	S / SP	I
CR 1	3C0053	Bidwell Creek	Strengthen bridge	2	2020	\$ 1,000	\$ 1,289	HBP	1,2,5	S / SP	I
CR 75	3C0091	Pit River	Bridge Replacement	2	2023	\$ 1,200	\$ 1,702	HBP	1,2,5	S / SP	I
CR 1	3C0080	Owl Creek	New Bridge Rail	3	TBD	\$ 50	\$ 89	HBP	2,5	S / SP	I
CR 108	3C0119	D Canal	Bridge Replacement	3	TBD	\$ 800	\$ 1,417	Local	1,2,5	S / SP	I
CR 111	3C0064	J Canal	New Bridge Rail	3	TBD	\$ 50	\$ 89	HBP	2,5	S / SP	I
CR 111	3C0065	No 46 Drain	New Bridge Rail	3	TBD	\$ 50	\$ 89	HBP	2,5	S / SP	I
CR 111	3C0066	J14B Canal	New Bridge Rail	3	TBD	\$ 50	\$ 89	HBP	2,5	S / SP	I
CR 111	3C0067	45D Drain	New Bridge Rail	3	TBD	\$ 50	\$ 89	HBP	2,5	S / SP	I
CR 111	3C0068	J14A Canal	New Bridge Rail	3	TBD	\$ 50	\$ 89	HBP	2,5	S / SP	I
CR 17	--	Soldier Creek	Widen bridge & rails	3	TBD	\$ 180	\$ 319	Local	2,5	S / SP	I
CR 198	3C0075	Rush Creek	Bridge Replacement	3	TBD	\$ 800	\$ 1,417	HBP	1,2,5	S / SP	I
CR 215	3C0076	Howards Gulch	New Bridge Rail	3	TBD	\$ 50	\$ 89	HBP	2,5	S / SP	I
CR 215	3C0077	Howards Gulch	New Bridge Rail	3	TBD	\$ 50	\$ 89	HBP	2,5	S / SP	I
CR 224	3C0087	Bidwell Creek	Bridge Replacement	3	TBD	\$ 800	\$ 1,417	HBP	2,5	S / SP	I
CR 258	3C0116	So. Fork Pit River	New Bridge Rail	3	TBD	\$ 50	\$ 89	HBP	2,5	S / SP	I
CR 56	3C0111	Alturas Creek	New Bridge Rail	3	TBD	\$ 50	\$ 89	HBP	2,5	S / SP	I
CR 60	3C0039	Westside Canal	New Bridge Rail	3	TBD	\$ 50	\$ 89	HBP	2,5	S / SP	I
CR 64	3C0045	Pit River, South Fork	Strengthen Bridge	3	TBD	\$ 1,500	\$ 2,657	HBP	1,2,5	S / SP	I
CR 86	3C0118	Rush Creek	Bridge Replacement	3	TBD	\$ 800	\$ 1,417	HBP	1,2,5	S / SP	I
CR 87	3C0070	Pit River Slough	New Bridge Rail	3	TBD	\$ 40	\$ 71	HBP	2,5	S / SP	I
Total Estimated Cost						\$ 8,520	\$ 13,616				

Note 2: Annual growth rate 3.2% applied to construction costs to account for inflation. The rate is based on the growth of the Engineering News Record's Construction Cost Index for San Francisco from Dec. 1995 to Dec. 2006. Long-term projects with no construction dates were adjusted to reflect 15 years of inflation.

TABLE 14: City of Alturas Street Improvement Projects - 20-Year Vision

Street Name	FC	From	To	PPNO	Project Description	Miles	Priority ⁽¹⁾	Const Year	Con Cost in \$1,000s	Fund Source	Related Goals	Perf. Indicator
4th	07	Warner	East	2472	Street Rehabilitation	1.07	1	2014	\$1,884	STIP	1,2,5	S
Various	Var	Various Streets	Various Streets	2508	Street Rehabilitation	11.00	1	2015	\$699	STIP	1, 2,5	S,P
West C	07	Park	12th (SR 299)		Street Rehabilitation	0.75	2	2015	\$2,192	STIP	1,2,5	SP
Various	Var	Central Business District		2534	Pedestrian Improvements	0.75	1	2017	\$1,173	STIP	1,2,3,5,6	S,P
West	07	Carlos	4th		Street Rehabilitation	0.37	2	2017	\$1,158	STIP	1,2,5	SP
East	07	Modoc	4th	2538	Street Rehabilitation	0.75	1	2018	\$880	STIP	1,2,3,5,6	S,P
Modoc	07	Main (US 395)	Estes		Street Rehabilitation	0.24	3	2018	\$418	STIP	1,2,5	SP
Oak	07	12th (SR 299)	19th		Street Rehabilitation	0.50	3	2019	\$1,659	STIP	1,2,5	SP
East	07	4th	19th		Street Rehabilitation	0.60	2	2020	\$990	STIP	1,2,3,5,6	S,P
Estes	07	Modoc	CR 56		Street Rehabilitation	0.18	2	2020	\$617	STIP	1,2,5	SP
Total Estimated Cost									\$9,087			

Note 1: Priority Nos: 1= Short Term (FY 2013-18), 2= Mid Term (FY 2019-2024), 3=Long Term (FY 2025-2034), December 2006.

Note 3: Project List (P) = project programmed, funded or listed current RTIP; Inventory (I) = Project is part of the long-term inventory and not likely to be built within the next five years.

Source: City of Alturas Public Works Department, 2013.

TABLE 14a: City of Alturas Financially Unconstrained Street Improvement Projects

Street	FC	From	To	Project Description	Miles	(1,000s)	Funding Source	Corresponding Goals	Performance Indicator	Project List/ Inventory ⁽²⁾	
						Adjusted for Inflation ⁽¹⁾					
Archer	09	East A	East A	Street Rehabilitation	0.34	\$ 595	Local	2,4,6	SP	I	
Bond	09	Warner	Smith	Street Rehabilitation	0.17	\$ 297	Local	2,4,6	SP	I	
Bonner	09	4th	12th (SR 299)	Street Rehabilitation	0.52	\$ 927	Local	2,4,6	SP	I	
Caldwell	09	Carlos	2nd	Street Rehabilitation	0.21	\$ 375	Local	2,4,6	SP	I	
Carlos	09	Court	Main (US 395)	Street Rehabilitation	0.05	\$ 94	Local	2,4,6	SP	I	
Carlos	07	Main (US 395)	Warner	Street Rehabilitation	1.00	\$ 290	STIP	2,4,6	SP	I	
Cedar	09	3rd	Kemble	Street Rehabilitation	0.10	\$ 173	Local	2,4,6	SP	I	
Court	09	Carlos	18th	Street Rehabilitation	1.15	\$ 2,035	Local	2,4,6	SP	I	
Danhauser	09	Henderson	4th	Street Rehabilitation	0.32	\$ 566	Local	2,4,6	SP	I	
East	09	CR56	Riverside	Street Rehabilitation	0.11	\$ 189	Local	2,4,6	SP	I	
East A	09	Archer	5th	Street Rehabilitation	0.71	\$ 1,247	Local	2,4,6	SP	I	
East B	09	2nd	12th (SR 299)	Street Rehabilitation	0.65	\$ 1,155	Local	2,4,6	SP	I	
East C	09	4th	8th	Street Rehabilitation	0.25	\$ 444	Local	2,4,6	SP	I	
East D	09	4th	12th	Street Rehabilitation	0.50	\$ 883	Local	2,4,6	SP	I	
Estes	09	Modoc	2nd	Street Rehabilitation	0.21	\$ 364	Local	2,4,6	SP	I	
Forrest	09	So. East	Estes	Street Rehabilitation	0.10	\$ 178	Local	2,4,6	SP	I	
Henderson	09	Main (US 395)	Poplar	Street Rehabilitation	0.58	\$ 1,019	Local	2,4,6	SP	I	
Howard	09	Carlos	5th	Street Rehabilitation	0.48	\$ 852	Local	2,4,6	SP	I	
Josephine	09	4th	8th	Street Rehabilitation	0.25	\$ 444	Local	2,4,6	SP	I	
Kemble	09	Warner	Smith	Street Rehabilitation	0.26	\$ 466	Local	2,4,6	SP	I	
Main	09	12th (SR 299)	14th	Street Rehabilitation	0.14	\$ 255	Local	2,4,6	SP	I	
Maple	09	10th	14th	Street Rehabilitation	0.26	\$ 461	Local	2,4,6	SP	I	
Mill	09	8th	12th (SR 299)	Street Rehabilitation	0.21	\$ 377	Local	2,4,6	SP	I	
Modoc	09	Howard	RR tracks	Street Rehabilitation	0.28	\$ 500	Local	2,4,6	SP	I	
Nagle	09	Henderson	4th	Street Rehabilitation	0.32	\$ 566	Local	2,4,6	SP	I	
North	09	RR tracks	West A	Street Rehabilitation	0.44	\$ 783	Local	2,4,6	SP	I	
Park	09	West C	Poplar	Street Rehabilitation	0.37	\$ 644	Local	2,4,6	SP	I	
Pine	09	12th (SR 299)	14th	Street Rehabilitation	0.14	\$ 255	Local	2,4,6	SP	I	
Poplar	09	2nd	4th	Street Rehabilitation	0.19	\$ 333	Local	2,4,6	SP	I	
Rine	09	Carlos	4th	Street Rehabilitation	0.39	\$ 688	Local	2,4,6	SP	I	
Riverside	09	So. East	Estes	Street Rehabilitation	0.10	\$ 178	Local	2,4,6	SP	I	
Short	09	East End	East B	Street Rehabilitation	0.07	\$ 128	Local	2,4,6	SP	I	
Smith	09	4th	12th (SR 299)	Street Rehabilitation	0.38	\$ 677	Local	2,4,6	SP	I	
Spruce	09	12th (SR 299)	14th	Street Rehabilitation	0.14	\$ 255	Local	2,4,6	SP	I	
Thomason	09	12th (SR 299)	14th	Street Rehabilitation	0.13	\$ 228	Local	2,4,6	SP	I	
Warner	09	12th (SR 299)	19th	Street Rehabilitation	0.51	\$ 228	Local	2,4,6	SP	I	
Warner	07	Park	Carlos	Street Rehabilitation	0.17	\$ 49	STIP	2,4,6	SP	I	
West A	09	South End	4th	Street Rehabilitation	0.37	\$ 647	Local	2,4,6	SP	I	
West B	09	1st	4th	Street Rehabilitation	0.25	\$ 433	Local	2,4,6	SP	I	
West C	09	South End	2nd	Street Rehabilitation	0.19	\$ 333	Local	2,4,6	SP	I	
Western	09	West C	West	Street Rehabilitation	0.27	\$ 483	Local	2,4,6	SP	I	
1st	09	RR tracks	Caldwell	Street Rehabilitation	0.55	\$ 971	Local	2,4,6	SP	I	
2nd	09	East B	Poplar	Street Rehabilitation	1.12	\$ 1,975	Local	2,4,6	SP	I	
3rd	09	RR tracks	Warner	Street Rehabilitation	1.15	\$ 2,021	Local	2,4,6	SP	I	
4th	09	Josephine	East	Street Rehabilitation	0.41	\$ 719	Local	2,4,6	SP	I	
5th	09	Josephine	Smith	Street Rehabilitation	0.72	\$ 1,233	Local	2,4,6	SP	I	
6th	09	Josephine	Smith	Street Rehabilitation	0.58	\$ 988	Local	2,4,6	SP	I	
7th	09	Josephine	East	Street Rehabilitation	0.42	\$ 733	Local	2,4,6	SP	I	
8th	09	East End	Mill	Street Rehabilitation	0.88	\$ 1,555	Local	2,4,6	SP	I	
9th	09	East D	Mill	Street Rehabilitation	0.52	\$ 911	Local	2,4,6	SP	I	
10th	09	East D	Mill	Street Rehabilitation	0.59	\$ 1,035	Local	2,4,6	SP	I	
11th	09	East D	Mill	Street Rehabilitation	0.39	\$ 686	Local	2,4,6	SP	I	
12th	09	East D	Court	Street Rehabilitation	0.33	\$ 586	Local	2,4,6	SP	I	
13th	09	East B	Maple	Street Rehabilitation	0.21	\$ 375	Local	2,4,6	SP	I	
14th	09	East	Maple	Street Rehabilitation	0.34	\$ 608	Local	2,4,6	SP	I	
16th	09	East A	Oak	Street Rehabilitation	0.36	\$ 630	Local	2,4,6	SP	I	
17th	09	East	Court	Street Rehabilitation	0.08	\$ 144	Local	2,4,6	SP	I	
Unimproved	09	Unimproved/Gravel Streets		Blading & Aggregate	7.00	\$ 20	Local	2,4,6	EQ	I	
City Unconstrained Projects Total						\$ 36,281					

Note 1: An annual growth rate of 3.2% was applied to construction costs to account for inflation. The rate is based on the growth of the Engineering News's Record's Construction Cost Index for San Francisco from December 1995 to December 2006.

Note 2: Project List (P) = project programmed or listed current RTP; Inventory (I) = Project is part of the long-term inventory and not likely to be built within the next five years.

See Copy of Modoc 2007 RTP Update Tables4.xls for Table 4-11.

Source: City of Alturas Public Works Department, 2007.

Table 15: State Highway Future Roadway Improvement Projects -20 Year Vision (STIP)

Facility No.	Post Miles	Specific Location	PPNO	Proposed Project Description	Prior. (1)	Const. Yr.	Cost - 2012-13 Dollars	Adj. Infl. (2)	Fund Source	Cors. Goal	Perf. Ind.	List (3) Inven
SR 299	39.3-40.6	Alturas 299 Widening- West C St. to 0.1 mi east of SR 200/US 395 Separation	3368	Widening, shoulders, drain. Imp.	1	2014	\$4,296	\$4,296	STIP	1,2,3	S,MA	P
STIP Left Turn Projects (Unconstrained)												
SR 299	35.29	WB,Junction W/CR 75		Left Turn Lane	2	TBD	\$1,300	\$1,573	STIP	3	M/A	I
SR 299	37.1	Co. Rd 73 Crowder Flat		Left Turn Lane	2	TBD	\$1,300	\$1,624	STIP	3	M/A	I
SR 299	46.29	WB, Alpine Rd. -CR 58		Left Turn Lane	2	TBD	\$1,300	\$1,730	STIP	3	M/A	I
US 395	25.48	NB, Bowman Rd.		Left Turn Lane	2	TBD	\$1,300	\$2,094	STIP	3	M/A	I
SR 139	27.9	NB, Tionesta Rd.		Left Turn Lane	2	TBD	\$1,300	\$2,094	STIP	3	M/A	I
SR 299/SR 139	22.4	SR 299/SR139 junction in Canby	3382	Highway Advisory Radio (HAR)	2	TBD	\$515	\$515	STIP	1,2,3	M/A	I
SR 299	45.5	EB, CR 267		Left Turn Lane	2	TBD	\$1,300	\$2,094	STIP	3	M/A	I
STIP Passing or Truck Climbing Lanes (Unconstrained)												
SR 299	11.8 - 14.5	Aidin Summit		Truck Climbing Lane(s) East Bound Passing	3	TBD	\$3,750	\$6,039	STIP	3	P	I
SR 299	50.6 - 52.0	Cerar Pass		Lane	3	TBD	\$2,250	\$3,624	STIP	3	P	I
Total Project Cost of Constrained Projects							\$5,560	\$5,560				
Total Project Cost of STI Unconstrained Projects							\$13,800	\$20,872				

Note 1: Priority Nos: 1= Short Term (FY2014-15), 2= Mid Term (FY 2014-2017), 3= Long Term (FY 2018-2027)

Note 2: An annual growth rate of 3.2% was applied to construction costs to account for inflation. The rate is based on the growth of the Engineering News Record's Construction cost index for San Francisco from December 1995 to December 2006. Long term construction projects with unknown construction dates are adjusted to reflect 15 years of inflation.

Note Note 3: Project list (P) = projected programmed, funded, or listed current RTIP; inventory and not likely to be built within the next five years.

Source: Caltrans, District 2, MCTC

TABLE 16: Tribal Transportation Future Improvement Projects

Functional Classification	Specific Location	Type	Jurisdiction	Miles	Priority ⁽¹⁾	Future Project Descriptions	Const Year	Cost in \$1,000s	Fund Source	Related Goals	Performance Indicator	Project List/ Inventory ⁽²⁾
Alturas Rancheria												
09		Culvert	BIA	--	2	Replace culvert	TBD	NA	IRR	1,3	SP	I
Cedarville Rancheria												
09	Rancheria Way/Bonner Rd/ Johnstone Rd	Unimproved	BIA/County	0.3	1	Gravel to paved	2008	\$ 671	IRR	1,3,4	EQ	P
Fort Bidwell												
09	Water Tank Road	Unimproved	Future BIA	--	2	Road to new housing	TBD	NA	IRR	3	R	I
09	Hot Springs Road to County Cemetery	Unimproved	BIA	--	2	Road to new housing	TBD	NA	IRR	3	R	I
Pit River Tribes												
09	XL Cemetery Road	NA	BIA	--	1	Road reconstruction	TBD	\$ 37	IRR	1,2,5	SP	I
09	XL - Thomas Creek	Unimproved	Tribe	1	1	Reconstruction/Pav	TBD	\$ 903	IRR	1,3,4	SP, EQ	I
09	Lookout - Lookout Drive (cul-de-sac)	Unimproved	County	0.25	1	Pave/ Place on BIA system	TBD	\$ 114	IRR	1,3,4	EQ	I
09	Lookout - Cemetery	Unimproved	Tribe	0.1	1	Road reconstruction	TBD	\$ 45	IRR	1,2,5	SP	I
09	Likely - Cemetery Road	Proposed	BIA	0.2	2	New gravel access road	TBD	\$ 224	IRR	3	R	I
Total Tribal Future Projects								\$ 1,994				

Note 1: Priority Nos: 1= Short Range (FY2014-2024), 2= Long Range (FY2025-2034).
 Note 2: Annual growth rate 3.2% was applied to construction costs to account for inflation. Rate based on the growth of Engineering News Record's Construction Cost Index for San Francisco from December 1995 to December 2006. Long-term projects with no construction date adjusted for 15 years of inflation.
 Note 3: Project List (P) = project programmed or listed current RTIP; Inventory (I) = Project is part of the long-term inventory and not likely to be built within the next five years.
 Source: U.S. Department of Interior, Bureau of Indian Affairs, Northern California Agency, 2007.

Historical AADT volumes on State Routes from 2000 to 2011 are shown in Table 17. In 2000, the highest AADT volume on State highways in Modoc County (7,100) was observed on US 395 (Main Street) near First Street in Alturas. In 2011, it still serves the highest AADT, which dropped to 6,100. Other relatively high AADT volumes in 2011 were observed on US 395 south of the SR 299 junction in Alturas (6,500), on SR 299 west of US 395 Junction in Alturas (4,250) and on SR 139 near Newell (1,900). These volumes indicate a mix of local and interregional traffic.

Table 17: Daily Traffic Volumes on State Highways, 2000-2011

Highway Counter Location	2000	2002	2004	2006	2008	2010	2011	Change 2000-2011	
								Absolute	Percent
State Route 139									
Adin, South Junction SR 299	510	530	540	450	450	450	450	-60	-12
Canby, North Junction SR 299	970	1000	1000	1000	910	910	1000	30	3
CR 91 (Lookout-Hackmore Road)	1200	1300	1300	1250	1250	1250	1150	-50	-4
Newell	2100	2150	2150	2100	2100	2100	1900	-200	-10
Tulelake	2450	2450	2450	2400	2400	2400	2150	-300	-12
State Route 299									
Adin, Junction SR 139 South	1000	1050	1050	1000	1000	1000	950	-50	-5
Adin Summit	1350	1400	1400	1500	1450	1450	1300	-50	-4
East of Junction SR 139 Northwest	830	850	1850	800	770	770	830	0	0
Alturas, West of Juniper Street	2900	2900	2900	2900	2700	2700	2700	-200	-7
Alturas, East of Juniper Street	2900	3000	3000	3000	2800	2800	2600	-300	-10
Alturas, South Junction US 395	4400	4500	4500	4500	4300	4300	4250	-150	-3
North Junction US 395	760	830	830	830	760	760	950	190	25
West of CR 1 (Surprise Valley Road)	1250	1450	1450	1450	1400	1400	1100	-150	-12
East of CR1	410	310	310	310	300	300	450	40	10
US Highway 395									
Likely, North of CR 64 (Jess Valley Road)	1250	1250	1300	1300	1200	1200	1100	-150	-12
Alturas, Glenn Street	1500	1900	2050	2050	1950	1950	1900	400	27
Alturas, First Street	7100	6900	6900	7000	7000	7000	6100	-1000	-14
Alturas, South of Junction SR 299 West (12th St.)	5800	6800	6800	6900	6900	4800	5200	-600	-10
Alturas, Junction SR 299	4300	5000	4950	4800	4800	6900	6500	2200	51
Alturas, State Hwy Maintenance Station	2800	3050	3050	2850	2850	2950	2900	100	4
Junction SR 299 East	1600	1500	1550	1650	1650	1800	1550	-50	-3
Oregon State Line	860	740	740	880	880	910	720	-140	-16

Source: Caltrans, Traffic Volumes on the California State Highway System, 2000-2011.

State projections for Estimated Future Annual Average Daily Traffic is included in Table 18 below. Based on low population and low growth estimates, the region is not anticipating any significant changes in the ADT through 2030.

Table 18: State Highway Estimated Future Annual Average Daily Traffic (2010-2030)				
State Route 139				
Post Mile	Highway / Counter Location	2010	2011	2030 estimate
.23B	Adin, South Junction SR 299	450	450	500
17.35B	CR 91 (Lookout-Hackmore Road)	910	1000	1400
44.5B	Newell	1250	1150	1250
State Route 299				
Post Mile	Highway / Counter Location	2010	2011	2030 estimate
.332B	Adin, West of Junction SR 139	1000	950	1000
.332A	Adin, East of SR 139	1450	1300	1400
40.63B	Alturas, West of Junction US 395	4300	4250	4600
40.63A	Alturas, East of Junction US 395	760	950	1000
US Highway 395				
Post Mile	Highway / Counter Location	2010	2011	2030 estimate
3.216A	Likely, North of CR 64 (Jess Valley Road)	1400	1100	1200
22.07A	Alturas, First Street	7000	6100	6120
23.04B	Alturas, State Hwy Maintenance Station	2950	2900	2950
28.29B	Junction SR 299 East	1800	1550	1550

Table 15: State Highway Estimated Future Annual Average Daily Traffic (2010-2030)				
State Route 139				
Post Mile	Highway / Counter Location	2010	2011	2030 estimate
.23B	Adin, South Junction SR 299	450	450	500
17.35B	CR 91 (Lookout-Hackmore Road)	910	1000	1400
44.5B	Newell	1250	1150	1250
State Route 299				
Post Mile	Highway / Counter Location	2010	2011	2030 estimate
.332B	Adin, West of Junction SR 139	1000	950	1000
.332A	Adin, East of SR 139	1450	1300	1400
40.63B	Alturas, West of Junction US 395	4300	4250	4600
40.63A	Alturas, East of Junction US 395	760	950	1000
US Highway 395				
Post Mile	Highway / Counter Location	2010	2011	2030 estimate
3.216A	Likely, North of CR 64 (Jess Valley Road)	1400	1100	1200
22.07A	Alturas, First Street	7000	6100	6120
23.04B	Alturas, State Hwy Maintenance Station	2950	2900	2950
28.29B	Junction SR 299 East	1800	1550	1550

Table 19 Peak month ADT (typically August) demonstrates seasonal traffic trends. An analysis of peak month ADT volumes indicates that activity dropped more than average annual daily traffic on SR 139, but grew more than average annual daily traffic on US 395. Overall, peak month traffic around Alturas has increased while SR 139 and the outer segments of SR 299 and US 395 have had decreases in traffic activity.

Table 19: Peak Month Average Daily Traffic Volumes on State Highways, 2000-2011

Highway / Counter Location	2000	2002	2004	2006	2008	2010	2011	Change 2000-2011	
								Absolute	Percent
State Route 139									
Adin, South Junction SR 299	700	730	740	630	620	620	650	-50	-7
Canby, North Junction SR 299	1300	1400	1400	1350	1250	1250	1550	250	19
CR 91 (Lookout-Hackmore Road)	1600	1750	1750	1600	1600	1600	1550	-50	-3
Newell	2200	2250	2250	2200	2200	2200	1600	-600	-27
Tulelake	2900	2900	2900	2850	2850	2850	2550	-350	-12
State Route 299									
Adin, Junction SR 139 South	1250	1250	1250	1200	1200	1200	1050	-200	-16
Adin Summit	1650	1700	1700	1700	1650	1650	1650	0	0
East of Junction SR 139 Northwest	1150	1150	2400	1100	1050	1050	1150	0	0
Alturas, West of Juniper Street	3300	3300	3300	3300	3050	3050	3050	-250	-8
Alturas, East of Juniper Street	3350	3500	3500	3500	3250	3250	3000	-350	-10
Alturas, South Junction US 395	4750	5000	5000	5100	4850	4850	4500	-250	-5
North Junction US 395	870	890	890	940	860	860	1100	230	26
West of CR 1 (Surprise Valley Road)	1550	1750	1750	1750	1700	1700	1500	-50	-3
East of CR1	460	350	350	350	340	340	470	10	2
US Highway 395									
Likely, North of CR 64 (Jess Valley Road)	1800	1850	1850	1850	1700	1700	1500	-300	-17
Alturas, Glenn Street	1650	2100	2250	2250	2150	2150	2050	400	24
Alturas, First Street	7400	7800	7800	7800	7800	7800	6500	-900	-12
Alturas, South of Junction SR 299 West (12th St.)	6800	8000	8000	8100	8100	8100	5700	-1100	-16
Alturas, Junction SR 299	5000	5800	5800	5600	5600	5600	7100	2100	42
Alturas, State Hwy Maintenance Station	3600	3550	3650	3500	3500	3700	3600	0	0
Junction SR 299 East	1850	1750	1750	1850	1850	1950	1750	-100	-5
Oregon State Line	1250	1050	1050	1000	1000	1050	950	-300	-24

Source: Caltrans, Traffic Volumes on the California State Highway System, 2000-2011.

Traffic Conditions

Due to relatively low population levels, the region is generally free of traffic congestion, except at key intersections during peak periods or when caused by special events, extreme weather conditions, accidents, or other incidents.

Level of Service

Level of Service (LOS) is used to rate roadway traffic flow characteristics. LOS is an indicator of roadway performance, and is a measure used to determine when roadway capacity needs to be improved. LOS for rural 2-lane highways is determined largely by roadway geometry factors, such as grades, vertical and horizontal curves, and presence of passing opportunities. In mountainous topography and particularly through canyons, roadway LOS can be relatively poor, even with low traffic volumes.

Caltrans periodically measures traffic volume on state highways, and calculates “peak conditions” using the 30th highest hourly volume measured during one year. On some roadway segments in Modoc County, LOS is affected by terrain and elevation change, as opposed to traffic volumes. Such conditions cause drivers to slow, leading to sporadic isolated traffic queuing. The 299 Transportation Concept Report (TCR) shows that the segments of the highway located in Modoc County are currently at LOS A or B and projected to maintain that level in 2032. The 139 TCR shows the Modoc County segments of highway at LOS B in 2012 and remaining static into 2032.

The most recent information provided from Caltrans in 2004 for US395 shows that the highway capacity is LOS A or B with the exception of the segment from SR 299 W, which is an LOS C. Future LOS is not anticipated to change significantly due to slow growth in traffic volumes and a decrease in traffic volumes projected overall.

Vehicle Miles of Travel

Vehicles Miles Traveled (VMT) is an aggregate measure of travel occurring on all or part of a roadway system. It is the sum of miles traveled by all vehicles during a fixed period on a fixed expanse of roadways. Table 20 provides historical and future VMT estimates in the region. By 2025, Caltrans projects VMT will increase to 90.75 million on state highways and 119.1 million on local roads. This represents a 10.7 percent increase in VMT on state highways from 2003 to 2025. The 2025 truck VMT projection is 15.44 million miles on the State Highway System, and another 7.29 million miles on local roads.

Year	Million Miles		Total
	State Hwys	Local Roads	
1990	83.0	60.1	143.1
1995	92.6	68.1	160.6
2000	80.5	108.5	189.0
2005	85.7	115.5	201.2
2006	82.8	122.2	205.0
2007	96.3	114.1	210.5
2008	97.1	115.0	212.1
2010	100.7	119.4	220.1
2015	114.7	136.0	250.7
2020	127.2	150.8	277.9
2025	138.5	164.1	302.6
2030	155.2	184.0	339.2

Source: 2008 California Motor Vehicle Stock, Travel and Fuel Forecast

Traffic Accidents

According to California Highway Patrol (CHP), in 2012 there were 24 injury accidents and 1 fatal accident on unincorporated state highways within Modoc County; this is a reduction from 55 injury accidents and 5 fatal accidents in 2011. In 2012 there were 14 injury accidents and no fatal accidents on Modoc County maintained roadways; this is a reduction from 24 injury accidents and 3 fatal accidents in 2011. The City of Alturas reports 23 accidents without injury and 3 accidents with minor injury in 2012 which us up from 2011 accidents 10 collision without injury and 2 accidents with minor injuries.

The Modoc County Road Department actively pursues grant funding to improve roads that have high accident rates. The State also assesses high concentration of accidents routes/segments and utilizes funding to improve the safety of the highway.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Regional ITS Architecture

The U.S. Congress enacted the Intelligent Transportation System Architecture and Standards, which became effective on February 7, 2001. The intent of these regulations is to mainstream ITS within the transportation planning and programming processes, and to encourage ITS deployment and system integration. MCTC adopted the Modoc ITS Architecture in 2005 and is in compliance with the ITS Architecture and Standards.

Regional ITS Architecture is the foundation for planning, coordinating, and implementing advanced technology transportation projects. ITS architecture includes comprehensive management strategies and applied technologies in an integrated manner to improve efficiency and safety on transportation facilities in the region. Examples of ITS projects include road weather information systems, tourism enhancements, specific safety applications, and inter-community transit service information. Often projects cross jurisdictional boundaries; therefore it is important to integrate different agency ITS systems. MCTC has participated in the California-Oregon Advanced Transportation System (COATS) ITS *Strategic Deployment Plan* (SDP). The intent was to facilitate ITS use to enhance safety; to improve movements of people, goods and services, to promote economic development of the region; and to begin ITS deployment within the study area (Caltrans New Technology, COATS Fact Sheet).

Bridges

Seventy-seven bridges in Modoc County are maintained by public agency funding. By definition, “bridges” are structures at least 20 feet in length. There are similar, shorter structures in Modoc County that do not meet this definition and are thus not included in the discussion. However, it must be noted that federal or state programs do not support these shorter structures. Most bridge improvement projects were previously financed through the federal Highway Bridge Replacement and Rehabilitation (HBRR) and Highway Bridge Program (HBP). Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law July 6, 2012. Under MAP-21 highway program structure has been consolidated and bridges are included in the National Highway Performance Program (NHPP) and the Surface Transportation Program (STP). The federal programs continue to support bridge and bridge rail replacements funding with a local match.

The City and County Bridge Inventory includes 55 bridges, as presented in Table 21. The terms “structurally deficient” and “functionally obsolete” are categories defined by Caltrans, which are used to classify bridges needing improvement based on biennial inspections. As of 2013, one County bridge was designated structurally deficient and two bridges were functionally obsolete. One of these bridges 3C0118 over Rush Creek on County Road 85 is currently funded and in the environmental phase.

Deficient bridges create potential safety hazards, and may seriously limit access due to bridge closure or failure. County transportation permits provide a mechanism to regulate the weight of heavy vehicles with regards to certain bridge limits.

The state highway bridge inventory lists 22 state bridges in Modoc County and the Bureau of Indian Affairs maintains two bridges on Native American lands. One BIA bridge was replaced in 1998; the other was replaced in 2004.

TABLE 21: City and County Bridge Inventory

Jur.	Flag	Bridge No.	Roadway - Feature	Location	Built/ Recon
ALT		03C0015	Estes St - No Fork Pit River	0.1 mi N CR56	1971
CO		03C0002	CR87 - Pit River Slough	0.1 mi N CR91	1955
CO		03C0003	CR87 - Pit River Slough	0.8 mi NE CR91	1955
CO		03C0004	CR87 - Roberts Slough	0.9 mi NE CR91	1955
CO		03C0005	CR87 - Roberts Slough	1.0 mi NE CR91	1955
CO		03C0016	CR54 - No Branch Pit River	0.3 mi South of SR299	1958
CO		03C0017	CR54 - Middle Branch Pit	0.4 mi South of SR299	1958
CO		03C0018	CR54 - So Branch Pit River	0.6 mi South of SR299	1958
CO		03C0019	CR54 - Thoms Creek	3.2 mi SE of SR299	1958
CO		03C0023	CR54 - Canyon Creek	9.1 mi SE of SR299	1958
CO		03C0024	CR54 - Cyn Creek Overflow	9.4 mi SE of SR299	1958
CO		03C0025	CR54 - So Fork Pit River	19.8 mi SE of SR2999	1958
CO		03C0027	CR54 - No Fork Pit River	20 mi SE of SR299	1958
CO		03C0031	CR133C - Willow Creek	0.1 mi South of CR9	1987
CO	FO	03C0036	CR61 - Westside Canal	0.7 mi West of US395	2013
CO	FO	03C0037	CR61 - Middle Canal	0.6 mi West of US395	2013
CO		03C0038	CR61 - Eastside Canal	0.5 mi West of US395	UNK
CO		03C0039	CR60 - Westside Canal	3.6 mi West of CR189	1985
CO		03C0041	CR60 - Eastside Canal	2.1 mi West of CR189	2005
CO		03C0044	CR63 - Stones Canyon	1.7 mi West of US395	1972
CO		03C0045	CR64 - So Fork Pit River	3.5 mi East of US395	1972
CO		03C0046	CR58 - Alpine Road	0.3 mi North of CR56	1989
CO		03C0053	CR1 - Bidwell Creek	Fort Bidwell	1951
CO		03C0064	CR111 - J Canal	2.6 mi South of SR139	1954
CO		03C0065	CR111 - No 46 Drain	0.6 mi South of SR139	1954
CO		03C0066	CR111 - J14B Canal	1.1 mi North of SR139	1954
CO		03C0067	CR111 - 45D Drain	1.15 mi North of SR139	1954
CO		03C0068	CR111 - J14A Canal	2.6 mi North of SR139	1954
CO		03C0070	CR87 - Pit River Slough	0.2 mi NE CR91	1955
CO		03C0071	CR87 - Pit River Slough	0.2 mi NE CR91	1955
CO		03C0075	CR198 - Rush Creek	0.25 mi South of SR299	1923
CO		03C0076	CR215 - Howards Gulch	2.15 mi North of SR299	1931
CO		03C0077	CR215 - Howards Gulch	4.2 mi North of SR299	1931
CO		03C0078	CR91 - Pit River	0.3 mi NW of CR87	1975
CO		03C0080	CR1 - Owl Creek	11.0 mi South of SR299	1943
CO		03C0083	CR91 - Pit River Overflow	1.2 mi South of CR87	1975
CO		03C0084	CR90 - Pit River	0.6 mi East of CR91	2000
CO		03C0085	CR90 - Pit River Overflow	0.5 mi East of CR91	2000
CO		03C0086	CR90 - Halls Creek	1.0 mi East of CR91	1996
CO		03C0087	CR224 - Bidwell Creek	1.6 mi NW Fort Bidwell	1991
CO		03C0089	CR69 - Pit River	2.7 mi South of SR299	2002
CO		03C0090	CR25 - Deep Creek	1.5 mi West of CR1	1967
CO		03C0091	CR75 - Pit River	0.3 mi South of SR299	1968
CO		03C0092	CR85 - Stone Coal / Pit	4.7 mi West of SR299	2007
CO	FO	03C0093	CR112 - J Canal	South of State Line Rd	1985
CO		03C0111	CR56 - Alturas Creek	0.50 mi East of US395	1938
CO		03C0116	CR258 - So Fork Pit River	0.06 mi South of CR64	1957
CO		03C0118	CR86 - Rush Creek	East of SR299	1986
CO	FO	03C0119	CR 108 - D Canal	0.05 mi West of CR 114	UNK
CO		03C0120	CR70 - Pit River	2.8 mi South of SR299	1997
CO		03C0121	CR70 - Pit River	3.75 mi South of SR299	1996
CO		-	CR 17 - Soldier Ck	1.25 mi West of CR 1	UNK

Legend: ALT = City of Alturas, CO = County of Modoc, FO = Functionally Obsolete, SD = Structurally Deficient
 Source: Caltras Local Assistance Website, County of Modoc Road Department, 2005.

CHAPTER 4 - PUBLIC TRANSPORTATION

Modoc Transportation Agency/Sage Stage

The Modoc Transportation Agency (MTA) was established in 1997 to provide public transit services both within the County and to nearby regional centers. Prior to its formation, there was no consistent public transportation in Modoc County, although various social service agencies provided some transportation for their clients. The MTA was created as a Joint Power Authority between the County of Modoc and City of Alturas to operate the Sage Stage. The MTA Mission Statement confirms its purpose “to provide the citizens of Modoc County with lifeline public transportation services, both within and outside the region, to facilitate access to basic living activities.” Typical of frontier counties, the local commission and MTA recognize the need to provide “lifeline” transportation from remote rural communities to medical and social services, where no passenger carrier or taxi services exist.

The service area of the Sage Stage is large in comparison with other public transit systems (Figure 5). The bus system currently provides two types of public transportation services: intercity/commuter (fixed-route with deviation) and local demand response service that is referred to as Dial-A-Ride. Due to limited resources and highly fluctuating demands, all Sage Stage services are operated on a reservation basis.

Demand Response Local Service

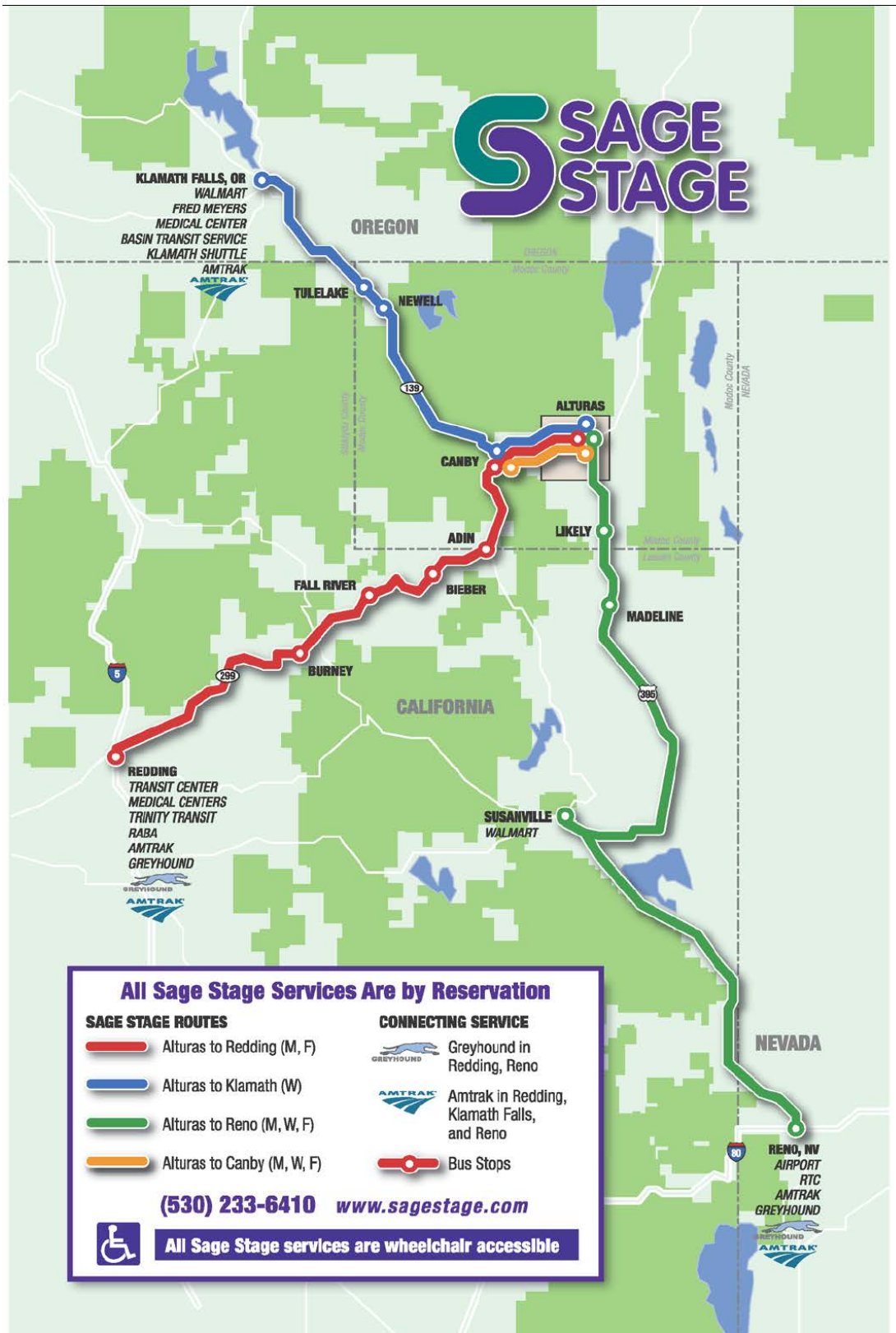
The MTA provides general public demand response service weekdays between 8:00 AM and 5:00 PM. This service is provided within a 10-mile radius of Alturas, including to and from Modoc Estates and Cal Pines subdivisions. Sage Stage provides curb-to-curb service to the general public and door-to-door access for elderly and disabled persons. General fares for each one-way trip range from \$2 to \$6, depending upon distance. Seniors, disabled persons and youth pay a discounted fare per trip. In 2013 Sage Stage provided 6,220 local rides through this service.

Intercity Services

To support intercity travel and interregional trips accessing specialized health care and other services in distant urban centers, the Sage Stage operates three intercity routes. All services start between 6:30 AM and 8:00 AM and return to Alturas the same day between 3:30 PM and 5:30 PM. Sage Stage operates these services on a reservation basis and in service pick-up points are based on passenger demand. These routes link Alturas to regional centers in Reno, Nevada three times per week; in Redding, California twice per week; and in Klamath Falls, Oregon once weekly. For passenger convenience, the bus drops off and picks up riders at specific destinations, such as hospitals, health care facilities, airports, bus and train stations, and popular locations within the city limits. In 2013, Sage Stage provided 373 passenger trips on the Klamath Falls service, 428 passenger trips on the Redding service, and 2,307 passenger trips on the Reno service.

MTA recently received a FTA 5311f grant to fund a Ft. Bidwell and Cedarville intercity service two days per week. Service will be provided on Thursday and Friday by reservation/need basis.

Figure 5 Sage Stage Bus Routes



The existing Sage Stage fleet consists of seven vehicles; each equipped with a wheelchair-lift. The transit operation is handled by a third-party contract operator, which provides operators, driver training and licensing, mandated substance abuse testing, vehicle insurance, dispatch and management services. Vehicle maintenance and repair is subcontracted by MTA to area vendors. The MTA provides contract administration, policy determination, marketing, customer billing, fuel and lubes, collections, and accounting functions.

A Short Range Transit Development Plan was prepared in 2013 and identified several service enhancements. These enhancements will be offered to the Sage Stage passengers in stages and will be monitored and evaluated accordingly.

Appendix D includes a list of social service, non-profit, and private transportation providers in the region.

Table 22: Sage Stage Operating Expenses

	FY 2012/13 Projected (3)	FY 2013/14 Projected	FY 2014/15 Projected	FY 2015/16 Projected	FY 2016/17 Projected	FY 2017/18 Projected
1. Passenger Fares						
Dial-A-Ride	\$ 14,049	\$15,050	\$14,513	\$15,480	\$16,448	\$17,415
Alturas-Reno (3)	\$ 39,417	\$27,592	\$26,875	\$26,338	\$25,800	\$25,800
Alturas-Klamath Falls	\$ 2,916	\$3,825	\$3,825	\$5,100	\$5,313	\$6,375
Alturas Redding	\$ 5,998	\$7,200	\$9,000	\$9,900	\$10,800	\$11,700
Alturas-Ft. Bidwell		\$11,016	\$11,400	\$11,700	\$12,000	\$12,300
Total Fare Revenues	\$ 62,380	\$ 64,683	\$ 65,613	\$ 68,518	\$ 70,360	\$ 73,590
2. Partnerships (2)						
Lassen CTC (4)	\$ 30,000	\$ 30,600	\$ 31,212	\$ 31,836	\$ 32,473	\$ 33,122
Modoc Unified School District (1)			To Be Determined			
Modoc Senior Center (1)			To Be Determined			
Total Partnerships	\$ 30,000	\$ 34,007	\$ 34,007	\$ 34,687	\$ 35,381	\$ 36,089
3. Local /State						
Local Transportation Fund (6)	\$ 102,381	\$ 54,404	\$ 71,606	\$ 107,707	\$ 169,722	\$ 187,337
State Transit Assistance	44,379					
Caltrans Planning Grant		\$ 46,761				
Total Local/State	\$ 146,760	\$ 101,165	\$ 71,606	\$ 107,707	\$ 169,722	\$ 187,337
4. Federal						
FTA 5311		\$ 40,000	\$ 40,000	\$ 40,000	\$ 89,325	\$ 91,111
FTA 5311 (f)						
Reno	\$ 86,758	\$ 88,493	\$ 90,263	\$ 92,068	\$ 93,910	\$ 95,788
Redding	\$ 42,604	\$ 45,281	\$ 46,187	\$ 47,110	\$ 48,053	\$ 49,014
Klamath Falls	\$ 16,599	\$ 16,931	\$ 17,270	\$ 18,473	\$ 18,842	\$ 20,046
FTA 5316 (1)		\$91,712	\$91,712	\$91,712		
Total Federal	145,961	282,417	285,431	289,364	250,129	255,959
Total Operating Revenues	\$ 385,102	\$ 482,273	\$ 456,657	\$ 500,275	\$ 525,592	\$ 552,974

1. Not existing but proposed in SRTDP

2. Revenues from purchased transit passes by CalWorks and T.E.A.C.H. included in Dial-A-ride fares

3. Based on first 7 month financials

4. 50% of matching funds for Reno route

5. Assumes 20% drop in Reno fare revenues starting in FY 2013/14 due to implementation of Susanville Rancheria service

6. Assumes that 30% of available LTF funds are utilized for administration and remaining available for transit operations funding as needed.

From: 2013 Short Range Transit Development Plan (SRTDP)

Based on the SRTDP, planned service improvements and increased operating costs due to inflation and driver costs, total operating costs are expected to increase from \$328,534 in FY 2011/12 to \$552,974 in FY 2017/18.

TABLE 23: Public Transit/ Coordinated Transit Improvement Projects							
Project Description	Priority		Adjusted for Inflation	Fund Source	Related Goals	Perf. Goal	Project List/ Inventory
Coordinated Public Transit - Human Service Transportation Plan	1	2014	No cost	Caltrans DRMT funded	3,4	C, M/A	P
FTA transit operating assistance	1	2014/18	\$ 2,037	5311f/Local	3,4	M/A	P
Replace transit vehicles, rolling stock,	1	Short Range	\$ 250	FTA 5311 (f) /RSTP/Local	2	SP	I
Replace transit vehicles, rolling stock,	2	Long Range	\$ 500				
Transit operating assistance for Redding/ Klamath intercity routes	1,2	On going (Per year)	\$ 1,500	FTA 5311(f)	3,4	M/A	I
Transit operating assistance for Reno intercity service	1,2	On going (Per year)	\$ 2,400	FTA 5311(f)	3,4	M/A	I
Total Estimated Cost			\$ 6,687				
<small>Note 1: Priority Nos: 1= Short Term (FY2014-24), 2= Long Range (FY 2025-2034). Note 2: Annual growth rate 3.2% was applied to construction costs to account for inflation. Rate is based on growth of Engineering News Record's Construction Cost Index for San Francisco from December 1995 to December 2006. Long-term projects with no construction date were adjusted for 15 years of inflation. Note 3: Project List (P) = project programmed or listed current RTIP; Inventory (I) = Project is part of the long-term inventory and not likely to be built within the next five years. Source: MTA.</small>							

The Public Transit Human Services Transportation Plan 2008, is currently undergoing an update; this RTP is consistent with the 2008 plan and subsequent updates.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS) - TRANSIT

MTA currently utilizes ITS applications in the transit vehicles for passenger and driver safety and security enhancements. Each transit vehicle is equipped with DVR camera systems with GPS and inertia sensors. MTA continues to seek rural applications for coordinated rural trip-planning. This could benefit inter and intra travel by having coordinated reservations and trip planning tools for end users.

CHAPTER 5 - RAIL TRANSPORTATION & GOODS MOVEMENT

Rail Transportation

The Modoc Northern and Burlington Northern Santa Fe Railroads are important elements in the physical form of the County, but play only a limited role locally. The rail lines are completely dedicated to freight, and local service is limited to shipping and receiving. The *Freight Planning Regional Summary Northern California* identifies rail issues. The issues that are relative to Modoc are: Rail infrastructure is expensive to build, repair, and maintain; lack of freight rail service demand has led to rail track abandonment and removal, and once tracks are removed, the likelihood of replacement for future economic rail activity is remote. No passenger rail service is currently offered. During the past 15 years, environmental limits on timber harvesting hastened economic decline and significantly reduced railroad traffic in Modoc County. Figure 2-7 depicts the two major rail lines described below:

The Burlington Northern Santa Fe Railroad (BNSF) serves the west side of the County, operating a north/south route from Bieber, California on the south to Klamath Falls, Oregon on the north, where the line connects to the Union Pacific Railroad. This line averages between two and six trains per 24-hour period. BNSF operates out of four ports in California: Stockton, Sacramento, Oakland, and Redwood City. While the BNSF also has an east/west line joining its north/south line near Lookout, the former is not in service at this time.

Modoc Northern – Since November 1, 2005 Modoc Northern has been providing freight rail service on old Union Pacific track in Northeastern California and southern Oregon. In 2006 Modoc Northern purchased Lake County Railroad expanding the railroad to 160 miles of track. Based out of Tulelake, CA, Modoc Northern connects Alturas with Lakeview, Oregon to the northeast and connects Alturas with Klamath Falls, Oregon to the northwest. Modoc Northern joins with Union Pacific Railroad in Klamath Falls, Oregon. The Modoc Northern's operating, traffic, and maintenance employees are based in Tulelake, with an engineer based in Alturas. Trains run between Tulelake and Klamath Falls on Mondays, Wednesdays, and Fridays, and between Alturas and Klamath Falls on Tuesdays and Thursdays, and Saturdays “as needed.”

The Lake County Railroad operates the rail line from Lakeview Oregon to Alturas, CA. General rail freight includes lumber products and perlite, most of which passes through Modoc County. Maintaining and improving rail crossing safety are a short and long-range goal. Staff at Lake County Railroad continue to stress the importance of preserving the railroad as many Lake County jobs are dependent on perlite mining and transporting products. The rail crossing at the SR 299 near Oak Street in Alturas has been identified for rail safety improvements. Funding is being programmed to upgrade the location to current standards, which includes a flashing light signal assembly with automatic gate arm and additional flashing light signals over the roadway on a cantilevered arm.

Goods Movement by Roadway

Goods movement is an important part of the regional transportation system as well as the economic vitality of the region. Trucking activity in Modoc County generally includes the transport of wood chips, livestock, construction materials, and agriculture. State highways are mostly Terminal Access (STAA). The Freight Planning Regional Summary identifies several truck issues for Northern California; those relative to Modoc are: SR 395 serves as local “Main” streets could cause safety issues for trucks, limited availability of energy sources to power Intelligent Transportation (IT) system equipment to direct/assist truck movements, and deteriorated roadway conditions exist. Agriculture products such as hay, alfalfa, and rice account for a significant portion of locally generated trucking activity as well. Common trucking routes include US 395 south of Alturas and SR 299 between Canby and Cedarville. Table 24 shows the percent of truck traffic on each segment of state highway.

Generally, truck volumes are down from 1998. Truck traffic through Modoc County will likely remain an important concern given that the north-south highways through this region provide the shortest route between Southern California, Arizona, and Nevada or Phoenix and Las Vegas to the south and the Pacific Northwest region, as well as the need for regional goods access.

Table 24 : 2011 Truck Traffic on State Highways in Modoc

RTE	DIST	CNTY	POST MILE	L E G	Highway/Counter Location	TRUCK		Ave Annual change 2005-2011	all vehicles	
						AADT	TOTAL		VEHICLE AADT	TRUCK % TOT
---	----	-----	-----	----	-----	Truck ADT 2005	2011	# change 2005-2011	TOTAL 2011	VEH 2011
139	2	MOD	0.23	B	ADIN, SOUTH JCT. RTE. 299	26	35	9	450	7.8
139	2	MOD	17.35	A	LOOKOUT/HACKMORE ROADS	302	344	42	1150	29.9
139	2	MOD	44.505	B	NEWELL	313	340	27	1900	17.9
299	2	MOD	0.332	A	ADIN, JCT. RTE. 139, SOUTH	165	152	-13	1300	11.7
299	2	MOD	21.749	A	JCT. RTE. 139 NORTH	440	302	-138	1400	21.6
299	2	MOD	40.276	A	ALTURAS, JUNIPER STREET	366	349	-17	2600	13.4
299	2	MOD	40.63	B	ALTURAS, JCT. RTE. 395	365	432	67	4250	10.2
299	2	MOD	57.354	A	LAKE CITY ROAD	33	30	-3	450	6.7
395	2	MOD	3.216	A	LIKELY, JESS VALLEY ROAD	388	264	-124	1100	24.0
395	2	MOD	20.975	A	GLENN STREET	501	285	-216	1900	15.0
395	2	MOD	22.07	A	ALTURAS, FIRST STREET	486	267	-219	6100	4.4
395	2	MOD	22.764	B	ALTURAS, JCT. RTE. 299 WEST	467	574	107	6500	8.8
395	2	MOD	28.285	B	JCT. RTE. 299 EAST	205	148	-57	1550	9.6

Note 1: Truck traffic includes all two-axle vehicles and 1-1/2 ton trucks with dual rear tires, but excludes pickups and vans with only four tires.
Source: Caltrans, Annual Average Daily Truck Traffic on the California State Highway System, 2011.

Although there is no air cargo activity reported at any of the airports in Modoc County, airports may be used during an emergency response by supporting federal and State agencies to bring in water or medical supplies to affected communities.

CHAPTER 6 - AVIATION

Regional Airports

General Aviation provides a means of transportation from rural areas such as Modoc County to anywhere in the world. Many aircrafts utilize the airports located in the County as a fueling stop, for emergency access to regional medical centers, as a destination for recreational purposes, for agricultural-based operations, as well as for firefighting staging areas. Each of these are vital to providing lifelines to rural communities. General aviation and the existing airport infrastructure are necessary for economic development and growth as a whole. Maintaining and improving aviation facilities is critical for the safety, security, and well-being of residents and visitors of Modoc County.

There are a total of six airports distributed around Modoc County as shown in Table 25 below.

Table 25: Regional Airports

Airport Location/Name	Ownership	Airport Classification	Ground Access to Airport	AIP funds Y/N
Adin	Modoc County	Non-NPIAS	Paved access	N
Alturas Municipal	City of Alturas	GA	Paved access	Y
California Pines Airport	California Pines CSD	Non-NPIAS	Paved access	N
Cedarville	Modoc County	GA	Paved Access	Y
Ft. Bidwell	Modoc County	Non – NPIAS	Paved Access	N
Tulelake	Modoc County	GA	Paved Access	Y

These six airports can be further classified as two types: public use General Aviation (GA) and non-National Plan of Integrated Airport System (NPIAS). The GA airports are located in Alturas, Cedarville, and Tulelake. They are Basic Utility-Stage I facilities with fuel available for purchase at Alturas and Tulelake. The Alturas Municipal Airport has two runways, both of which were resurfaced in 2010. This facility, as well as Tulelake and Cedarville service mostly small private aircraft, medivacs, and aircraft under contract for government agencies. Rental hangar space may be available on site at all three. The Federal Aviation Administration (FAA) includes these three municipal airports in the NPIAS, and as such, they are eligible for federal Airport Improvement Program (AIP) funding.

There are three non-NPIAS airports in the County, which are not eligible for FAA assistance. The County operates two, Adin and Fort Bidwell, which are Less Than Basic Utility airports. The other non-NPIAS airport is owned and operated by the California Pines Community Services District (CSD), which is a Basic Utility-Stage I facility, although fuel is not available. Recently, the CSD applied for

funding through the 10-year Capital Improvement Program to overlay the runaway. In addition to the six regional airports, Modoc Medical Center maintains a heliport used regularly to transfer critical patients from the hospital to larger medical facilities.

Modoc County Airports General Aviation System Needs Assessment (GASNA) lists the Alturas Municipal Airport as a State Priority Airport. It is near the crossroads of highways State Route 299 and US Highway 395, which strategically would benefit emergency operations and aviation support activities during incidents such as cataclysmic events: fire, floods, earthquakes, etc. The Alturas Municipal Airport could meet the needs of emergency support functions by including improvements to Alturas Municipal Airport to meet the minimum requirements depicted in the GASNA Appendix F.

TABLE 26 : Projected Aviation Revenues					
<i>All figures in \$1,000 and adjusted annually for inflation</i>					
Program / Fiscal Year Period	14/15-16/17	17/18-20/21	22/23-25/28	99/30-32/33	Total
Aviation					
FAA AIP	\$ -	\$ -	\$ -	\$ -	\$ -
State CAAP	\$ 200	\$ 200	\$ 204	\$ 208	\$ 812
Recurring Aviation Revenues	\$ 200	\$ 200	\$ 204	\$ 208	\$ 812

Notes: Generally early years based on actual figures, or known allocations. Future years based on last known stable year figures extended.
 Aviation revenues based on projects lists. Assumed \$10K annual grant per year for CAAP funds.
 City of Alturas: VLF, Gas Tax revenues based on 2% annual growth to account for population increase; other revenue per City of Alturas staff
 County Revenues: Gas taxes and Prop 42 based on 2% annual growth to account for population increase, RSTP adjusted for 2% annual inflation.
 Sources: MCTC, City of Alturas, and County of Modoc Road Department, 2013.

Two airports, Alturas Municipal and Tulelake are listed in the 2013 Airport Capital Improvement Plan (ACIP). In 2014-2015, Alturas Municipal Airport will have the Runway 13/31 rehabilitated with a federal Airport Improvement Fund grant (90% of the project cost:(\$537,319) and State AIP Matching Grant (5% of the federal grant: \$26,666). During the same period, Tulelake Airport will conduct an airport master plan study with federal AIP and State AIP Matching funds (federal funds: \$177,840 & State funds: \$8,892).

Modoc County Airport Capital Improvement Projects

Proposed Project Description	Priority ⁽¹⁾	Con Year	Total Cost (1000s)		Corresp. Goals	Performance Indicator	Project List/ Inventory ⁽⁴⁾
			2012/13 Dollars	Fund Source			
Adin Airport (non-NPAIS)							
Runway (RW) and Taxiway (TW) overlay	1	TBD	\$ 350	State	1,2,3	SP, MA	P
Striping RW and TW	1	2013	\$ 10	State	3	SP, MA	P
Cedarville Municipal Airport (NPAIS)							
Reconstruct Access Road (30'x250')	1	TBD	\$ 82	FAA	3,4	SP, MA	P
Reseal Joints in Pavement	1	2012	\$ 119	FAA	3,4	SP	P
Slurry Seal RW and TW	1	2013	\$ 231	FAA	2,3	SP, MA	P
Construct Grated Drains at Taxiway and Runway Intersection	1	2012	\$ 66	FAA	3,4	SP	P
Snow Plow	1	2013	\$ 160	FAA	3,4	SP	P
Engineering and Design for Hangar and Taxiway Projects	1	2015	\$ 90	FAA	3,4	EQ	P
Construct T-Hangar Taxiways	1	2015	\$ 495	FAA	3,4	SP, MA	P
T-Hangar Apron Expansion, and 4 Unit Nested Tee Hangar	1	2015	\$ 480	FAA	3,4	SP, MA	P
Automated Weather Observation System, Segmented Circle and Lighted Wind Cone	1	2014	\$ 265	State	3,7	S	P
Striping RW and TW (next scheduled 2015)	3	every 2	\$ 113	State	3	SP, MA	I
Fort Bidwell Airport (non-NPAIS)							
Perimeter Fencing	1	2013	\$ 30	State	3	S	I
Tulelake Municipal Airport (NPAIS)							
Reconstruct Tie Down Apron	1	2012	\$ 800	FAA	2,3	SP	P
Construct 8-foot Security Fence	1	2013	\$ 400	FAA	3	S	P
Reconstruct Service Road	1	2014	\$ 242	FAA	2,3	SP, MA	P
Snow Plow	1	2014	\$ 160	FAA	3,4	SP	P
Construct New Tee Hangar Site Including Two 10-Unit Hangar Sites	1	TBD	\$ 623	FAA	3,4	MA	P
Engineering and Design for Runway and Hangar Construction	1	TBD	\$ 360	FAA	3,4	EQ	P
Automated Weather Observation System, Segmented Circle and Lighted Wind Cone	1	2015	\$ 288	FAA	3,4	S	P
Environmental Assessment - New Runway and Taxiway (Ongoing)	1	2012	\$ 300	FAA	3,4	EQ	P
Construct New Runway 11-29 (75' x 4000'), Construct Extension to Parallel Taxiway (35' x 400') and Cross Taxiways (47 @ 35' x 200') and Two Holding Aprons (40' x 140')	2	2014	\$ 5,090	FAA	2,3	SP, MA	I
Replace 6 Existing Tee Hangers with a 6 Unit Nested Tee-Hanger Building	2	TBD	\$ 1,152	FAA	3,4	SP, MA	I
Striping RW and TW	3	every 2	\$ 113	State	3	SP, MA	I
Slurry Seal RW and TW (Next scheduled 2014)	3	every 5	\$ 278	State	2,3	SP, MA	I
Modoc County Airport Projects Total			\$ 12,296				
Legend: NPAIS = National Plan of Integrated Airport Systems, RW = runway, TW = taxiway Note 1: Priority Nos: 1= Short Term (FY2007-2012), 2= Mid Term (FY2013-2017), 3=Long Term (FY2018-2027). Note 2: Costs are cumulative and through 2028. Note 4: Project List (P) = project programmed or listed current RTP; Inventory (I) = Project is part of the long-term inventory and not likely to be built within the next five years. Source: County of Modoc County Road Department, 2013							

Table 28: Alturas Municipal Airport Capital Improvement Projects

ALTURAS MUNICIPAL AIRPORT
ALTURAS, MODOC COUNTY, CALIFORNIA
AIRPORT CAPITAL IMPROVEMENT PROGRAM - 2014-2028 - PRELIMINARY
SUMMARY OF PROJECT COSTS
(Based on 2013 Unit Prices)

Project/ Priority No.	Shown on ALP	Project Type	Construction Year	Description	Construction Cost	Engineering & Administration	Total Project Cost	F.A.A. Participation	Spencer Participation
1	Yes	D	2014	Aviation Easements Runway 13 Approach	\$ 42,000	\$ 10,000	\$ 52,000	\$ 46,800	\$ 5,200
2	Yes	P	2014	Airport Land Use Compatibility Plan (ALUC)	-	-	-	State Funded	-
3	Yes	D	2014	Displace Threshold Runway 31	84,000	19,000	103,000	92,700	10,300
4	Yes	E	2014	Environmental Assessment - Runway 13-31 Widening, Extend Taxiway B - Projects 8 and 9	-	60,000	60,000	64,000	6,000
				TOTAL - 2014	126,000	89,000	215,000	193,500	21,500
5	Yes	D	2015	Replace Non-Directional Beacon	\$ 116,000	\$ 25,000	\$ 141,000	\$ 126,900	\$ 14,100
6	Yes	D	2015	Engineering Design for Projects No. 7, 8, and 9	-	240,000	240,000	216,000	24,000
				TOTAL - 2015	116,000	265,000	381,000	342,900	38,100
7	Yes	D	2016	Re seal Joints in All Pavements - Seal Coat	\$ 651,000	\$ 124,000	\$ 775,000	\$ 697,500	\$ 77,500
8	Yes	D	2016	Widen Runway 13-31 to 75 feet and Add A Field Guidance Signs	1,240,000	236,000	1,476,000	1,328,400	147,600
				TOTAL - 2016	1,891,000	360,000	2,251,000	2,025,900	225,100
9	Yes	D	2017	Extend Taxiway B	\$ 737,000	\$ 140,000	\$ 877,000	\$ 789,300	\$ 87,700
				TOTAL - 2017	737,000	140,000	877,000	789,300	87,700
10	Yes	D	2018	Engineering Design for Projects No. 11, 12, and 15	\$ -	\$ 125,000	\$ 125,000	\$ 112,500	\$ 12,500
				TOTAL - 2018	445,000	85,000	530,000	477,000	53,000
11	Yes	D	2019	Tea Hangar Taxiways	\$ 375,000	\$ 72,000	\$ 447,000	\$ 402,300	\$ 44,700
				TOTAL - 2019	-	70,000	70,000	63,000	7,000
12	Yes	D	2020	Snowplow Equipment Storage	-	-	-	-	-
13	Yes	D	2020	Update Pavement Maintenance/Management Program	-	-	-	-	-
14	Yes	E	2021	Environmental Assessment - Projects 17 and 19	-	42,000	42,000	37,800	4,200
15	Yes	D	2021	Re seal Joints in All Pavements	220,000	42,000	262,000	235,800	26,200
16	Yes	D	2022	Engineering Design - Projects No. 17, 19, and 20	-	150,000	150,000	135,000	15,000
17	Yes	D	2023	Secondary Airport Access Road	276,000	52,000	328,000	295,200	32,800
18	-	P	2024	Airport Layout Plan Narrative including ALP Updated Plans	-	75,000	75,000	67,500	7,500
19	Yes	D	2024	Extend Taxiway A	520,000	100,000	620,000	558,000	62,000
20	Yes	D	2025	Pave Tea Hangar Aprons and Hangar - Floor - 26,000 sq. ft. Construct 9 Unit Nested Tea Hangar Building	751,000	143,000	894,000	804,600	89,400
21	-	E	2025	Environmental Assessment for Projects No. 25 through 27	-	125,000	125,000	112,500	12,500
22	Yes	D	2026	Engineering Design - Projects 23, 25 through 27	-	205,000	205,000	184,500	20,500
23	Yes	D	2026	Seal and Joint Seal - Runways, Taxiways, and Apron	650,000	125,000	775,000	697,500	77,500
24	Yes	D	2026	Update Pavement Maintenance/Management Program	-	70,000	70,000	63,000	7,000
25	Yes	D	2027	Runway 13-31 Extension, 4th Street Relocation	1,285,000	245,000	1,530,000	1,377,000	153,000
26	Yes	D	2028	Construct Helipad - 7,300 sq. ft.	185,000	35,000	220,000	198,000	22,000
27	Yes	D	2028	Self Fueling Facilities	380,000	75,000	455,000	409,500	45,500
				TOTAL - 2014 THRU 2028	4,542,000	1,626,000	6,168,000	5,641,200	626,800
				TOTAL PROJECT COSTS	\$ 7,957,000	\$ 2,690,000	\$ 10,647,000	\$ 9,592,300	\$ 1,064,700

CHAPTER 7 - NON MOTORIZED TRANSPORTATION

Bikeway and Pedestrian Facilities

Existing Modoc County bikeway facilities include a bike lane in Alturas on McDowell Street from Main Street to Estes Street and commuter bike routes/paths/stripping in Canby. In 2001 additional bike lanes and paths were constructed in the town of Canby. The Draft Modoc County Bicycle Transportation Plan lists proposed bikeway projects throughout the County. The primary goal of the bike plan is *“to serve the needs of bicyclists, pedestrians, and motorists, by supporting a safe, effective, efficient, balanced, and coordinated transportation system at reasonable cost.”*

In terms of both bike and pedestrian circulation, the region is faced with many issues. Linking communities is difficult due to the long distances between main populations centers located along State Routes. There is limited shoulder area to walk or ride along most roadways in the region. Roadways within rural Modoc communities are narrow and lack sidewalks. The City of Alturas and Cedarville are the only areas where limited sidewalk facilities exist. The City of Alturas has a STIP project to improve and build sidewalks in the central business district. Project proponents are encouraged by MCTC to include non motorized improvements with their STIP projects during programming. In addition, transit buses are equipped with bicycle racks to provide passengers the ability to ride Sage Stage to an outlying community and then bicycle to their end destination.

MCTC plans to begin updating the Modoc 1999 Bicycle Transportation Plan (BTP) to address barriers and strategies to improve pedestrian and bicycle mobility options in the region.

TABLE 29: Regional Bicycle/Pedestrian Transportation System Improvement Projects

This list is in alphabetical order and is not in order of priority. Projects will be implemented as funding becomes available.

Community / Locale	Street / Road / Location	Specific Route / Related Schools	Miles	Proposed Project Description	Priority	Const Year	Estimated Costs (1000s)		Fund Source	Perf. Indicator	Project List/ Inventory ⁽³⁾
							2012	Adjusted for Inflation ⁽²⁾			
Adin	CR88 -	Adin ES		Sidewalk; pave bus stop and drop-off areas	3	TBD	\$ 61	\$ 98	ATP	S	I
Alturas	4th Street	Main St. (US395) to end	1.3	Bike path	3	TBD	\$ 130	\$ 209	STIP	MA	I
Alturas	12th Street (SR299)	Main St. (US395) to Warner St.	0.8	Bike lane - signage & striping (construct thru road project)	1	TBD	\$ 8	\$ 13	STIP	MA	I
Alturas	Carlos Street	Main St. (US395) to Warner St.	0.8	Bike path - signage & striping (construct thru road project)	1	TBD	\$ 8	\$ 13	STIP	MA	I
Alturas	East Street	12th Street (SR299) to Modoc St.	0.8	Bike lane	3	TBD	\$ 80	\$ 129	STIP	MA	I
Alturas	Howard Street	Carlos St. to 4th St.	0.9	Bike lane - signage & striping only	3	TBD	\$ 9	\$ 14	ATP	MA	I
Alturas	Main Street	McDowell/CR56 to Intersect SR299 /US395	0.9	Bike lane - signage & striping only	2	TBD	\$ 90	\$ 145	SHOPP	MA	I
Alturas	West C Street	4th Street to 12th St. (SR299)	0.4	Bike path - signage & striping (construct thru road project)	3	TBD	\$ 4	\$ 6	STIP	MA	I
Alturas - Cal Pines	CR54 - Centerville Road	Carlos St. to Cal Pines Blvd. (CR71)	9.0	Bike route - wider shoulders, signage & striping (w/ project)	3	TBD	\$ 900	\$ 1,449	STIP	MA	I
Alturas - Modoc Estates	12th St. (SR299) / Pencil (CR55)	Main St. to Woodduck Lane (CR236)	0.8	Bike lane	3	TBD	\$ 176	\$ 283	STIP	MA	I
Alturas - Modoc Estates	CR55 - Pencil Road	Alturas ES, Modoc MS and HS		School bus turnout	3	TBD	\$ 16	\$ 26	ATP	S	I
Alturas - Refuge	Modoc National Wildlife Refuge	Around refuge (CR59/59A)	12.2	Circular bike route	3	TBD	\$ 6,100	\$ 9,824	TAP	MA	I
Alturas - Thomas Creek	US395 and SR299	Alturas ES, Modoc MS and HS		(2) school bus turnouts: each near CR267	3	TBD	\$ 26	\$ 42	ATP	S	I
Cedar Pass	SR299	Across Cedar Pass	15.0	Bike path - signage & striping (construct thru road projects)	3	TBD	\$ 7,200	\$ 11,595	SHOPP	MA	I
Cedarville	High Street	Surprise Valley ES and HS, and Great Basin HS		Sidewalk, curb & gutter, crosswalk striping and flashing beacon	3	TBD	\$ 299	\$ 482	ATP	S	I
Cedarville	High Street	Surprise Valley ES to Cedarville Park	0.2	Bike lane - signage & striping only	3	TBD	\$ 2	\$ 3	ATP	MA	I
Cedarville	Wallace Street	Main Street (CR1) to High Street	0.2	Bike lane - signage & striping only	3	TBD	\$ 3	\$ 5	ATP	MA	I
Lake City	CR17 - Upper Lake City Road	Lake City to Surprise Valley Rd. (CR1)	3.5	Bike route - signage & striping (construct thru road project)	3	TBD	\$ 352	\$ 567	ATP	MA	I
Likely	CR64 - Jess Valley Road	Likely to Mill Creek Falls CG	14.1	Bike route - wider shoulders, signage & striping (w/ project)	3	TBD	\$ 1,410	\$ 2,271	Fed/Local	MA	I
Likely	CR258 - Blue Lake Road	Jess Valley Rd. (CR64) to Blue Lake CG	6.6	Bike route - wider shoulders, signage & striping (w/ project)	3	TBD	\$ 660	\$ 1,063	Fed/Local	MA	I
New Pine Creek	Pine Street - along West side	State Line Ave. to State Line ES	0.3	Bike path - signage & striping (construct thru road project)	3	TBD	\$ 6	\$ 10	ATP	MA	I
Surprise Valley	CR1 - Surprise Valley Road	Cedarville (southern limit) to Fort Bidwell	29.2	Bike route - wider shoulders, signage & striping (w/ project)	3	TBD	\$ 2,920	\$ 4,703	STIP	MA	I
Warner Mountains	N/A	Through Warner Mountains	-	Multiple (mountain) bike paths	3	TBD	\$ 2,000	\$ 3,221	TBD	MA	I
Bicycle / Pedestrian Projects Total							\$ 22,460	\$ 36,171			

Note 1: Priority Nos: 1= Short Term (FY 2012-2017), 2= Mid Term (FY 2018-2023), 3=Long Term (FY 2024-2034).
 Note 2: Annual growth rate of 3.2% was applied to construction costs to account for inflation. Rate is based on the growth of Engineering News Record's Construction Cost Index for San Francisco from Dec. 1995 to Dec. 2006. Long-term projects with no construction date are adjusted for 15 years of inflation.
 Note 3: Project List (P) = project programmed or listed current RTIP; Inventory (I) = Project is part of the long-term inventory and not likely to be built within the next five years.

Sources: Draft Modoc County Bicycle Transportation Plan, January 2000 and County of Modoc Road Department

CHAPTER 8 - LAND USE AND AIR QUALITY

Land Use

Modoc County is a very rural county - on average there are only about 2.3 persons per square mile, limited medical services are available, and there is no college or university. Although the rural aspect is appealing to most residents, the dispersed nature of the County poses significant challenges to providing sufficient transportation infrastructure and human services.

Approximately 70 percent of the county is public land, managed by state and federal governments. . The *Modoc County General Plan* (Mintier Harnish & Associates, 1985) identifies five land-use categories: residential, commercial, industrial, agricultural, and public/quasi-public. About 30 percent of the county is privately owned: of which 26 percent is used for agriculture, while the remaining 4 percent supports residential, commercial, and industrial uses.

The primary land uses within the City of Alturas are residential and retail services. The city encompasses about one square mile surrounding the intersection of two State highways. The commercial areas in the city are located within the “downtown” corridor along Main Street (US 395), with additional commercial and institutional developments along 12th Street (SR 299). Lodging is dispersed throughout the community, offering a variety of accommodation styles and price ranges.

Air Quality

Air quality is often a significant consideration for planning and evaluating transportation systems. Both State and federal laws contain many regulations to curb the impacts of transportation projects on air quality. In California, local and regional air pollution control districts have the primary responsibility for regulating emissions from all sources other than motor vehicles and fuels. The California Air Resources Board (CARB) regulates sources of vehicular air pollution, such as motor vehicle manufacturers and fuel refineries. California is divided into air basins related to air circulation and accumulation patterns. Modoc County is part of the Northeast Plateau Air Basin with air quality managed by the Modoc County Air Pollution Control District (APCD). The district maintains one monitoring site in Alturas, where levels for PM₁₀ air pollutants are followed. However, Modoc County has good air quality because of its low population density, limited industry, extensive undeveloped public lands, and rare traffic congestion.

The U.S. Environmental Protection Agency (EPA) established federal standards for seven air pollutants that affect the public health and welfare. Likewise, CARB established State standards, which are higher than the federal standards because air quality is worse in California. Both agencies use separate standards for the two categories of particulate matter (PM) based on particle diameter: PM₁₀ (ten microns or less) and PM_{2.5} (2.5 microns or less). The Modoc County APCD continuously monitors PM₁₀ airborne particulates. A description of this pollutant is described below.

Particulate Matter 10 (PM₁₀) – Airborne Particulate Matter is caused by a combination of sources including fugitive dust, combustion from automobiles and heating, road salt, conifers, and others. Constituents that comprise suspended particulates include organic, sulfate, and nitrate aerosols which are

formed in the air from emitted hydrocarbons, and chloride, sulfur oxides, and oxides of nitrogen. Particulates reduce visibility and pose a health hazard by causing respiratory and related problems.

The County is considered “in attainment” for every state and federal air quality standard, except the state PM₁₀ standard. Notably, almost every county in California exceeds the state standards for airborne particulates. The primary sources of PM₁₀ pollution include wood stoves, open and prescribed burning, and wind-blown dust generated from unpaved roads, a dry lake bed (Goose Lake) during windy conditions, and agriculture. Typically, the highest levels of PM₁₀ observed in Modoc County occur during fall and winter, because of increased open burning and wood stove use. Thus, particulate matter air pollution problems in the region are not from transportation sources. Unlike many urban areas in California, where congestion, traffic volume, and environmental conditions cause unhealthy ozone pollution, transportation has no significant impact on air quality in Modoc County.

CHAPTER 9 - ENVIRONMENT

The CTC's 2010 RTP Guidelines require a discussion of potential environmental mitigation activities and areas, including those mitigation activities that might maintain or restore the environment that is affected by the plan. Most RTP projects are street or road rehabilitation and do not require disturbing or paving untouched land, nor are RTP projects typically located in wetlands, wildlife refuges, national monuments, or historic sites. Environmental mitigation for RTP projects are most applicable to RTP bridge rehabilitation projects where a river or stream could be disturbed by reconstruction of a bridge, sensitive species could exist, wetlands encountered, or other environmental areas encountered. Typical mitigation measures that are applied to road department projects reflect requirements by the California Department of Fish and Game and Regional Water Quality Control Board through the water quality permits. Some examples of these limitations and measures applied to transportation projects are:

- ◆ Conducting work only from June 1 to October 15.
- ◆ Work windows to avoid impacts to nesting sensitive species
- ◆ Placing netting on bridges to deter swallows (April through July) from nesting on the structure.
- ◆ Shrubs and trees shall only be removed after September 1 and before March 1. If this is not possible, a qualified biologist should conduct pre-construction surveys for nesting raptors and songbirds. If an occupied nest is located, no vegetation removal/treatment shall occur within 200 feet of any raptor nest or 50 feet of other nests until the nest is vacated.
- ◆ Any dredged sediment shall be disposed of in a legal manner.
- ◆ In order to prevent erosion and sediment discharge, sediment barriers shall be maintained.

The California State Wildlife Action Plan identifies two species at risk for the Modoc Plateau Region, encompasses the majority of the Modoc County area - the Greater Sage-Grouse and the California Big Horn Sheep. A number of stressors affect wildlife habitats including excessive livestock and feral horse grazing, altered fire regimes, western juniper expansion, invasive plants, forest and water management conflicts and degradation of aquatic ecosystems. Lead agencies will assess at risk, sensitive and endangered species during the environmental phase of a funded project and avoid these resources or include appropriate mitigation measures as required by State and Federal resource agencies.

During the project approval and environmental phases of a funded project, each lead agency (City, County, or State), are required to prepare various studies and assessments relative to specific environmental conditions within that project area in compliance with National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

For all transportation projects significant cultural resources are to be avoided whenever possible. If buried cultural materials are encountered during construction, work in that area must halt until a qualified archeologist can assess the nature and significance of the find and determine an appropriate course of action in consultation with the State Historic Preservation Officer (SHPO). Also, in the event that project plans change to include areas not previously surveyed, additional archaeological reconnaissance will be required.

CHAPTER 10 - FINANCIAL

This chapter identifies the current and anticipated revenue resources and financing techniques available to fund the planned transportation investments that are described in the Action Element. The intent is to define realistic financing constraints and opportunities for Modoc County transportation programs. The following provides a summary of the federal, state, and local funding sources and programs potentially available to the Modoc County region for roadway improvements. The next section examines historical and future regional transportation revenues and compares anticipated revenues with proposed roadway projects. The last section provides a brief summary and conclusions. From a practical perspective, finances and funding availability ultimately determine which projects are constructed.

All regional projects must be consistent with this RTP. While projects funded with regional revenues are selected by the MCTC (subject to CTC approval), many other funding sources are highly competitive and outside the Commission's authority. Many such funds are awarded through statewide competition with exacting criteria, often quantitatively defined by factors such as affected population, traffic volume, or number of accidents. Thus, it may not be reasonable or prudent to expect funding from certain programs to be awarded to the Modoc County region.

Airport Improvements Program Funding

The Federal Airport Improvement Program (AIP) provides 90 percent federal funding, with a 10 percent local and state match, for general aviation projects. Available for most capital expenditures at public airports, this funding program must be approved annually by Congress. AIP funds are derived from user charges such as aviation fuel tax, civil aircraft tax, and air passenger fare surcharges.

The State of California Aid to Airports Program (CAAP) makes grant funds available for airport development and operations. Three types of state financial aid to publicly owned airports are available through the CAAP.

- ♦ *Annual grants* for up to \$10,000 per airport per year. These funds can be used to match Federal programs, but not state programs.
- ♦ *Acquisition Development Grants* provide funds for up to 90 percent of the cost of qualified airport developments on a matching basis, to the extent that state funds are available.
- ♦ *Loans* of 100 percent are available for projects with self-amortizing improvements. Such loans will be a continuing source for local funds required to match the 90 percent federal project funds.

Grants are allocated based on a complex project rating methodology used by the state, with a similar methodology used for the federal AIP. The highest rated projects are those that relate to safety and state mandates. Airport sponsors are supported by airport sales, leases, landing fees, fuel sales, etc. to meet the local match of federal and State grant programs. The Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grants require a 10 percent local match, and the State AIP Matching grants only cover 5 percent of the federal grant, so the local match could be as little as 6.5 percent of the total project cost. California Pines Services District intends to apply for state grants to help fund a lighting project at the California Pines airport.

Federal Surface Transportation Programs

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 represents a milestone for the U.S. economy – it provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and development of the country’s vital transportation infrastructure.

MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991. This summary reviews the policies and programs administered by the Federal Highway Administration. The Department will continue to make progress on transportation options, which it has focused on in the past three years, working closely with stakeholders to ensure that local communities are able to build multimodal, sustainable projects ranging from passenger rail and transit to bicycle and pedestrian paths.

MAP-21 restructures core highway formula programs. Activities carried out under some existing formula programs – the National Highway System Program, the Interstate Maintenance Program, the Highway Bridge Program, and the Appalachian Development Highway System Program – are incorporated into the following new core formula program structure:

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (set-aside from HSIP)
- Metropolitan Planning

It creates two new formula programs:

- Construction of Ferry Boats and Ferry Terminal Facilities – replaces a similarly purposed discretionary program.
- Transportation Alternatives (TA) – a new program, with funding derived from the NHPP, STP, HSIP, CMAQ and Metropolitan Planning programs, encompassing most activities funded under the Transportation Enhancements, Recreational Trails, and Safe Routes to School programs under SAFETEA-LU.

MAP-21 creates a new discretionary program – Tribal High Priority Projects (THPP) – and continues the following current discretionary programs:

- Projects of National and Regional Significance (PNRS)
- On-the-Job Training Supportive Services

- Disadvantaged Business Enterprise (DBE) Supportive Services
- Highway Use Tax Evasion (Intergovernmental enforcement projects)
- Work Zone Safety Grants

It also eliminates most current discretionary programs, but many of the eligibilities are covered in other programs:

- Delta Region Transportation Development
- Ferry Boats Discretionary
- Highways for LIFE Demonstration Program
- Innovative Bridge Research and Deployment
- Interstate Maintenance Discretionary
- National Historic Covered Bridge Preservation
- National Scenic Byways
- Public Lands Highway Discretionary
- Railway-Highway Crossing Hazard Elimination in High Speed Rail Corridors
- Transportation, Community, and System Preservation
- Truck Parking Pilot Program
- Value Pricing Pilot Program (no additional funding, but authority remains)

MAP-21 sets a new approach to formulas which is based on the amount of formula funds States previously received under SAFETEA-LU.

Roadway Improvement Funding

- ♦ **Surface Transportation Program (Federal) (STP)** –may be used by States or localities for projects to preserve or improve conditions on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects and public bus terminals and facilities. The Regional Surface Transportation Program (RSTP) is included in the STP. Modoc County Road Department and MCTC receive RSTP; the funding may be used for construction, rehabilitation, resurfacing, restoration, and operational improvements on federal aid highways and bridges (all functional classifications). Additionally bikeway, pedestrian, transit, safety, ridesharing, parking, transit capital improvements, traffic management, transportation control, and environmental enhancement projects are eligible for these funds.
- ♦ **Transportation Alternatives (Fed)/ Active Transportation Program (State) (ATP)** –Prior to MAP 21 apportionments of TE were included in the STIP for each region. The Federal TAP is funded at 2% of the total of all MAP-21 programs with set asides. TAP projects must be related to surface transportation, but are intended to be enhancements that go beyond the normal transportation project functions. Eligible activities include Transportation alternatives (new definition incorporates many transportation enhancement activities and several new activities); recreational trails program; safe routes to schools program; and planning, designing, or constructing roadways within the right-of way of former Interstate routes or other divided highways. State legislation has created the Active

Transportation Program (TAP) which includes the State's share of the Transportation Alternatives Program, Bicycle Transportation Account, and Safe Routes to School into a single program with a focus to make California a national leader in active transportation.

- ♦ **Highway Safety Improvement Program (Federal) (HSIP)** – MAP-21 continues the successful HSIP, safety throughout all transportation programs remains a number one priority, which includes the Rail-Highway Crossings Program.
- ♦ **Federal Lands and Tribal Transportation Programs (Federal)** – MAP-21 creates a unified program for Federal lands transportation facilities, Federal lands access transportation facilities, and tribal transportation facilities.
- ♦ **Emergency Relief Program (Federal) (ER)** – Emergency Relief program assists Federal, State, tribal and local governments with the expense of repairing serious damage to Federal-aid, tribal, and Federal Lands highways resulting from natural disasters or catastrophic failures. Such federal funds are generally coordinated with similar State funding through the California Office of Emergency Services.

In the past, California's transportation program was stable and funded almost exclusively from user fees (gasoline tax and weight fees) protected by the California Constitution. Today, the program is dependent primarily on motor fuel sales tax, which is not protected under the Constitution. Since 2001, \$7.5 billion from these taxes have been diverted from the transportation program in an effort to address the General Fund deficit. Because transportation program funds have been loaned to the General Fund in the past, the State Transportation Improvement Program (STIP) and State Highway Operation and Protection Program (SHOPP) have been the hardest hit. With the passing of the state budget in July of 2005, the funding situation improved. A total of \$1.3 billion dollars was directed from sales tax on gasoline to transportation projects. Additionally, Proposition 1A was passed in the November 7, 2006, election. This legislation solidifies the stipulations of Proposition 42 by prohibiting state sales tax on motor vehicle fuels from being used for any purpose other than transportation improvements, authorizes loans of these funds only in the case of severe state fiscal hardship, requires loans of revenues from state sales tax on motor vehicle fuels to be fully repaid within three years, and restricts loans to no more than twice in any 10-year period.

The most recent changes to state transportation funding resulted from the adoption of the FY 2007-2008 budget. Approximately \$1.3 billion was diverted from the Public Transportation Account (PTA, a STIP public transportation funding mechanism generated from fuel sales tax) to the General Fund and the State Transit Assistance program (discussed below). Additionally, gas tax "spillover" revenue to the PTA has been reduced. According to the Department of Finance estimates, the effect of ongoing spillover diversion will reduce available STIP funding by approximately \$300 million annually. Lastly, Senate Bill 717 changed the proportion of Proposition 42 transfers that flow to the PTA (and ultimately STIP projects) and the STA program. This legislation will positively affect the STA program but will further reduce the funding capacity of the STIP program.

STIP consists of two broad transportation improvement programs: (1) the regional program consisting of 75 percent of new STIP funding, and (2) the interregional program consisting of 25 percent of new STIP funding. Brief summaries of these programs are provided below, along with other state funding sources:

- ♦ **Regional Transportation Improvement Program (RTIP)** – The RTIP receives 75 percent of the STIP funding. The 75 percent portion is subdivided by formula into county shares. Caltrans, the

County of Modoc, and the City of Alturas request MCTC to prioritize their projects, which are apportioned to the region. The MCTC programs the Regional Share and recommends CTC adopt the program into the STIP, which then is rolled up to the FTIP. Critical to rural California counties, regional STIP funding also may be used for local roadway rehabilitation projects on roadways.

- ♦ **Interregional Transportation Improvement Program (ITIP)** – The ITIP receives the remaining 25 percent of the STIP funding. This program is programmed by Caltrans, based on the Interregional Strategic Plan and statewide priorities; regional agencies provide input on the specific ITIP projects for their region. One of the goals of the program is to encourage regional agencies and the state to establish partnerships to conduct certain projects. For the rural California counties, much of the state highway system is not eligible for interregional funding, and must rely on the regional share to fund capacity increasing projects. Caltrans directly receives 15 percent of the STIP for state highway projects on the interregional system; potential projects must compete statewide for the remaining funds (10 percent of the STIP). There are no Modoc County projects or candidates in the ITIP nor are any anticipated during the short or long range planning horizon.
- ♦ **State Highway Operations and Protection Program (SHOPP)** – The purpose of the SHOPP is to maintain the integrity of the state highway system. Funding for this program is provided through gas tax revenues via the state Highway Account. Projects are nominated within each Caltrans district office. Proposed projects are sent to Caltrans Headquarters for programming on a competitive basis statewide. Final project determinations are subject to the CTC review. Individual districts are not guaranteed a minimum level of funding. SHOPP projects are based on statewide priorities within each program category (i.e., safety, rehabilitation, and operations) and within each Caltrans district. SHOPP funds cannot be used for capacity-enhancing projects.
- ♦ **Minor Programs** – The Minor A Program is a Caltrans District discretionary funding program based on annual statewide allocations by District. This program allows some level of discretion to Caltrans District offices in funding projects up to \$1,000,000. Minor B Program funds are used for projects up to \$280,000. The advantage of the program is its streamlined funding process and the local District discretion for decision-making. Funding is locally competitive within each District and limited to the extent of its Minor A allocation.
- ♦ **Proposition 1B** – The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, authorized nearly \$20 billion dollars in general obligation bond proceeds to be available for a series of transportation programs. Modoc County and the City of Alturas will receive approximately \$2 million from the Local Streets and Roads programs. MCTC has utilized PTMISEA funds to build the Transportation Center; annually \$7,940 in California Transit Security Grant Program State Transit Assistance Agencies (CTSGP-STAA) funds are available and MCTC has utilized this funding for security cameras, fencing, and bus shelters.
- ♦ **Rural Planning Assistance (RPA)** – Formerly called State Subvention funding, this program provides funds to rural RTPAs – on a reimbursement basis – specifically for purposes of transportation planning. Activities and products developed using these funds are governed by an annual Overall Work Plan, prepared by the region and approved by Caltrans. In recent years, local planning activities increased several fold as regional STIP and TE shares provided increased funding opportunities for local projects.

Local Sources

The following are sources of transportation funding not currently employed in Modoc County for transportation projects, but are available to local governments through various means:

- ♦ **Traffic Mitigation Fees** – Traffic mitigation fees are one-time charges on new developments to pay for required public facilities, and to mitigate impacts created by or reasonably related to development. There are a number of approaches to charging developers; however, in all cases, these fees must be clearly related to the costs incurred as a result of the development with a rational connection between fee and development type. Furthermore, fees cannot be used to correct existing problems or pay for improvements needed for existing development. A county may only levy such fees in the unincorporated area over which it has jurisdiction, while a city must levy fees within the city limits. Any fee program must have the cooperation of all jurisdictions affected. Traffic mitigation fees would be difficult to implement in Modoc County due to (1) the dispersion of development over a wide area, which makes it difficult to allocate specific improvements to a range of developments, and (2) the desire to avoid discouraging development through the imposition of additional fees. In any case, the extreme low level of new development in Modoc County would generate minimal fee revenues.
- ♦ **Development Mitigation Measures/Agreements** – Development mitigation measures are imposed whenever development requires approval by a local entity. Generally, mitigation measures are imposed as conditions on tentative maps. These conditions reflect on- and off-site project mitigation that must be completed in order to be able to develop. Development agreements are also used to gain cooperation of developers in constructing off-site infrastructure improvements, or dedicating rights-of-way needed as a result of the proposed development. As with impact fees, developer mitigations are not generally available to fund ongoing transportation maintenance and operations costs. Further, this funding source is improbable and insignificant in Modoc County.
- ♦ **Optional Local Sales Tax** – A county-created taxing authority may levy up to a one-cent additional sales tax with the funds allocated for improvements to the regional transportation system, as authorized under the Local Transportation Authority Act, Division 19, Public Utilities Code Section 18000. Any new tax or tax increase requires a two-thirds majority vote of the affected electorate. This funding mechanism is not considered feasible for Modoc County due to the close proximity of shopping in “sales tax-free” Oregon.

In addition to the major capital projects recommended in this transportation study, Modoc County has ongoing operations and maintenance (O&M) needs. To some extent, funding sources for O&M and capital projects overlap. Therefore, it is important to understand the annual O&M funding sources. Each of three sources is briefly described below:

- ♦ **State Gas Taxes** – The state returns a portion of the statewide gas tax revenues to each jurisdiction for maintaining local roadways. These funds are restricted for use to the City or County Road Fund. They are accrued on a monthly basis. The formula for determining the amount of allocation to each local jurisdiction is complex, and is based upon the number of registered vehicles, assessed property valuation, and population according to the decennial census. Because of population decline, Modoc County may receive less revenue from these fund sources. Nevertheless, the City of Alturas typically receives around \$57,000 in gas tax revenues per year, and the County of Modoc receives around \$1.5 million.

- ♦ **Motor Vehicle In-Lieu Fees** – These local revenues are motor vehicle registration funds returned to the county from the state. These funds are General Fund revenues and are not restricted for roadway use. Although the County of Modoc does not receive Motor Vehicle In-Lieu Fees, the City of Alturas expects to receive roughly \$122,000 per year.
- ♦ **Benefit Assessment Act of 1982** – This Act allowed for the development of countywide assessments for drainage, flood control, and street lighting. A 1989 amendment to the Act added street maintenance assessments. To date, very few cities or counties have instituted such assessments for roadway maintenance.

The Modoc County Code lists County Service Area (CSA) and Private Road Division (PRD) fees are legal funding mechanisms for local road maintenance. A CSA is a type of special district that may provide and finance expanded services in areas that desire or need a higher level of service and are willing to pay for it. CSAs are the most common type of district in the state due to their versatility and can provide a wide range of extended municipal services within a county, including transportation and transit. CSAs may encompass all of the County’s unincorporated area or selected portions only. Cities within the County may consent to be included within the CSA by vote of the city council. In all instances, it must be shown that the proposed level of extended service is not otherwise provided on a countywide basis and that those paying the service charge will benefit from the extended service. An Engineer’s Report is required for the proposed CSA that outlines the geographic boundary, the types of services that will be provided, development absorption rate, and fees associated with each parcel in the area. CSAs and PRD are useful funding tools, which can be implemented with new developments to ensure that maintenance on newly built roads can be funded in perpetuity.

Transit Improvement Funding

The crux of any issue regarding the provision of public service is the matter of funding. Provision of a sustainable, permanent funding source has proven to be the single greatest determinant in the success or failure of transit service. A wide range of potential transit funding sources is available, particularly within California. The following discussion provides an overview of these programs.

Federal Transit Funding Sources

The following are discussions of federal transit funding programs available to rural areas:

- ♦ **FTA Section 5310 Capital for Elderly and Disabled Transportation** – Until recently, recipients of Section 5310 funding were restricted to non-profit organizations. Local government jurisdictions are eligible for Section 5310 funding when the lead agency is in a coordinated transportation arrangement. Obtaining these funds is difficult for Modoc County agencies, because allocation occurs through a statewide competitive process.
- ♦ **FTA Section 5311 Public Transportation for Rural Areas** – Section 5311 remains the core program for rural public transportation under MAP-21. This program for rural areas requires 11.47 percent local match for capital and a 50 percent match for operating expenditures. The previous JARC and New Freedom programs were rolled into the 5311 program with MAP-21.
- ♦ **FTA 5311(f) Intercity Bus Program** – This program funds intercity bus projects with emphasis on connectivity. Federal legislation mandated that states set aside a minimum percentage of funds for an intercity program to meet its needs. In California, remaining Section 5311 program funds are

used to address intercity travel needs of residents in rural areas. There are three objectives for this program: (1) support connections between rural areas and larger regional or national system, (2) support services to meet rural residents' intercity travel needs, and (3) support intercity bus infrastructure through planning, marketing assistance and capital investment. Most capital and operating assistance projects are eligible providing they meet one or more program objectives. However, funding is awarded on a statewide competitive basis for a maximum of two years before reapplication.

State Funding Sources

A mainstay of funding for transit programs in California is provided by the Transportation Development Act (TDA). The TDA provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) launched in 1972, and the State Transit Assistance (STA) fund established in 1980.

- ♦ **Local Transportation Fund** – The major portion of TDA funds are provided through the LTF. These funds are generated by a one-fourth cent statewide sales tax and returned to the county of origin. Consequently, LTF funds are based on local population and spending. In 2013, \$181,500 LTF was allocated to MCTC. LTF revenues may be allocated by the MCTC in accordance with TDA.
- ♦ **State Transit Assistance** - In addition to LTF funding, the TDA includes the STA funding mechanism. The STA funds are for transportation planning and mass transportation purposes, as specified by the legislature. Under current law, the STA program is allocated one-half of the revenues deposited into Public Transportation Account (PTA). Historically, the PTA received revenues from two sources: (1) diesel sales tax, and (2) a portion of the state sales tax on gasoline, including “spillover” revenue and revenue from the sales tax on 9 cents per gallon of gasoline (referred to as the Proposition 111 gasoline sales tax revenue). Since 2005-06, PTA has also received a portion of Proposition 42 gasoline sales tax revenue. Modoc County was allocated \$53,121 in STA funds in 2013.

Tribal Funding

Transportation funding budgets are approved by Congress for rancherias/reservations. In the past, the FHWA allocated funds to the Bureau of Indian Affairs (BIA), which proportioned them to Agency Offices. SAFETEA-LU legislation allowed tribes to receive funding directly if financial stability is demonstrated. MAP-21 creates a unified program for Federal lands transportation facilities, Federal lands access transportation facilities, and tribal transportation facilities. Rancherias and Reservations located in Modoc County are under the jurisdiction of the Northern California Agency, located in Redding, California.

Projected Revenues

Projecting revenues and expenditures over a twenty-year period is difficult since funding levels can fluctuate dramatically, be eliminated by legislation, policy changes, or economic conditions. In addition, many projects are eligible for discretionary funds, which are nearly impossible to forecast, due to the competitive nature of the programs.

Recurring regional transportation revenues were estimated in four-year increments over the next twenty years based on historical revenues and current year allocations. Because the region cannot accurately project-funding levels from competitive programs or those controlled by another agency, only recurring or regular regional funds are projected. Several challenges to transportation funding exist and may have a negative impact on the funding outlook in Modoc County:

- ♦ The transfer of state gasoline sales tax revenues to the Transportation Investment Fund (TIF) and state highways is not guaranteed despite state legislation. Although Proposition 1A will help secure this source of funding, gas sales tax revenues may be diverted to the general fund twice in any ten-year period under certain circumstances. This would have a significant impact on STIP funded transportation projects throughout the state, including Modoc County.
- ♦ Although Federal highway funding gained some stability with the passage of MAP-21, the new program is only authorized for 24 months, the unknowns with a short life program causes some risks.
- ♦ Rising construction costs are posing a major problem for all California counties. Caltrans' California Highway Construction Cost Index has shown a significant rise of 24 percent per year in construction material costs over the last three years due to demand for steel and cement and a rise in oil prices. Although prices in Modoc County tend to be a bit lower than much of the state, Modoc County has been and will continue to be affected by inflation.

Transportation revenue sources available to MCTC were divided into three categories. Table 9 presents MCTC revenue sources available for roadway, bridge and planning projects while Table 22 presents revenue sources available for transit operating and capital projects over the next five years. Approximately \$50.2 million will be available to MCTC for regional roadway and bridge projects and an additional \$6.8 million will be available for transportation planning activities. As the RTPA for Modoc County, MCTC allocates transit funding for Sage Stage. As shown in Table 23, \$7.8 million in transit operating revenue will be available over the planning period. Capital funding sources for transit projects are discretionary and difficult to predict, but historical allocations have shown that at least \$1 million will be available over the RTP planning period. Non-motorized facility revenues were not projected as these funding programs are very competitive and MCTC has received limited revenue for these types of projects in the past. This trend will continue because sustainable communities initiatives and grants to support those initiatives tend to be not viably competitive for Modoc.

Table 26 presents projected aviation revenues, which are not allocated by MCTC. Aviation funding is anticipated to amount to \$ 24.7 million over the next twenty years. Table 26 also demonstrates that the City of Alturas anticipates a total of \$ 4.6 million over the twenty-year planning period; whereas the County of Modoc estimates that roughly \$59.1 million will be allocated to their jurisdiction during the study period.

Roadway Revenue to Expenditure Comparison

The regional roadway/bridge transportation improvement projects listed as constrained in the tables in Chapter 3 will cost around \$41 million over the twenty-year period. As projected STIP revenues over the next twenty years are roughly \$53.8 million, these STIP projects are, indeed, fiscally constrained. Particularly, the first four-year period of the RTP is fiscally constrained and consistent with the 2014 STIP fund estimate. If unconstrained transportation improvement needs are considered, there is a deficit of approximately \$59.6 million in STIP regional funds over the twenty-year planning period.

As can be seen in Table 14a, the City of Alturas has developed a financially unconstrained local road improvement program over the entire RTP planning period; however there are significantly more local road improvement needs than funding available, as can be seen in the \$35.9 million unconstrained local road improvement projects.

These estimates indicate a \$107.9 million funding shortfall over the next twenty years if unconstrained projects are taken into account, for major regional, City, and County roadway/bridge projects. Furthermore, the forecast of revenues or expenditures do not take into account the actual needs for the entire transportation network. All expenditure estimates were based on anticipated revenue and relative, realistic project planning.

CHAPTER 11 - ALTERNATIVES AND ACTIONS

This chapter addresses the regional needs and issues associated with each transportation mode, relative to the goals, objectives, and policies in the Policy Element. Projects and programs are prioritized within the Action Element for short-term, mid-term or long-term implementation consistent with identified needs, policies, anticipated future conditions, future travel needs, and forecasted infrastructure deterioration.

Data Forecasts

The Action Element is based on forecasts of future conditions that affect the regional transportation system, including resident population, employment, income, land use changes, and traffic forecasts. These conditions are discussed in the following sections. The forecasts of future conditions for resident population, employment and income, assume little change in these demographics.

Population

The State of California Department of Finance conducts population estimates and projections for each County and incorporated city. According to state forecasts, the population of Modoc County is expected to increase at a rate of .99% percent per year over the next 26 years. Table 30 shows the current estimates of population for Modoc County and several neighboring counties, as well as projections through 2040.

TABLE 30: Modoc and Neighboring Counties Population Forecasts

County	Population				Total Change	Annual Change
	2014	2020	2030	2040		
Lassen	32,581	35,934	38,828	40,909	25.56%	0.99%
Modoc	9,197	9,965	10,347	10,773	17.14%	0.69%
Shasta	179,412	199,814	220,019	242,016	34.89%	1.31%
Siskiyou	45,231	46,369	48,883	51,854	14.64%	0.60%

Source: State of California, Department of Finance, Population Projections for California and Counties, 2014, and July 1, 2015 to 2060 in 5 year increments.

Land Use Changes

No major new developments are proposed in Modoc County within the foreseeable future. However, modest development is expected to occur within existing developed areas, along with redevelopment and renovation of properties within Modoc communities. For purposes of this plan, natural resource-based land uses (such as agriculture and timber harvesting) are assumed to remain roughly at the current levels.

Traffic Forecasts

Existing traffic forecasts for regional roads are sparse and limited to volume projections only for state highways. No traffic models of Modoc County or its jurisdictions have been developed to date. Caltrans Route Concept Reports about state highways in the County were prepared between 1984 and 1990, with subsequent Transportation Concept Reports for state routes being undertaken in the recent years.

Caltrans Traffic Census Department has developed preliminary future volume estimates at certain points along SR 139, SR 299, and US 395 out to 2030 based on historical growth trends and are presented in Table 17. Over the next 20 years, estimates in Table 17 show that traffic volumes will increase or remain the same on the regional state highways. Based on the information in Table 17, many state highway segments are projected to experience a decrease in AADT from 2010 to 2030. Projections indicate the largest increase of AADT on SR 139 at County Road 91 (40%) from 2011 to 2030.

Plan Assumptions

The Action Element is based on the planning assumptions presented below:

Transportation Funding – Current state transportation funding programs will continue at about the same levels, while federal funding will increase consistent with MAP21 apportionment levels.

Environmental Conditions – No changes are assumed in attainment status for air or water qualities that would affect regional transportation projects. In the future, Modoc County may be impacted by future regulations related to greenhouse gas reductions implemented as a result of Assembly Bill (AB) 32. As VMT figures are relatively low when compared to other regions in the state, Modoc County will not be significantly impacted.

Travel Mode – The private automobile will remain the dominant mode of transportation for residents and visitors in Modoc County. Public transportation will continue to be a vital service for elderly, low-income, and disabled persons.

Growth in Truck Traffic – Other than impacts associated with US 395 rehabilitation and improvements, and those resulting from changes in timber harvesting, existing trends in truck traffic are assumed to remain unchanged.

Recreational Travel – Recreation-oriented travel will continue to significantly impact traffic on state highways in general and on County roads that access forest and wilderness areas in the region. Through traffic from the Burning Man event, held in Black Rock NV, will continue to increase for the annual event.

Transit Service – The public transit system will expand slightly as ridership demands. The Sage Stage will continue to provide local demand response service and intercity transportation, which will be augmented by limited, dedicated non-emergency medical transportation services. The useful life of gas-

powered transit vehicles is five years and about eight for diesel. Sage Stage vehicle replacement will be augmented by FTA grants.

Planning Requirements – State and federal policies will not significantly change the transportation planning requirements, although greater flexibility and streamlining would be welcomed. Performance measures will continue to be refined and assessed.

Roadway Pavement Deterioration Rate – The asphalt pavement on regional roadways will exhaust its useful life within the next 10 years, unless rehabilitated adequately. Without sufficient maintenance, pavement on most regional roadways will fail altogether within fifteen years, requiring replacement at approximately ten times the cost of timely rehabilitation. Proper pavement maintenance entails the following materials and activities:

- chipseal after two years and every five years thereafter
- occasional “digouts” and blade overlays throughout the pavement life
- shoulder blading, culvert repair and replacement, roadside ditch cleaning, and re-striping every one or two years

Plan Alternatives

Transportation planning processes typically focus on alternatives that vary by travel mode, such as highway versus transit improvements. This approach is not relevant to Modoc County for three key reasons: (1) very limited funding is available for public transit purposes, (2) minimal growth in population and travel demand are anticipated, and (3) there is a large funding shortfall for maintenance of existing roadways. Instead of the “modal” approach, appropriate alternatives should focus on roadway maintenance versus roadway improvements. However, no approach is so exclusive or unilateral to disqualify any well-warranted projects that varied from the emphasis or main theme of attention.

- ♦ Status Quo Alternative – Under this “make do” alternative, state and regional entities would continue to prioritize programs and to receive/use revenues consistent with past practices. STIP regional shares would be used to the maximum extent possible for regional road rehabilitation projects, for state matching funds with federal programs, and for leveraging partnership projects with Caltrans to support inter-regional projects where justifiable and needs demonstrated. However, under this alternative, roadways would continue to deteriorate unless additional funding sources were identified to support proper maintenance of the regional system.
- ♦ Capital Improvement Emphasis Alternative – This “build new” alternative would focus on new capital improvement projects throughout the region. In addition to capital-restricted programs, a portion of any discretionary funding would be accessible to bolster capital projects. While this alternative would allow additional system improvements, it would further decrease available funding for critical maintenance. Accordingly, more local funding would be needed compared to the Status Quo Alternative and/or the level of financially feasible maintenance activities would be reduced. As discussed in Chapter 2, relatively good traffic conditions (lack of significant congestion) throughout Modoc County indicate only limited and localized capital improvement needs.
- ♦ Maintenance Emphasis Alternative – This “fix up” alternative would focus funding on maintenance of the existing system - roadway, transit, non-motorized, and aviation facilities and programs. New capital projects would be initiated only if justified by their merit and/or financing did not

significantly deflect funding for maintenance and rehabilitation projects. Specialized capital projects would be implemented according to need and/or the availability of new funding sources.

Given the substantial backlog in roadway maintenance and lack of ongoing funding for maintenance activities, the **Maintenance Emphasis Alternative** is the only prudent course of action for the region. As mobility is an important goal for the frontier communities of Modoc County, the maintenance emphasis also applies to the transit infrastructure. Maintaining a public transit network that provides access to essential commercial and medical services outside the region is a priority for MCTC.

Funding Strategies

The following are potential funding strategies that could be implemented to address the funding shortfall addressed earlier in this section.

MCTC Overall STIP Funding Strategy – CTC has indicated that neither state highways nor local roads should be ignored when preparing an RTP. There should be a balance of the two categories that represent transportation needs, corresponds to RTP goals and policies, and will improve baseline performance measures. This RTP update was intended to make the project selection process more user friendly by providing local decision-makers with user-friendly tables and realistic performance measures. As discussed in Chapter 4, RTP improvement projects are classified as “Project List” or “Inventory.” “Project List” projects have already been determined to be high priority projects for the region and are feasible to implement. As these projects are completed, the “Inventory” list should be reviewed to determine each project’s affect on baseline performance measures listed in Appendix A. Inventory projects that are determined to have the greatest positive impact on the overall regional transportation system should be promoted to the “Project List.”

Local Roadway Funding Strategy - STIP dollars flow from the State Highway Account (SHA) and the Public Transportation Account (PTA) to MCTC to finance state highway, local road and transit projects. The proportion allotted to each county RTPA is based on county population and state highway mileage. STIP dollars fund three major transportation projects: state highway projects, transit projects and local roadway projects. In the past, approximately two-thirds of local roadway STIP funding was directed towards the County of Modoc and one-third was directed towards the City of Alturas. The CTC does not support a population distribution formula as the projects should be based on priority/need.

It is unlikely that local tax initiatives would be approved by Modoc or Alturas voters based on the economic base of the area and the high percentage of population that is at or below the poverty level.

The performance measure criteria addressed in Appendix A of this RTP should be used to determine which local road projects to focus on first. Funding should be allocated to projects on a needs based system.

Finally, Modoc County should become familiar with and implement CSA and PRD funding mechanisms for maintenance funding.

Transit Funding Strategies - As stated throughout this document, public transit and mobility management are very important to the Modoc County region. MTA has constructed the Transportation Center and houses the MCTC and Sage Stage operations from the facility. MTA will continue to apply for grants from known sources and to research new grant sources for capital and operations assistance.

CHAPTER 12

POLICY ELEMENT

This chapter describes the regional transportation issues and provides goals, objectives, and policies to assist setting transportation priorities for the Modoc County region. The Policy Element presents guidance for decision-makers about the implications, impacts, opportunities, and insolvent/inadequate options that will result from implementation of this RTP.

Local and Regional Issues

As previously stated Modoc County is a very rural region. The inherent isolation of the County and extensive travel distances between communities and to urban centers impacts the efficiency of the regional transportation system. These regional characteristics underscore the lack of designated funding for roadway maintenance and operations, which naturally allow the regional transportation system to continue to deteriorate. The critical need for people to travel in and out of the County for most non-emergency medical care, employment, job training, educational opportunities, and other services, tax the region's finite ability to provide lifeline transit services. Bicyclist and pedestrian access are limited by inadequate facilities and funding. These key issues are among the most important regional needs and problems. The list that follows identifies key regional transportation issues (in no particular order):

- ♦ Shortfall in revenues to implement an adequate pavement rehabilitation program and to make needed improvements to local roads, state highways, and regional bridges. Unlikely success of any local tax measure to cover the shortfall based on low highway volumes, high percentage of elderly on fixed incomes, and overall high percentage of at and below poverty population.
- ♦ Impact of substandard roads on maintenance funds, when added to the need of local maintained roadway inventory.
- ♦ Need for transportation services to underserved and un-served areas – to enhance mobility and reasonable access for all ethnic, age, and income groups – in comparison with limited funding sources, extensive travel distances, and higher regional operating and fuel costs.
- ♦ Need for traveler and passenger safety and security.
- ♦ Desire to improve local economic vitality, supporting livable communities, and individual well-being.
- ♦ Need for bicycle and pedestrian facilities to provide safer environments and better connectivity for non-motorized travel and to alleviate barriers to non-motorized users.
- ♦ Importance of maintaining and improving regional airports for emergency response and general aviation.
- ♦ Need to preserve the rail system, maintain existing rail service, and protect potential for long-term expansion, which are economically important to the region.

Selection Criteria

MCTC Commissioners developed selection criteria to provide a basis for crafting RTP goals, objectives, performance measures, and policies that assist future decision-making about the regional transportation system. The criteria were defined and “weighed” by the MCTC according to relative importance to the region. The selection criteria serve the following purposes:

- ♦ To assist Commissioners and staff in comparing outcomes of different alternative strategies.
- ♦ To aid comparisons across modes and among strategies focused on different modes.
- ♦ To facilitate assessment of priorities in the Action Element linking implementation through the Regional Transportation Improvement Plan (RTIP) and the Interregional Transportation Improvement Plan (ITIP).
- ♦ To encourage partnerships with Caltrans to leverage funds and to integrate interregional transportation objectives and decisions with regional transportation objectives and decisions.

MCTC has ranked the performance measures in relation to our transportation and multimodal systems. Reliability was ranked the highest, followed by safety and security, mobility and accessibility, and economic development. Quality of life, telecommunication infrastructure, and cost effectiveness follow. Reliability of the system is a tool to determine the regional needs and to support the priority of roadway rehabilitation. In addition, all selection criteria can be used in the future to assist the MCTC to rank proposed projects based on importance to the region.

Goals, Objectives, Performance Measures, and Policies

Each RTP goal, related objectives, performance indicators, and specific policies linked to the particular goal in Appendix G - .

No plan can be implemented without workable strategies and mechanisms. The following approaches will be used to implement the 2014 RTP:

- ♦ Transportation investments will be evaluated based on performance and need assessments.
- ♦ “Bottom up” planning and coordination, so that the policy vision and projects meet local needs and consider the regional system as an integrated whole.
- ♦ Greater involvement between stakeholders in the early stages of the planning process and subsequent phases of project implementation will ensure solutions to problems experienced by local and interregional customers of the system.
- ♦ The 2014 RTP emphasizes maintenance and preservation of the system as the highest priority and also provides for mobility and access, job opportunities, safety in vehicle and non-motorized travel, reliability of the transportation system, efficient movement of freight, protection of the environment, satisfaction of customers, and equitable distribution of benefits.
- ♦ The 2014 RTP attempts to ensure that the mobility, economic, and “quality of life” needs of the region’s scattered population are met. Emphasis is given to providing the elderly, disadvantaged, and mobility-impaired portions of the population with better transportation
- ♦ This plan supports livable and economically vital communities by improving access to locally operated businesses. The plan also encourages programs that encourage greater transit usage, bicycle, and pedestrian activities.
- ♦ The 2014 RTP confirms that partnerships and coordination are the foundations of cooperative problem solving with emphasis on developing and sustaining mutual respect and cooperation among stakeholders to solve transportation problems.

The goals and objectives in this RTP are consistent with the goals and objectives in the RTIP and ITIP.

Transportation Security/Preparedness

Transportation security is another element, which should be incorporated into the RTP. Separate from “transportation safety,” transportation security/emergency preparedness addresses issues associated with large-scale evacuation due to a natural disaster or terrorist attack. Emergency preparedness involves many aspects including training/education, planning appropriate responses to possible emergencies, and communication between fire protection and city and county government staff.

In the Modoc County region, forced evacuation due to wildfire is the most likely emergency scenario. The Modoc County General Plan characterizes 40 percent of the County as very high fire danger area. In fact, high fire hazard areas exist very close to the City of Alturas. The Bureau of Land Management (BLM) *Proposed Resource Management Plan and Final Environmental Impact Statement* (May, 2007) identified the Modoc County communities of Likely, Alturas, and Canby as having some wild-land fire issues such as defensible space, hazardous fuel buildup, hazardous materials, ignition risk, and poor public education.

The Modoc County region has few documents related to transportation security/emergency preparedness in place. The *General Plan* safety element discusses how proper land use planning is an important method of limiting the affect of wildfire on Modoc County residents. A Modoc County *Emergency Preparedness Plan* was adopted in 1981. The plan provides a basis for coordinating the operations and resources necessary to meet the requirements of an emergency, but does not include a description of evacuation routes. In 2004, Modoc County adopted an *Emergency Operation Plan*. The purpose of the plan is to provide for the continuity of government during emergencies, describe and define the Modoc County emergency organization and responsibilities of those participating in the emergency plan, and provide guidance for disaster education and training..

This plan does NOT replace the operating procedures of any agency. In fact, it depends upon agencies that respond according to their proven expertise. This plan provides channels for communication between agencies that do not normally work together. It provides a means to access needed resources; it provides a framework for recovery; and it provides a method of organizing and confirming information for public release.

Additionally, the plan calls for the activation of an “emergency operations center.” The center acts a coordinator between the different departments and agencies in the County by taking requests for resources and prioritizing these requests. MCTC and Sage Stage are specifically mentioned in the plan as potential resources to assist in assisting with evacuations.

As Modoc County is approximately 4,000 square miles with small pockets of population centers, no countywide evacuation plan has been developed for the region. Identifying evacuation routes and other methods of evacuation is pertinent to the scope of the RTP:

- ♦ Three state highways traverse Modoc County and act as the primary evacuation route for many Modoc County communities, such as Alturas, Likely, Canby, Cedarville, Newell and Tulelake. Evacuation routes should follow US 395 south to Susanville or north to Lakeview, Oregon, SR 139 northwest to Klamath Falls, Oregon, and SR 299 west to Redding. The implementation of ITS projects such as Road Weather and Information Systems (RWIS), Changeable Message Signs (CMS), and Closed Circuit Television (CCTV) could assist with maintaining a steady flow of traffic on these state highways while keeping evacuees informed.
- ♦ Although state highways connect the larger communities in the County, some Modoc County residents live in very rural areas, which are not accessed by state highways, and therefore would

depend on local roadways for evacuation routes. Additionally, in the event that a portion of a state highway is blocked due to a disaster, certain local roadways could provide alternate evacuation routes. Examples of regionally important local roadways include County Roads 91, 1, 48, 54, 55, 87, 108, 111, 114, 120, and 272.

- ♦ MCTC/MTA is an integral part of the County Emergency Operations Plan to provide Sage Stage buses and drivers for emergency transportation. In the event of a natural disaster, Sage Stage's fleet of vehicles would be available to transport evacuees. The transit fleet is stationed in Alturas, and all vehicles are wheelchair accessible.
- ♦ The five publicly owned airports dispersed throughout Modoc County are available for emergency evacuation, and there is one officially designated helipad at Canby within the County.
- ♦ Although there is no passenger rail available in the County, the freight rail lines could provide supplies from Oregon in an emergency situation.

The best preventative measures with respect to this document for an emergency evacuation would be to continue to implement projects in the RTP, which upgrade roadways and public transit.

Transportation System Improvements

Improvement projects are categorized in this Action Element according to one of three priority levels indicating their status and timeline: programmed and short-term (0-10 years), or programmed in the long-term (11-20 years). The first priority indicates that the project is programmed with funding identified and secured, is a later candidate for new funding cycles with implementation typically planned during the next one to ten years. The long range list includes projects in very preliminary planning stages, sometimes without identified funding sources or cost estimates. Consequently, construction of these projects would occur ten, twenty or more years in the future. The 2010 RTP Guidelines require financially unconstrained projects to be included in this RTP update. The unconstrained project list is considered a "wish list," or projects that will be unlikely to receive funding over the next twenty years, but would benefit the region. Financially unconstrained projects are included in this chapter.

Project Specific Performance Measurement Development

The Draft 2016 STIP Guidelines include a list of suggested project specific performance indicators and measures that should be used to quantitatively evaluate the benefit of a project. These performance indicators are listed in Appendix A along with performance measures specific to projects for Modoc County, the current system baseline performance, and the projected impact of RTP projects on baseline system performance. Modoc, being a rural RTPA, will only report on performance indicators and measures for data currently being collected by local agencies.

The performance measures listed in Appendix A will be amended as necessary to reflect future changes in regional needs, goals and policies. The discussion below provides some background on how the project specific performance measures and current system baseline performance was developed.

- **Infrastructure Condition** – Maintaining regional roadways in satisfactory condition is the top priority for the region as well as the number one priority in the California Vehicle Code. Modoc currently measures the following system performance: Percent of distressed state highway lanes-miles, local streets and roads pavement condition index, percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below), and percent of transit assets that have surpassed the FTA useful life period.

- Safety – Accident data obtained from the California Highway Patrol and Caltrans was used to determine the system baseline performance for accidents per vehicle miles traveled.

RTP Projects

Proposed roadway improvement projects and implementation status are listed in a series of tables throughout this chapter. Projects are categorized according to responsible entity, transportation mode, and/or funding source. Replacement or rehabilitation of structural crossings (bridges) with less than 20-foot spans is omitted, because the state and federal governments do not define them as bridges; hence, no funding is available.

Determining exact construction costs of transportation projects is difficult, especially for long-term projects. In recent years the price of raw materials used for transportation projects has risen resulting in actual costs much greater than those estimated initial project plans. In an effort to produce a realistic view of Modoc County’s transportation needs, the cost estimates in the ensuing tables are presented in two ways: “2014 dollars” and “adjusted for inflation.” An annual inflation rate of 3% will be used for adjusted inflation costs.

The final column in the project list tables classifies each project as “Project List” or “Inventory.” Improvement projects denoted as “Project List” are programmed for short-term priority projects and an improvement projects denoted as “Inventory” are long-term projects. “Project List” projects are the region’s top priority projects needed to address goals and objectives stated in the Policy Element and are projects which can realistically be implemented over the next ten years assuming the funding forecasts remain static.. In other words, funding is secured for the project and sufficient staff and resources are available to see the project through to completion. As “Project List” projects are implemented, the “Inventory” list will be reviewed to determine which projects should be promoted to the “Project List.”

- ♦ **STIP Regional Shares** will support many projects on City, County and State roadways and bridges during the ensuing twenty years. Proposed projects suggested for STIP funding are listed by lead agency and type of facility. Omitting bicycle projects, the sum of proposed constrained STIP projects presented in this RTP is \$41.3 million. These projects are planned for implementation throughout the planning period. Financially unconstrained STIP projects total roughly \$71.9 million. The breakdown of proposed STIP project-estimates (both constrained and unconstrained) shows about \$16.5 million on County roads, \$14.4 million on City streets and \$2.5 million on State highways. Short-term proposed STIP regional share projects are consistent with the adopted Modoc 2014 STIP/RIP. No improvement projects located in Modoc County are listed in the Caltrans 2014 Interregional Transportation Improvement Program (ITIP), and the Modoc 2008 RTP is consistent with the ITIP.
- 1. **State Highway Projects** All STIP financial constrained improvements listed are estimated to cost \$4.5 million with construction during the next five years. Also listed are \$27.7 million in financially unconstrained improvements such as left turn lane and passing lane projects.

Performance Measurement – There are three state highway STIP funded projects listed in the 2008 RTP. The location of these projects is graphically presented in The first “Project List” state highway project is Phase I of the SR 299 Alturas widening project and is linked to both the safety and mobility/accessibility performance measures. This project will enhance safety for motorists, bicyclists, and pedestrians by providing increased shoulders.

State Highway Future Needs – As discussed in Chapter 5, the 2007 update to the ten-year State Highway Operations and Protection Program (SHOPP) is financially constrained and there are no SHOPP projects listed in Modoc County. However, system preservation is top priority for the region. Table 4-6 presents state highway future maintenance needs that may become projects if new sources of funding become available. – **Needs updated after SHOPP tables are provided.**

- **County Road Projects** are planned over a 20-year horizon. County road improvement projects funded with recurring funding sources such as STIP are estimated to cost \$246.5 million over the next 20 years (not including the specially funded projects). Of these projects, approximately \$18.0 million in funding is expected to come from STIP Regional Shares and \$228.5 million from local funding sources. In terms of implementation period, approximately \$12.3 million will be spent on County road projects during the short-term planning period, \$19.2 million during the medium term, \$6.1 million during the long-term planning period and \$208.8 as ongoing projects.

Performance Measurement: The “Project List” County Road projects are associated with the safety and system preservation performance. A large percentage of accidents on County roads are single vehicle accidents resulting from vehicles leaving the traveled roadway. Having a uniform road surface could reduce this type of accident. County accident records over the last five years show that, CR 1 had the highest number of accidents of all County maintained roadways (16 injury accidents). “Project List” rehabilitation projects will improve safety on CR 1 and other roads with higher accident rates. System preservation/road rehabilitation is the top transportation priority for the County as nearly 80 percent of paved County maintained road miles are considered distressed. STIP funds are the greatest contributor to preserving the current roadway system.

- **County of Modoc Projects** are listed in Table 11 which presents proposed County projects financed all or in part by Federal Highway Administration special funding programs. As shown, forest highway projects (funded through the Federal Lands Highway Program) are estimated to cost \$20.8 million during the course of the planning period. Highway Safety Improvement Program (HSIP) projects are anticipated to total \$800 thousand, High Risk Rural Roads Program (HR3) projects total \$700 thousand and Section 130 federal railroad crossing projects total \$200 thousand.

Financially unconstrained County road rehabilitation projects are displayed in Table 12. If new funding sources were to become available, an additional \$107.6 million in roadway improvements would be planned over the long term period in Modoc County.

- ♦ **City of Alturas Projects** are listed in Table 14. The estimated total cost of transportation improvement projects over the next twenty years is \$9 million. It is anticipated that STIP funds will be used to finance these future projects. One City of Alturas project, in Table 14, has been assigned to the “Project List.” Table 14a presents the City of Alturas’ list of financially unconstrained transportation improvement projects. The estimated cost for these long-term street rehabilitation projects is over \$36.2 million, should funding become available. These project lists continue to be priorities in the region due to limited transportation revenues in the region.
- ♦ **Bridge Improvement Projects** proposed on County roadways are estimated to cost about \$14.9 million as presented in Table 13. Five of these projects are on the short-term “Project List” and include the replacement of bridges, which are considered functionally obsolete or structurally deficient. Proposed funding for County bridges is through STIP, local sources and the federal HBRR program (88.5 percent federal and 11.5 percent local/STIP match).

Estimated costs for bridges on state highways are \$7.5 million and shown in Table 15. SHOPP funding is used for state highway bridge replacements.

- ♦ **Tribal Improvement Projects** are financed chiefly with Federal Lands Highway Program – Indian Reservation Road (IRR) funds, administered through the BIA or applied for directly by the Tribes. Reflecting recent higher funding levels, most regional Tribal roads were improved during the past ten years. As shown in Table 16, in the short-term, Cedarville Rancheria intends to pave three Tribal roads at an estimated cost of \$671,000. As development goes in, these unimproved roads will most likely be added to the BIA system. Project cost and construction year is unknown at this time. Alturas Rancheria has future plans to replace a culvert and Pit River Tribes plan to pave gravel roads and perform road reconstruction. All tribal transportation future improvement projects will total approximately \$1.9 million.
- ♦ **Public Transit/Coordinated Transportation Improvement Projects** build on the existing coordination between Modoc County and its neighboring counties. Transit projects include planning improvements, operating assistance and capital improvements such as ongoing vehicle replacement. Transit vehicles should be replaced according to federal and state useful life policies to keep vehicle maintenance low and gain fuel and technology efficiencies. Table 23 displays the Planned Public Transit projects.
- ♦ **Bikeway/Pedestrian Improvement Projects** – Most population centers in Modoc County are located 20 or more miles from one another, providing pedestrian/bikeways for travel between communities is unrealistic. Thus, the bike plan envisions a disconnected network of bicycle/pedestrian facilities. Five nodes are centered around Alturas and four other communities in the unincorporated County: Adin, Canby, Cedarville and Newell. Some bikeway projects will be implemented in conjunction with another project. For example, as the County rehabilitates roads in Adin, Newell, and Cedarville, safety improvements for pedestrians and bicyclists are planned within the project scope (wider shoulders). Likewise, programmed City projects will yield both safety enhancements and facility improvements for non-motorized travel. Table 29 lists the many proposed non-motorized improvements throughout the region suggested in the *Draft Modoc County Bicycle Transportation Plan*, totaling nearly \$32 million. With respect to bikeway/pedestrian projects, Modoc County intends to focus on facilities, which will increase the safety of roadway crossings for schoolchildren. Mobility and accessibility will be improved by the implementation of bicycle and pedestrian projects.
- ♦ **Aviation Improvement Projects** – An important objective for the region is to provide safe public airports for general aviation. The Capital Improvement Plan includes projects, which will help overcome deficiencies identified during airport inspections. Listed by airport, capital improvement projects are shown in Table 28. Projects varying from T-hangar construction to routine runway striping are estimated to cost \$26.5 million over the twenty-year planning period.
- ♦ **Advanced Technology/Traveler Safety and Information Projects** – As part of a broad regional ITS plan, Caltrans District 2 plans to implement several advanced technology projects on State highways in Modoc County over the coming twenty years. Examples of these projects include highway advisory radio (HAR), closed circuit television (CCTC), and radio and weather information systems (RWIS). Some of Modoc County’s ITS projects lie within the realm of coordinated public transit. MCTC adopted the *Regional ITS Architecture Inventory* in 2005 which provides a list of both Caltrans District 2 ITS projects and Coordinated Transit ITS projects.

PAST PROJECTS/PROGRESS

Several improvement projects have been completed on regional roads, bridges, tribal roads, and airports in recent years. The majority were rehabilitation projects, to replace and repair existing transportation facilities. Table 31 presents completed transportation improvement projects from 2008 to 2014. Projects are organized by type of facility and listed numerically by road number.

Lead Agency	Facility No.	Specific Location	Project Description	Miles	FY Done	Total Cost (1,000s) Dollars	Funding Source
City Street Projects							
ALT	8th Street	From West C to Main St	Road Rehabilitation	0.7	2014		LOCAL
ALT	Warner Street	From Park St to SR 299	Road Rehabilitation	0.67	2011	\$ 2,317	STIP
ALT	Fourth Street	From Warner St to Main St	Thin Overlay		2010		LOCAL
ALT	East St (north)	From	Thin Overlay				LOCAL
ALT	Court St	From	Thin Overlay				LOCAL
County Road Projects							
CO	CR243	CR 236 TO END AC	CHIPSEAL	0.50	2008	\$ 12	LOCAL
CO	CR35	CR 1 TO CR 16	THIN OVERLAY	1.00	2008	\$ 101	LOCAL
CO	CR65	FROM US 395	THIN OVERLAY	0.50	2008	\$ 21	LOCAL
CO	CR244	CR 236 TO CR 245	CHIPSEAL	0.33	2008	\$ 10	LOCAL
CO	CR245	CR 243 TO END AC	CHIPSEAL	0.72	2008	\$ 12	LOCAL
CO	CR246	CR 55 TO CR244	CHIPSEAL	0.97	2008	\$ 13	LOCAL
CO	CR188	US 395 TO END AC	THIN OVERLAY	0.99	2008	\$ 3	LOCAL
CO	CR 114	CR 101 TO OREGON	Road Rehabilitation	6.00	2009	\$ 1,721	STIP
CO	CR 35	CR 1 NORTH	Road Rehabilitation	1.00	2009	\$ 40	1B
CO	CR 115	US395 TO CR 56	Road Rehabilitation	6.24	2009	\$ 543	1B
CO	CR56	ALTURAS TO CR 57	CHIPSEAL	1.50	2009	\$ 6	LOCAL
CO	CR112	CR 104 NORTH	THIN OVERLAY	1.00	2009	\$ 41	1B
CO	CR91	COUNTY LINE TO SR139	Road Rehabilitation	27.27	2010	\$ 795	LOCAL
CO	CR48	US395 TO MP3.24	Road Rehabilitation	3.24	2010	\$ 40	1B
CO	CR81	US395 TO END	Road Rehabilitation	1.37	2010	\$ 20	LOCAL
CO	CR9	US395 TO BUCK CREEK	Road Rehabilitation	4.58	2010	\$ 63	LOCAL
CO	CR48	MP 3.24 TO END OF PAVEMENT	Road Rehabilitation	2.55	2011	\$ 116	LOCAL
CO	CR44	US395 TO END	Road Rehabilitation	1.41	2011	\$ 25	LOCAL
CO	CR1	CEDARVILLE MAINSTREET	Road Rehabilitation	0.78	2012	\$ 259	1B
CO	CR 54	ALTURAS TO CR 60	Road Rehabilitation	1.65	2012	\$ 819	ARRA
Transportation Commission Projects							
MCTC		Capital Acqulstion	Vehicle		2013	\$110	5311f
MCTC		Transportation Center	Construct/Remodel 106 S Main		2013	1,544	STIP PTA, PTMISEA, LTF
Hazard Elimination Safety (HES) Projects							
County Bridge Projects							
CO	CR 61	Westside Canal Bridge 3C036	Replace Bridge		2013	\$877	HBP
CO	CR 61	Middle Canal Bridge 3C037	Replace Bridge		2013	\$888	HBP
State Highway Projects							
ST	SR 139	Perez CCTV & HAR	ITS	n/a	2014		
ST	US395/Main St	In Alturas from 299 to S of McDowell	Pavement rehabilitation				SHOPP
ST	SR 299	Hays St to Nevada State Line	Road Rehabilitation	17.4	2012	\$ 4,972	SHOPP
		Ash Creek Bridge					SHOPP
		Howards Gulch Bridge					SHOPP
		New Pine Creek Bridge					SHOPP
ST	SR 299	1.2 miles to .09 mi west of Crowder fl	Collision reduction	0.3	2013	\$ 2,293	SHOPP
Airport							
CO	-	Tulelake Municipal Airport	Reconstruction of Tie Down Apron	-	2012	\$ 589	FAA
CO		Cedarville Airport	Construct 5-foot security Fence		2008	\$ 65	FAA
CO		Cedarville Airport	Slurry Seal RW and TW		2013	\$ 195	State
CO		Fort Bidwell	Perimeter Fence		2013	\$ 25	State
ALT		Alturas Airport			2012		
						Total Cost	\$18,425

Source: Modoc County Road Department, City of Alturas, Caltrans District 2, BIA, 2012.

CR 54 ARRA project includes City 4th street, walkway and TE

Appendix A – Performance Measures

Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance at end of STIP Period
Congestion Reduction	Vehicle Miles Traveled per capita.	No congestion – N/A	No congestion – N/A
	Percent of congested Vehicle Miles Traveled (at or below 35 mph).	None	None
	Commute mode share (travel to work or school).	Not measured	Not measured
Infrastructure Condition	Percent of distressed state highway lane-miles.		
	Pavement Condition Index (local streets and roads).	46	50
	Percent of highway bridge lane-miles in need of replacement or rehabilitation (Sufficiency Rating of 80 or below).	22%	14%
	Percent of transit assets that have surpassed the FTA useful life period.	25%	12%
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival).	Not measured	Not measured
Safety	Fatalities and serious injuries per capita.	0.016 MVMT State Highways	
	Fatalities and serious injuries per Vehicle Miles Traveled	0.016 MVMT State Highways	
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	Not measured	Not measured
	Mean commute travel time (to work or school).	Not measured	Not measured
Environmental Sustainability	Change in acres of agricultural land.	Not measured	Not measured
	CO ₂ emissions reduction per capita	Not measured	Not measured

Appendix B

FILED
OCT 24 2014
DARCY M. LOCKEN COUNTY CLERK
BY [Signature]
DEPUTY

NEGATIVE DECLARATION
Modoc County Transportation Commission
2014 Modoc Regional Transportation Plan (RTP)

MODOC COUNTY TRANSPORTATION COMMISSION

NEGATIVE DECLARATION
Pursuant to: Division 13, Public Resources Code

Description

The 2014 Modoc RTP is prepared in compliance with state and federal regulations governing regional transportation planning, has a 20 year planning horizon, and is updated each 5 years. It includes regional transportation issues or concerns and possible solutions; goals, objectives, and policies for each transportation mode, actions, policies and funding available.

The RTP is not a project level document. As funding becomes available for a project each lead agency is required to comply with CEQA, NEPA, and resource agency permits. No capacity increasing projects have been identified in the short or long range planning period.

Determination

An Initial Study has been prepared by the Modoc County Transportation Commission. On the basis of this study it is determined that the proposed action will not have a significant effect upon the environment for the following reasons:

The 2014 Modoc Regional Transportation Plan is a short (10 year) and long (20 year) range planning document that lists projects that are contingent upon transportation funding availability. Each project is required to meet state and federal laws and regulation for protection of environmental resources (CEQA, NEPA, 4f, ACOE 404 permits, water quality permits, archaeological and historical resource compliance, etc.),

[Signature]

Debbie Pedersen
Executive Director
Modoc County Transportation Commission

October 24, 2014

Date



State of California - Natural Resources Agency
 DEPARTMENT OF FISH AND WILDLIFE
 Region 1 - Northern
 601 Locust Street
 Redding, CA 96001
<http://www.wildlife.ca.gov>

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



CEQA Filing Fee No Effect Determination

Applicant Name and Address:

Modoc County Transportation Commission
 108 S Main Street
 Alturas, CA 96101

CEQA Lead Agency: Modoc County Transportation Commission

Project Name: 2014 Modoc Regional Transportation Plan

CEQA Document Type: Negative Declaration

State Clearing House Number and/or local agency ID number: 2014 RTP

Project Location: Modoc Region

Brief Project Description: The 2014 Modoc Regional Transportation Plan (RTP) is prepared in compliance with state and federal regulations governing regional transportation planning. The RTP is not a project level document. It is a planning document that addresses regional transportation issues or concerns. As funding becomes available for a project, each lead agency is required to comply with CEQA, NEPA, and resource agency permits.

Determination: Based on a review of the project as proposed, the Department of Fish and Wildlife has determined that for purposes of the assessment of CEQA filing fees (Fish and G. Code § 711.4(c)) the project has no effect on fish, wildlife or their habitat and the project as described does not require payment of a CEQA filing fee. This determination does not in any way imply that the project is exempt from CEQA and does not determine the significance of any potential project effects evaluated pursuant to CEQA.

Please retain this original determination for your records. Local lead agencies are required to file two copies of this determination with the county clerk at time of filing of the Notice of Determination (NOD) after the project is approved. State lead agencies are required to file two copies of this determination with the Governor's Office of Planning and Research (State Clearinghouse) at the time of filing the NOD. If you do not file a copy of this determination as appropriate with the county clerk or State Clearinghouse at the time of filing of the NOD, the appropriate CEQA filing fee will be due and payable.

Without a valid CEQA Filing Fee No Effect Determination form or proof of fee payment, the project will not be operative, vested, or final and any local permits issued for the project will be invalid, pursuant to FGC Section 711.4(c)(3).

DFW Approved By:  Date: November 3, 2014

Title: Interior Conservation Program Supervisor

Conserving California's Wildlife Since 1870

Appendix C RTP Checklist

Appendix C – 2014 Modoc RTP

Regional Transportation Plan Checklist

(Revised February 2010)

(To be completed electronically in Microsoft Word format by the MPO/RTPA and submitted along with the draft RTP to Caltrans)

Name of MPO/RTPA: Modoc County Transportation Commission

Date Draft RTP Completed: October 1, 2014

RTP Adoption Date: December 2, 2014

What is the Certification Date of the Environmental Document (ED)? TBD (12-1-14)

Is the ED located in the RTP or is it a separate document? Appendix B

By completing this checklist, the MPO/RTPA verifies the RTP addresses all of the following required information within the RTP.

Regional Transportation Plan Contents

General

1. Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.322(a))
2. Does the RTP include both long-range and short-range strategies/actions? (23 CFR part 450.322(b))
3. Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?
4. Does the RTP address the 10 issues specified in the Sustainable Communities Strategy (SCS) component as identified in Government Code Sections 65080(b)(2)(B) and 65584.04(i)(1)? **(MPOs only)**
 - a. Identify the general location of uses, residential densities, and building intensities within the region? **(MPOs only)**
 - b. Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth? **(MPOs only)**

Yes/No	Page #
Yes	58, 59
Yes	39-43, 53, 58-59
Yes	74-80
N/A Rural	
N/A Rural	
N/A Rural	

Appendix C – 2014 Modoc RTP

	Yes/No	Page #
c. Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584? (MPOs only)	N/A Rural	
d. Identify a transportation network to service the transportation needs of the region? (MPOs only)	N/A Rural	
e. Gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Government Code Section 65080.01? (MPOs only)	N/A Rural	
f. Consider the state housing goals specified in Sections 65580 and 65581? (MPOs only)	N/A Rural	
g. Utilize the most recent planning assumptions, considering local general plans and other factors? (MPOs only)	N/A Rural	
h. Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the ARB? (MPOs only)	N/A Rural	
i. Provide consistency between the development pattern and allocation of housing units within the region (Government Code 65584.04(i)(1)? (MPOs only)	N/A Rural	
j. Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Section 7506)? (MPOs only)	N/A Rural	
4. Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?	No	
5. Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process? (Government Code 14522.2) (MPOs only)	N/A Rural	

Consultation/Cooperation

1. Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR part 450.316(a)?	Yes	10-18
2. Did the MPO/RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23CFR450.316(3)(b))	Yes	10-17
3. Did the MPO/RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP?	Yes	10-17

Appendix C – 2014 Modoc RTP

	Yes/No	Page #
4. Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted? (23 CFR part 450.322(g))	Yes	10-17
5. Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR part 450.322(g))	Yes	63
6. Did the MPO/RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (Title 23 CFR part 450.316(c))	Yes	14
7. Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the participation plan developed under 23 CFR part 450.316(a)? (23 CFR 450.316(i))	Yes	10-17
8. Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR part 450.316 (a))	Yes	10-17
9. Does the RTP contain a discussion describing the coordination efforts with regional air quality planning authorities? (23 CFR 450.316(a)(2)) (MPO nonattainment and maintenance areas only)	N/A Rural Attainment	
10. Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? – Public Transit-Human Services TP currently being updated	Yes	54
11. Were the draft and adopted RTP posted on the Internet? (23 CFR part 450.322(j)) -	Yes	Sage Stage and MCTC website
12. Did the RTP explain how consultation occurred with locally elected officials? (Government Code 65080(D)) (MPOs only)	N/A Rural	
13. Did the RTP outline the public participation process for the sustainable communities strategy? (Government Code 65080(E)) (MPOs only)	N/A Rural	

Modal Discussion

1. Does the RTP discuss intermodal and connectivity issues?	Yes	59
2. Does the RTP include a discussion of highways?	Yes	27-47
3. Does the RTP include a discussion of mass transportation?	Yes	50
4. Does the RTP include a discussion of the regional airport system?	Yes	56
5. Does the RTP include a discussion of regional pedestrian needs?	Yes	59
6. Does the RTP include a discussion of regional bicycle needs?	Yes	59

Appendix C – 2014 Modoc RTP

	Yes/No	Page #
7. Does the RTP address the California Coastal Trail? (Government Code 65080.1) (For MPOs and RTPAs located along the coast only)	N/A Not coastal	
8. Does the RTP include a discussion of rail transportation?	Yes	54
9. Does the RTP include a discussion of maritime transportation (if appropriate)?	N/A	
10. Does the RTP include a discussion of goods movement?	Yes	55

Programming/Operations

1. Is a congestion management process discussed in the RTP? (23 CFR part 450.450.320(b)) (MPOs designated as TMAs only)	N/A Rural (Non MPO TMA)	
2. Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture?	Yes	
3. Does the RTP identify the objective criteria used for measuring the performance of the transportation system?	Yes	App B
4. Does the RTP contain a list of un-constrained projects?	Yes	41-42

Financial

1. Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.322(f)(10)?	Yes	63-73
2. Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (2006 STIP Guidelines, Section 19)	Yes	73
3. Do the projected revenues in the RTP reflect Fiscal Constraint? (23 CFR part 450.322(f)(10)(ii))	Yes	
4. Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65080(4)(A))	Yes	39, 40, 42, 43
5. Do the cost estimates for implementing the projects identified in the RTP reflect “year of expenditure dollars” to reflect inflation rates? (23 CFR part 450.322(f)(10)(iv))	Yes	
6. After 12/11/07, does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (23 CFR 450.322(f)(10)(i))	Yes	
7. Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2006 STIP Guidelines section 33)	Yes	
8. Does the RTP contain a statement regarding consistency between the projects in the RTP and the FTIP? (2006 STIP Guidelines section 19)	Yes	

Appendix C – 2014 Modoc RTP

9. Does the RTP address the specific financial strategies required to ensure the identified TCMs from the SIP can be implemented? (23 CFR part 450.322(f)(10)(vi) **(nonattainment and maintenance MPOs only)**)

Yes/No	Page #
N/A Rural (Non MPO)	

Environmental

1. Did the MPO/RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?
2. Does the RTP contain a list of projects specifically identified as TCMs, if applicable?
3. Does the RTP contain a discussion of SIP conformity, if applicable? **(MPOs only)**
4. Does the RTP specify mitigation activities? (23 CFR part 450.322(f)(7))
5. Where does the EIR address mitigation activities?
6. Did the MPO/RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?
7. Does the RTP specify the TCMs to be implemented in the region? **(federal nonattainment and maintenance areas only)**

Neg Dec	Oct 24, 2014
N/A Rural (Non MPO)	
N/A Rural (Non MPO)	
No	
N/A Neg Dec	
Yes	APP B TBD
N/A Rural Attainment	

I have reviewed the above information and certify that it is correct and complete.



(Must be signed by MPO/RTPA Executive Director or designated representative)

October 24, 2014

Date

Debbie Pedersen

Print Name

Executive Director

Title

Appendix D – Social Service Agencies

Agency/Organization	Program	Contact Name	Telephone	Email	Address
Alliance for Workforce Development, Inc.		Amee Albrecht	530-233-4161 fax 530-233-7716	aalbrecht@ncen.org	221 N. Main Street, Alturas, CA 96101
Alturas Head Start	Sierra Cascade Family opportunities	Singleton Dawn	530-233-4134 fax 530-233-7707		802 N. East Street, Alturas, CA 96101
CA Tribal TANF Partnerships (CTTP)	TANF	Gail Woolery	233-2204 fax 233-3306	gwoolery@cttp.net	519 N. Main Street, Alturas, CA 96101
Cedarville Rancheria		Nikki Munholand	233-3969 fax 233-4776		300 W. 1st Street, Alturas, CA 96101
Department of Rehabilitation	Modoc Branch	Chris Kensley	(530) 260-1749		221 N. Main Street, Alturas, CA 96101
Far Northern Regional Center		Frankie Couch	530-233-6636		P.O. Box 1447 Alturas, CA 96101
Ft. Bidwell Indian Community Council		Keith Impson	(530) 279-6310		P.O. Box 129 Ft. Bidwell, Ca 96112
I'sot	Canby Family Practice Clinic	Linda Mann	(530) 233-4641 fax (530) 233-2830		P.O. Box 322 Canby, Ca 96015
Lassen Community College	Community College	Patrick Walton	(530) 233-8823		P.O. Box 3000 Susanville, Ca 96130
Modoc County CalWorks Employment Program	Cal WORKS	Diane Fogle	(530) 233-6428 (530) 233-6240 fax	diane_fogle@co.modoc.ca.us	324 S. Main Street, Alturas, CA 96101
Modoc County Department of Health Services	Alcohol and Drug Services	Tara Shepherd	(530) 233-6311		441 N. Main Street Alturas, Ca 96101
Modoc County Department of Health Services	Public Health	Kelly Crosby	(530) 233-6311 fax (530) 233-5754	kellycrosby@co.modoc.ca.us	441 N. Main Street Alturas, Ca 96101
Modoc County Dept of Social Services	Social Services	Carol McCulley	(530) 233-6508		120 N. Main Street Alturas, Ca 96101

Modoc County Office of Education	Modoc Early Head Start	Alice Lybarger (director)	530-233-7167 fax 530-233-5991	alybarger@modoccoe.k12.ca.us	139 Henderson St., Alturas, CA 96101
Modoc County Office of Education	State Preschools/Child and Family Resources	De Funk	530-233-7128 fax 530-233-7133	dfunk@modoccoe.k12.ca.us	139 Henderson St. Alturas, CA 96101
Modoc County Senior Citizens	Tulelake Nutrition Site	Iva Rodgers			P.O. Box 802 Tulelake, Ca 96134
Modoc County Senior Citizens	Alturas Program	Jan Romero	(530) 233-4438 Fax 530-233-6642		906 W. 4th St. Alturas, CA 96101
Modoc County Veterans Service		Harry Hitchings	(530) 233-6209	harryhitchings@co.modoc.ca.us	202 W. 4th St. Suite F Alturas, Ca 96101
Modoc Joint Unified School District	Modoc Adult Community School	Todd King	(530) 233-7201		802 N. East Street, Alturas, CA 96101
Modoc Medical Center		Kevin Kramer	(530) 233-5131		228 W. McDowell Ave Alturas, Ca 96101
Modoc Work Activity Center	Dimensional Assc Resources & Training	Paul Mitchell	(530) 233-5672 fax 233-5672		P.O. Box 1629, Alturas, CA 96101
Pit River Health Services (PRHS)		Angela Diaz	530-335-5090 fax 530-335-5241		36977 Park Ave., Burney, CA 96103
Strong Family Health Center		Candace Deaton	530-233-4591 fax 530-233-3055	candacedeaton@modocsfhc.org	1203 Oak Street, Alturas, CA 96101
Surprise Valley Health Care District		Bill Bostic	(530) 279-6111 x1231	svhr@svhospital.org	P.O. Box 246 Cedarville, Ca 96104
T.E.A.C.H.	Battered Women and Children (Victims of Sexual Abuse)	Carol Callaghan	(530) 233-3111 fax (530) 233-3006	ccallaghan@teachinc.org	112 E. 2nd St. Alturas, Ca 96101
T.E.A.C.H.	Family Support & Res. R.A.I.N.B.O.W.	Tammy Urban	(530) 233-3111		112 E. 2nd St. Alturas, Ca 96101

T.E.A.C.H.	Modoc Child Care Resource and Referral	Sondra Ramsey	(530) 233-3111		112 E. 2nd St. Alturas, Ca 96101
T.E.A.C.H.	New Beginnings (Infant/Toddler)	Tammy Urban	(530) 233-3111		112 E. 2nd St. Alturas, Ca 96101
Warnerview		Diane James	(530) 233-7066 (530) 233-4369 fax	djames@modocmedicalcenter.org	225 W. McDowell Ave. Alturas Ca 96101

Appendix E - Comments Received on the Draft RTP

DEPARTMENT OF TRANSPORTATION
OFFICE OF COMMUNITY AND REGIONAL PLANNING
1657 RIVERSIDE DRIVE
REDDING, CA 96001
PHONE (530) 225-0517
FAX (530) 225-3578
TTY (530) 225-2019
www.dot.ca.gov



*Serious drought.
Help save water!*

November 17, 2014

Debbie Pedersen, Executive Director
Modoc County Transportation Commission
108 S Main Street
Alturas, CA 96101

RE: Draft Modoc County Regional Transportation Plan Update – 2014

Dear Mrs. Pedersen:

Thank you for the opportunity to review Modoc's draft Regional Transportation Plan, (RTP), and the RTP Checklist. It has been a pleasure working with the Modoc County Transportation Commission (MCTC) during the development the RTP.

Please consider the following comments before adoption and certification of the 2014 Modoc County Regional Transportation Plan Update.

GENERAL COMMENTS

Executive Summary – Summary of Issues and Needs section, Chapter 6 – Aviation, Page 8: Please consider changing "...the airports in the region and potential FAA projects." to "...the potential airport projects in the region and the possible funding sources, federal and State" Also, the last sentence in the paragraph would be more accurate if it was stated differently, such as: "The RTP supports aviation project delivery as funding is available."

Update – There are many sections that appear to be copied from the previous RTP. MCTC should be certain that all sections are current and that updated information replaced outdated information, which might have been copied from previous versions of the RTP.

Demographics - The RTP is missing key demographic information that would allow a reader to ascertain the prevalence, makeup, and location of its disadvantaged populations. Demographic and geographic data are needed to support MCTC's compliance with California Government Code 11135.

Policy Element –Detailed policies and objective statements are necessary to the Policy element, as required by CA Government Code 65080 (b) (1), and should be included in the body of the RTP. These policy statements should be clearly conveyed along with an

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explanation of how the policies were developed, any significant changes to these policies from previous plans, and why these changes may have occurred. In addition, this element must include objectives that link to both long- and short-term goals and horizons. The RTP checklist refers to the project lists for long- and short-term strategies, but in fact, long and short-term horizons are not addressed, especially considering that the projects listed are not strategically prioritized. As a result, there is no way to assess whether or not the projects in the RTP meet the goals of the region.

Public Participation Plan – Please include the agency’s public involvement plan as an appendix. More information about the public engagement activities and procedures of the RTPA is necessary to demonstrate that the needs of all populations are being met.

General Plan Update – Upon adoption of an update general plan, the RTP should be consistent with any new policies in the General Plan.

Climate Change - Please consider, if applicable, that flooding or extreme heat events could have negative impacts on the State Highway System, as well as the local county roads and city streets in MCTC’s region. Please consider how these extreme weather events could affect their regional roadway system and how the RTP can, best address these potential future events.

SPECIFIC COMMENTS

Figures 2, 3, & 4 - City of Alturas map images show the Alturas Municipal Airport, however the legend is covering the runway configuration. Please ensure proper legend location so the airport runway is visible.

Enclosed is a copy of the General Aviation System Needs Assessment (GASNA), Appendix IV, prepared by the Division of Aeronautics. All District 2 airports are listed including an assessment of various attributes, as well as project cost estimates. This appendix is a part of the California Aviation System Plan prepared by the Division of Aeronautics and it will be updated again in 2015. The whole 2010 GASNA report and Appendix IV are housed on our website at the following URL: <http://www.dot.ca.gov/hq/planning/aeronaut/documents/casp/>

Funding tables, p.38-43 – Funding information should go in the financial element, and the project lists should appear in the section that outlines the project type, consistent with other project lists in the document.

Table 14, p.44 – The information provided is from 2011, and should be updated. Caltrans provides traffic volumes for State facilities through 2013. Updated figures and current data should be in all tables and figures throughout the RTP.

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Table 19, p. 52 – Expense tables should reflect financial finals from Fiscal Year 12/13 and Fiscal Year 13/14.

Chapter 5 – Goods Movement (p. 55) – We recommend changing the statement at the bottom of the page from: “*Currently there is no air cargo service in Modoc.*” to read:

“Although there is no air cargo activity reported at any of the airports in Modoc County, airports may be used during an emergency response by supporting federal and State agencies to bring in water or medical supplies to the affected communities.”

Aviation, p. 56 – This section should consider the current state of ground access to the airports, as well as any future actions to improve ground access.

Safety & Security – Attached Modoc County Airports General Aviation System Needs Assessment (GASNA) lists the Alturas Municipal Airport as a State Priority Airport. It is near the crossroads of highways State Route 299 and US Highway 395, which strategically would benefit emergency operations and aviation support activities during incidents such as cataclysmic events: fire, floods, earthquakes, etc. If the County of Modoc was to consider one airport worthy of meeting the needs of emergency support functions, we recommend improvements to Alturas Municipal Airport to meet the minimum requirements depicted in the **GASNA Appendix IV**.

Capital Improvement Plan Update – The Division of Aeronautics is currently conducting the biennial Airport Capital Improvement Plan (CIP) update. It is necessary to list all projects that the airport sponsor plans to perform over the next 10-years, as no project can receive State funds unless listed in the most recent CIP. The CIP will be completed in 2015 and covers the planning horizon of 2016-2025. The Division of Aeronautics Program is a 3-year airport project list approved by the CTC. Two airports, Alturas Muni and Tulelake are listed in the 2013 CIP. In 2014-2015, Alturas Municipal Airport will have the Runway 13/31 rehabilitated with a federal Airport Improvement Fund grant (90% of the project cost: \$537,319) and State AIP Matching Grant (5% of the federal grant: \$26,666). During the same period, Tulelake Airport will conduct an airport master plan study with federal AIP and State AIP Matching funds (federal funds: \$177,840 & State funds: \$8,892).

Table 25: Alturas Municipal Airport Capital Improvement Projects – The City of Alturas is the airport sponsor, and lists an Airport Land Use Commission (ALUC) as a 2014 project. The State does provide funding for these types of projects, but only when funds are available. ALUCs prepare the Airport Land Use Compatibility Plan (ALUCP) and ensure that county and city plans (general, specific or other) are consistent with the ALUCP. ALUCs establish the policies on land uses around the airport, ensuring they are compatible with airport operations. In 1987, the County of Modoc signed a resolution to establish an Exempt

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status, which allows the County to not establish an Airport Land Use Commission. It appears that the City of Alturas and the County of Modoc appear to be in conflict. We feel that the two parties should reconsider their positions. For additional aeronautics and airport land use issues please refer to the following links:

<http://www.dot.ca.gov/hq/planning/aeronaut/documents/alucp/>

<http://www.dot.ca.gov/hq/planning/aeronaut/documents/alucp/AirportLandUsePlanningHandbook.pdf>

Non-motorized Transportation, p.59 – This section implies that there are many barriers to non-motorized transportation and that there are potential safety issues. This section could be used to expand on the issues and how MCTC’s strategy addresses them. Providing further detail on potential non-motorized barriers assists the agency and future projects with direction on how and what will be needed to improve the non-motorized system and travel in Modoc County.

Chapter 10 – Financial (p. 63) – It is recommend that a statement be considered to depict how airport sponsors are supported by airport sales, leases, landing fees, fuel sales, etc. to meet the local match of federal and State grant programs. The Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grants require a 10 percent local match, and the State AIP Matching grants only cover 5 percent of the federal grant, so the local match could as little as 6.5 percent of the total project cost. Please remove the 3rd statement at the bottom of the page, “Grants to privately-owned/publicly-used airports are also awarded by the State through its CIP.”

Funding shortfall, p.73 – The financial element should explore strategies to address identified funding shortfall.

Project Lists – Please consider including expected dates of completion in the project list. Without project dates, it is impossible to gauge the “year of expenditure” for cost purposes. Providing the project completion dates will also better establish project priorities for the life of the plan.

Comprehensive project list – In addition to the project lists provided, the RTP should include a funding table identifying which projects are fiscally constrained and which are not.

RTP Checklist - The completed RTP Checklist should be signed by the Executive Director or designated representative, showing the specific page numbers for all categories reflecting the appropriate RTP contents.

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Mrs. Debbie Pedersen
November 17, 2014
Page 5

We look forward to our continued coordination and partnership with the Modoc County Transportation Commission. Prior to adoption of the Modoc County 2014 Regional Transportation Plan, and Negative Declaration for the Modoc County 2014 Regional Transportation Plan, it's recommended that MCTC consider the items mentioned above and make the appropriate modifications.

If you have any questions on the comments provided please feel free to contact your Regional Planning Liaison Aaron Casas. (530) 225-4732 & Aaron.casas@dot.ca.gov

Sincerely,

A handwritten signature in blue ink that reads "Michelle Millette". The signature is written in a cursive, flowing style.

MICHELLE MILLETTE, Chief
Office of Community and Regional Planning
Caltrans District 2

Enclosures

- c: Niki Whitterspoon, Modoc County Public Works
- Dave Moore, Caltrans, D2 Planning and Local Assistance
- Scott White, Caltrans D2, System Planning
- Tyler Monson, Caltrans Office of Regional & Interagency Planning
- Kevin Ryan, Caltrans Division of Aeronautics
- Aaron Casas, Caltrans District 2 Regional Planning

Appendix F
GANSAs

District 2 - Enhancement Needs and Estimated Costs to Upgrade to Minimum Standards

District 2 - All Projects: Attribute Details		Longest Runway Attributes					New Pavement Overlay Cost for Existing Runway Length		Usable Runway Rehabilitation Cost Estimate		Weight Bearing Capacity (Single Wheel Safety Area) ⁵	
Primary Runway	Min. Std. Length ² (Feet)	Length (Feet)	Extension Cost Estimate	Width (Feet)	Widening Cost Estimate	Aphalt Pavement Condition (Good-G, Fair-F or Poor-P)	PCI ³	Year	Year	Year	Year	Year
PRIMARY COMMERCIAL SERVICE NON-HUB	1534	7,003		150		GOOD	>70	2006			98	S
REDDING MUNICIPAL	1533	5,500		75		GOOD	>70	2006			12.5	S
REGIONAL GENERAL AVIATION	1634	8,200	Indeclinable-Land	75		ASPH-P	49	2011	\$419,265	\$333,412	12.5	U
BENTON	1634	5,000	\$2,358,400	100		ASPH-G	97	2005			60	U
ROGERS FIELD	1129	7,750	\$2,045,175	75		ASPH-G	84	2011			15	U
SUSANVILLE MUNICIPAL	1331	5,600	\$506,688	75	\$1,031,800	FAIR	>70	2006	\$487,988	\$487,988	12.5	S
COMMUNITY GENERAL AVIATION	321	6,000	\$745,668	75		ASPH-G	100	2006			12	S
ALTURAS MUNICIPAL	1735	3,700	\$510,373	30	\$1,068,650	ASPH-G	74	2006	\$99,338	\$96,570	12.5	
BECKWORTH-NERVINO*	1735	3,700	\$442,200	60	\$409,035	ASPH-G	96	2011			12.5	
CEDARVILLE*	1432	5,000	\$1,017,060	60	\$552,730	ASPH-F	68	2011	\$374,220	\$299,635	12.5	
CORNING MUNICIPAL*	220	5,000	\$565,500	30	\$737,000	ASPH-F	48	2011	\$866,250	\$866,250	30	
DUNSMUIR-McNAMOTT	422	4,000	\$126,027	60	\$486,420	ASPH-F	68	2011	\$346,500	\$349,965	30	
FALL RIVER MILLS	1432	3,900	\$406,824	60	\$431,145	ASPH-G	91	2005	\$570,339	\$568,260	12.5	
HAPPY CAMP	1836	4,400	\$532,270	50	\$810,700	ASPH-G	78	2006	\$67,050	\$69,525	5	U
HAYFORK	1432	4,500	\$336,000	30	\$829,125	ASPH-F	65	2005	\$388,080	\$385,770	12.5	
HATFORD	1533	3,700	\$397,980	60		ASPH-G	83	2005			12.5	U
LONGNE POOLE FIELD-WEAVERVILLE	1533	3,700	\$397,980	100		ASPH-G	80	2011	\$255,780	\$255,780	30	S
QUINCY GANSSNER	1331	4,600	\$405,350	30	\$847,550	ASPH-F	66	2011	\$404,250	\$404,250	12	
RED BLUFF MUNICIPAL	1634	4,600	\$397,980	60	\$508,530	ASPH-G	86	2011			12.5	
RUTH	1735	4,600	\$397,980	60	\$508,530	ASPH-G	86	2011			12.5	
SCOTT VALLEY	422	5,400	\$625,271	35	\$1,591,920	ASPH-P	49	2005	\$240,610	\$240,610	12.5	S
SISKIYOU COUNTY	1432	4,400	\$436,673	30	\$810,700	ASPH-F	66	2011			10	S
SOUTHARD FIELD*	1129	5,400	\$591,162	44	\$1,233,738	ASPH-P	37	2005	\$1,159,950	\$1,054,500	12.5	
TRINITY CENTER/JAMES E. SWEET	1432	4,800	\$552,730	60	\$552,730	ASPH-P	46	2011	\$693,000	\$693,000	12.5	
TULE LAKE	1432	4,800	\$552,730	60	\$552,730	ASPH-P	46	2011	\$693,000	\$693,000	12.5	
WEED	1432	4,800	\$552,730	60	\$552,730	ASPH-P	46	2011	\$693,000	\$693,000	12.5	

Notes: 1) Airport enhancement needs and estimated costs to upgrade to Minimum Standard as defined in the General Aviation System Needs Assessment are listed in priority order from left to right.
2) Applying a slurry seal (est. cost range \$0.30 to \$0.40/sq. ft.) can add up to eight years of life to the runway, and ideally should be applied before the PCI is <70.

LEGEND: Priority 1: Airport (Grey Highlight); Priority 2: Airport (*): Non-NPIAS Facility (Bold Italic Text); All Runway Dimensions (In Feet); Minimum Standard Deficient (Red Text)
Pavement Condition Index (PCI) Reporting Years: 1995, 2005, 2006, 2011; Minimum Standard (Satisfactory Rating: Fair or >70); Deficient or <70 PCI (Red Text); Weight Bearing Capacity (U.S. Pounds)

*Runway Safety Area Minimum Standard (Satisfactory); Unsatisfactory (Red Text)
*Acronym and Term Definitions in Glossary

Appendix G