2024 Modoc
Regional Transportation Plan
Short and Long Range
20 Year Planning Horizon
Years 2024-2044

Prepared by: The Modoc County Transportation Commission

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List of Common Acronyms

Acronym		Agency/Organization/Definition
A-D	**BIA**	Bureau of Indian Affairs
	BIL/IIJJ	Bipartisan Infrastructure Bill/Infrastructure Investment and Jobs Act
	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
	FAST Act	Fixing America's Surface Transportation Act (2015)
	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 (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 (MAP-21) in the 21st Century (2012)
	MCTC	Modoc County Transportation Commission
	MOU	Memorandum of Understanding
	MPO	Metropolitan Planning Organization
	MTA	Modoc Transportation Agency
	MTC	Metropolitan Transportation Commission
	NAHC	Native American Heritage 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
	RRAA	Road Repair and Accountability Act
	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 (2005)
	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
	TEA-21	Transportation Equity Act for the 21st Century (1998)
	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) is a 20-year planning document developed by the Modoc County Transportation Commission (MCTC), which is the Regional Transportation Planning Agency (RTPA) for the Modoc region. 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 the region and is consistent with local plans (transit, housing, general, specific, etc.) and state and federal plans and programs.

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 goals, objectives, and policies and funding estimated to be available. 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.

Summary of Issues and Needs

There is not the demand for capacity increasing transportation projects in the region, due to sparse and low population densities. The regional roadway needs are local roadway rehabilitation due to deferred maintenance and lack of transportation funds in the early 2000s. The Road Repair and Accountability Act (RRAA) of 2017, also known as the "Gas Tax" and Senate Bill 1 (SB 1), is a California legislative bill that was passed in 2017 with the aim of repairing roads, improving traffic safety, and expanding public transit systems across the state. These two programs will help offset some of the deferred maintenance.

On average there are only about 2.12 persons per square mile, limited medical services are available, and there is no college or university. Traffic delays due to traffic congestion are typically nonexistent, which is typical for low population densities like Modoc County. Future infrastructure needs of the region include roadway rehabilitation, bridge rehabilitation and replacement, transit operations and maintenance funding, 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.

Transit capital funding reductions have created challenges in the ability to acquire replacement vehicles. The Road Repair and Accountability Act (RRAA) State of Good Repair program will offset some of the funding gap for Modoc Transportation Agency. Long distances between small communities that have no public transportation options or minimal service continue to compound the need to meet the specialized transit service systems.

RRAA Local Streets and Roads program will reduce some of the deferred maintenance needs for streets, roads, and highways in the Region. The Modoc County Road Department is projected to receive $4 million and the City of Alturas $40 thousand per year. The California Statewide Local Streets and Roads Needs Assessment should begin to reflect a reduction in the deteriorated roads, bridges, sidewalks, storm drains and traffic signs. 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.

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 rural 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, operating a demand response service in and around the City of Alturas and three intercity service routes to Klamath Falls, OR, Redding, CA and Reno, NV. Strong Family Health Center, Modoc Work Activity Center, Southern Cascades, Veteran's Services, Modoc County social service programs provide some transit services to specified populations. TEACH Senior Citizen Services, TEACH, and many Modoc County human resource programs primarily rely on Sage Stage for their client's transportation needs. The goal is to continue to provide public transit intercity and demand response services to city and county residents, and to coordinate with human resource agencies to enhance and promote efficient use of transit funding. Modoc Transportation Agency continues to support and utilize capital vehicle programs for the region to reduce Green House Gas emissions.

Chapter 5 –Rail Transportation and Goods Movement – trucks move most of the freight in and through Modoc County. The goal is to maintain an efficient goods movement industry with the least impact on the transportation system. Modoc County US 395/SR 139 continues to be unrecognized in the State's 2021 Interregional Transportation Strategic Plan which could limit funding to maintain these routes. 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. Sage Stage has reduced passenger fares for our Local Bus service and has seen an increase in ridership due to fare reductions. Services are near pre pandemic levels; challenges obtaining drivers continue to be a challenge. MTA is transitioning from diesel to gasoline buses.

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 wood burning stoves. Modoc will support other

counties' efforts to reduce GHG to the overall good. 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. The Global Warming Solutions Act of 2006 prompted the state to set aggressive goals to reduce Green House Gas (GHG) emissions responsible for Climate Change. Several bills have been passed to reduce GHG; ARB attributes 50 percent of GHG emissions to the transportation sector.

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. The RTP will support agencies' goals to reduce Green House Gas emissions and to support their Sustainable Community strategies.

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. New revenue sources have been estimated for the short-range period. The passage of RMRA - Local Streets and Road funding and the State of Good Repair for transit will provide funding for the next 10-year period. The bill was in response to the ongoing need to set aside a funding stream for transportation infrastructure.

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. Emphasizing multimodal improvements is the identified preferred alternative. Three funding scenarios are also considered – funding at the present level is recommended due to the current budget crisis and lack of other available sources of funds.

Chapter 12- Policy Element – 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.

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. In 2016, MCTC divided from the County of Modoc and is now a separate government agency.

As the population of California has increased significantly, the complexities and problems of transportation have increased significantly. Modoc experiences somewhat opposite the state's growth challenges with its own set of challenges. Modoc 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 experiences challenges with meeting mobility needs and maintenance costs of our existing networks. Short road construction seasons (90 to 120 days) often add costs to construction projects. There are not enough transportation funds to meet the needs of the region or the state. Meeting mobility needs will continue to be a challenge with the static funding forecasts.

Legal Requirements

State law requires each RTPA 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, classified as an Isolated Rural Attainment Area, and is therefore required to update the RTP each 5 years. The 2024 RTP will be revisited in 2029; the MCTC has the option to adopt or update the RTP. 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 specific function of the RTP includes:

1. Providing an assessment of the current modes to transportation and the potential of new travel options within the region;
2. Projecting/estimating the future needs for travel and goods movement;
3. Identification and documentation of specific actions necessary to address regional mobility and accessibility needs;
4. Identification of guidance of public policy decisions by local, regional, state, and federal officials regarding transportation expenditures and financing;
5. Identification of needed transportation improvements, in sufficient detail, to serve as a foundation for the (a) development of the Federal State Transportation Improvement Program (FSTIP), which includes the RTIP/STIP), (b) facilitation of the National Environmental Policy Act (NEPA)/404 integration process and (c) identification of project purpose and need;
6. Employing performance measures that demonstrate the effectiveness of the system of transportation improvement projects in meeting the intended goals;
7. Promotion of consistency between the California Transportation Plan, the RTP and other plans developed by cities, counties, districts, California Tribal Governments, and state and federal agencies;
8. Providing a forum for (1) participation and cooperation and (2) facilitation of partnerships that reconcile transportation issues which transcend regional boundaries; and
9. Involving community-based organizations as part of the public, Federal, State, and local agencies, California Tribal Governments, as well as local elected officials, early in the transportation planning process so as to include them in discussions and decisions on the social, economic, air quality and environmental issues related to transportation.

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.

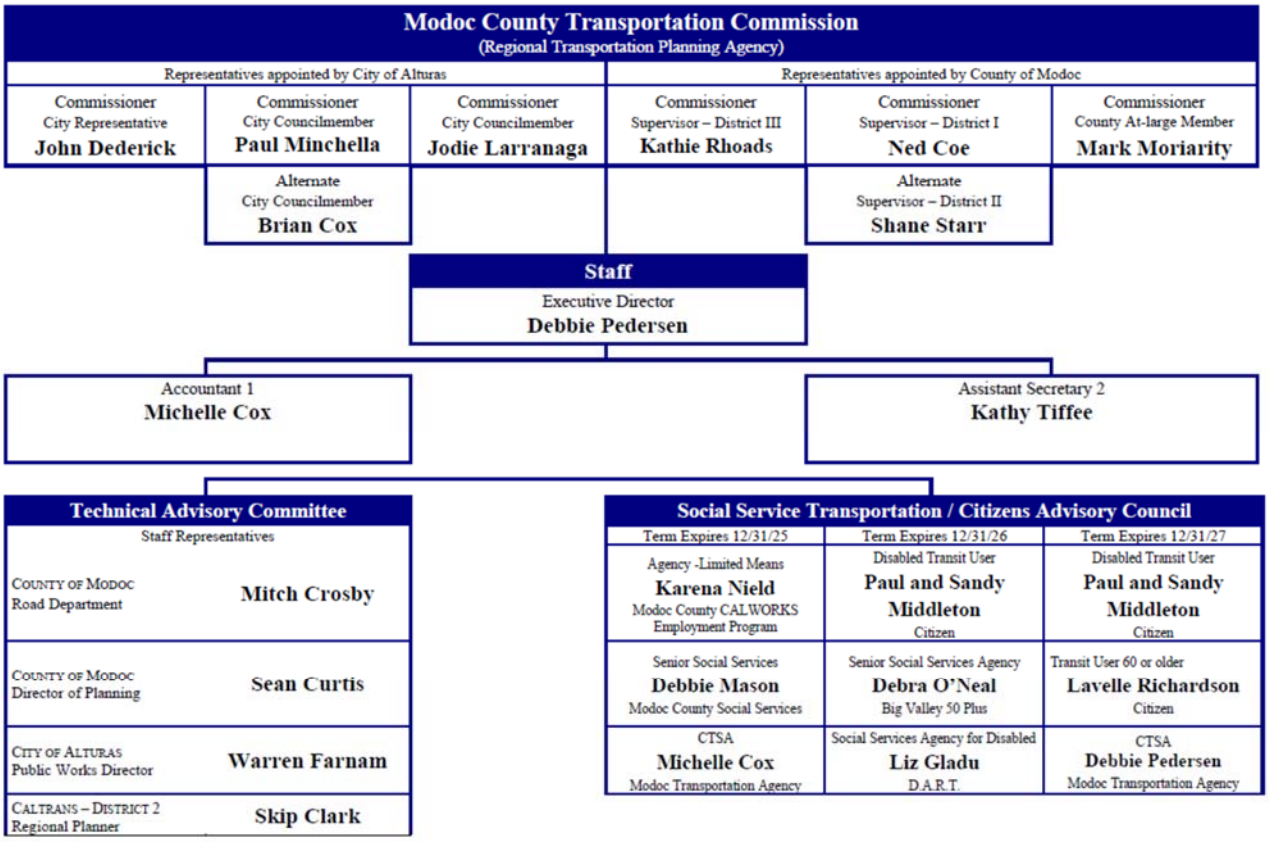
Steps undertaken during the regional planning process include:

1. Providing a long-term (20 year) visioning framework;
2. Monitoring existing conditions;
3. Forecasting future population and employment growth;
4. Assessing projected land uses in the region and identifying major growth corridors;
5. Identifying alternatives and needs and analyzing, through detailed planning studies, various transportation improvements;
6. Developing alternative capital and operating strategies for people and goods;
7. Estimating the impact of the transportation system on air quality within the region; and,
8. Developing a financial plan that covers operating costs, maintenance of the system, system preservation costs, and new capital investments.

RTP Guidelines goals:

1. Promote an integrated, statewide, multimodal, regional transportation planning process and effective transportation investments;
2. Set forth a uniform transportation planning framework throughout California by identifying federal and state requirements and statutes impacting the development of RTPs;
3. Promote a continuous, comprehensive, and cooperative transportation planning process that facilitates the rapid and efficient development and implementation of projects that maintain California's commitment to public health and environmental quality; and
4. Promote a planning process that considers the views of all stakeholders.

The planning and programming process are the result of state and federal legislation to ensure that processes are as open and transparent as possible; environmental considerations are addressed, and that funds are allocated in an equitable manner to address transportation needs. The MCTC organizational structure and advisory groups are as follows:



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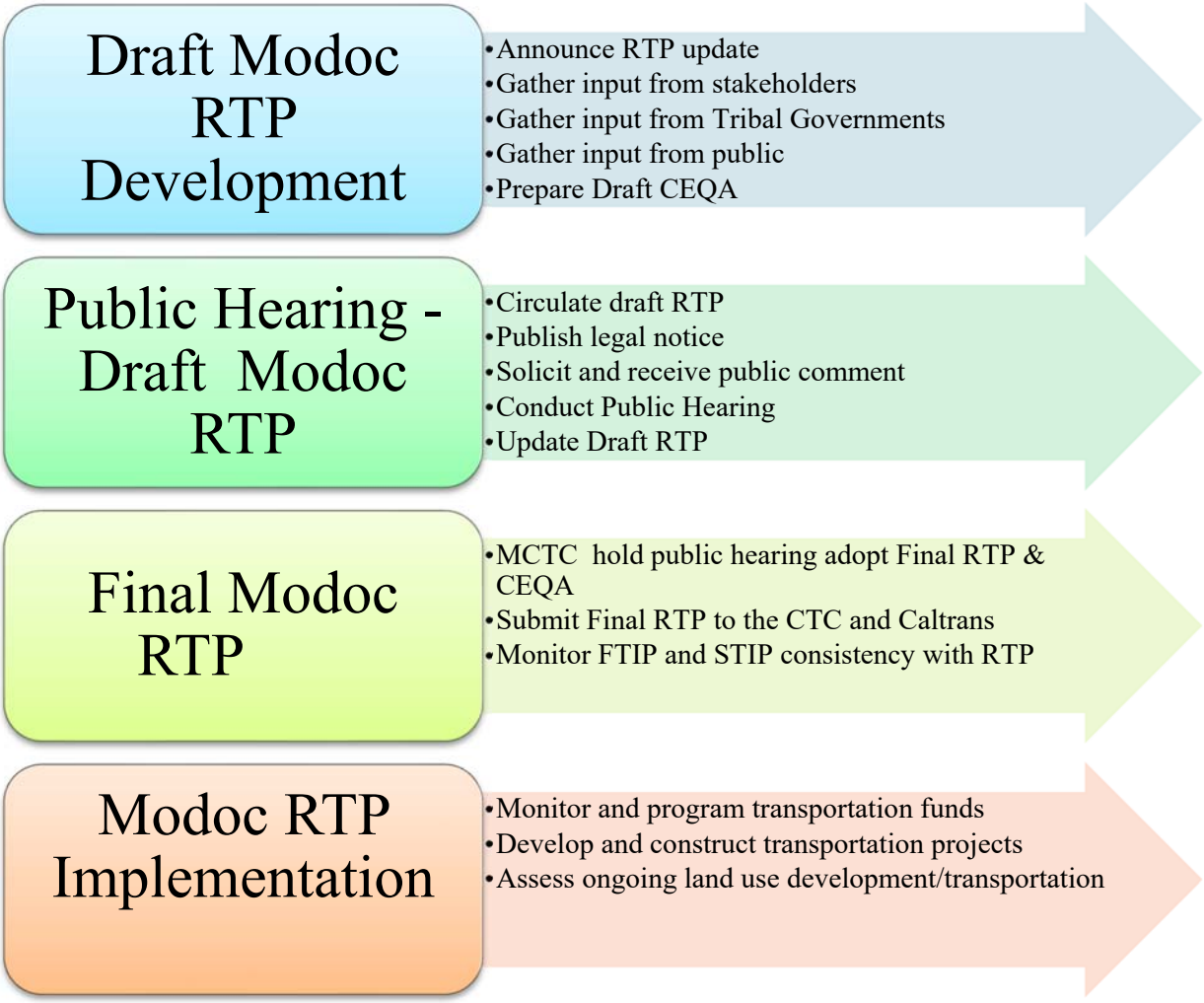
Public Participation



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 2024 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 the entities listed below were contacted, among others, 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 2024 RTPA Guidelines*, the following provides details of correspondence specific to agencies that responded.

Native American Consultation

The RTP meets 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 (NAHC) to obtain a current listing of federally recognized tribes within Modoc County and through initial contact with the Bureau of Indian Affairs (BIA) 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	Discussion items
Pit River Tribe	• Support Tribal efforts to collect accident data • Provide mutual support for transit funding grant applications. • Support the development of the Tribal Transportation Plan.
Cedarville Indian Rancheria	• Improve encroachment onto SR 299 at Patterson St in Cedarville (Caltrans) –unresolved from 2014 and 2019 RTP. • Future for housing and community development in Cedarville (27 acres adjacent to Rabbit Traxx). Long lead project.
Ft Bidwell Indian Community	• Donated ADA compliant van. • Coordinate with County for improvements to County Road 1 at Ft Bidwell Community encroachments.

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** indicated that they are not aware of any transportation conditions in Modoc County that impact Lassen County. They do not anticipate significant growth in population or commerce that would impact transportation demands in Modoc County.
- **Lassen Transit Service Agency** staff expressed appreciation for the coordination of services from Susanville to Reno. They expressed the importance of maintaining transit service along US 395 from Alturas to Reno and encourage MTA to set more bus stops within Lassen.
- **Plumas RTPA/Plumas Transit** – No impacts to Plumas County Roads based on transportation conditions in Modoc County are anticipated. Plumas County appreciates the coordination regarding our transit systems. The ability to connect to Modoc Sage Stage at the Hallelujah Junction has provided a connection to Reno and communities along the 395 corridor that did not exist. Coordinating transit opportunities will continue to be of value to our regions.
- **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 and Lake Counties in 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 Lakeview, Merrill, and Malin, Oregon, and Tulelake, California depend on interstate highways and local roads for farm to market commerce.
- **Reno Transportation Commission (RTC) Washoe County, Nevada** border Modoc County to the east. RTC indicated that transportation conditions do not have a significant impact on Washoe County roads and noted that the amount of freight that moves between Reno-Sparks and Alturas has the biggest impact on transportation between the two areas.

  If the passenger demand increases, more frequent or additional bus service could be useful. RTC stated that cooperation between Washoe County, RTC Washoe, and the neighboring counties and agencies in northeastern California is valuable as they adapt to the growth in Reno and Sparks.

- **Oregon Department of Transportation** indicated they have received requests for additional trip check cameras on the highways near the vicinity of the state border. They're targeting locations for wildlife crossings (and fencing). There could be opportunities to partner on these projects. Coordination has occurred with Oregon DOT, Point transit, and Basin Transit Services and the adjacent to the southern Oregon border. Transit gaps have been analyzed and agencies will pursue funding to coordinate services.

State and Federal Resource Agencies

In February 2024, 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. MCTC public participation and outreach is in Appendix D. 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.
- Public outreach for special projects, workshops, and design committee input.
- All studies conducted by the MCTC are either adopted or accepted following advertised public hearing notification and a public meeting.

Human Service Transportation Providers

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., and TEACH Senior Services
Modoc Medical Center/Clinic/Physical Therapy	Alturas Head Start
Modoc County Health Services	Big Valley 50 Plus
Southern Cascades	

Compliance with Title VI

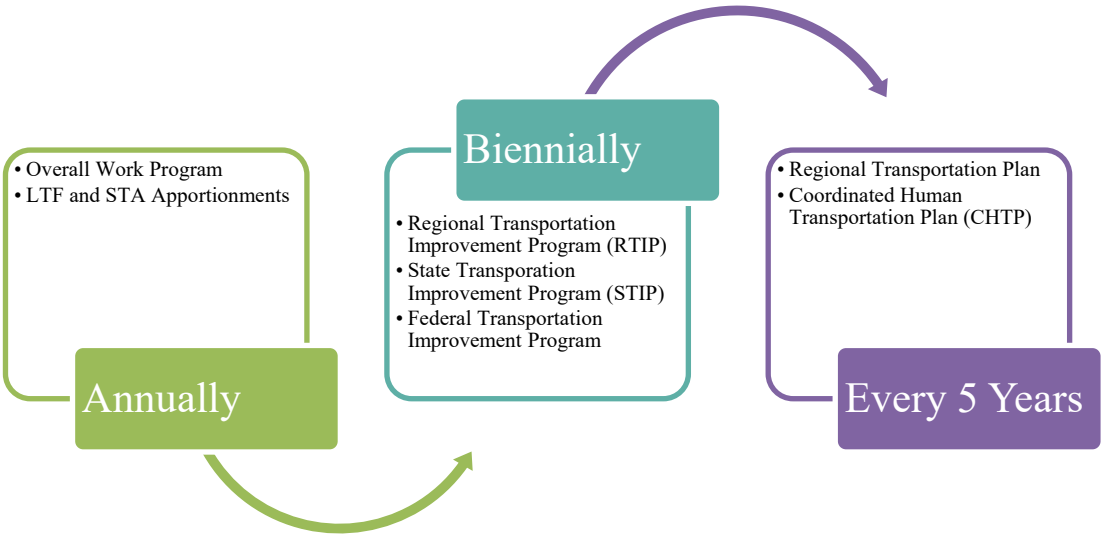
The MCTC reaches out to disadvantaged populations to ensure their participation as part of the transportation planning process, to meet Title VI and Public Participation Plan requirements and to better serve the community. The Commission conducts open or public meetings where transportation issues are 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.

The organizations representing minorities, elderly, and persons with limited means are contacted and interviewed. Plans, public outreach, meeting notices, and general information are all published in the local newspaper, posted at agencies that serve minority communities and on social media sites, 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 and on each agencies website.

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, we are utilizing translation applications to remove language and communication barriers.

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, 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).

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.

Updated Each 5 Years

Regional Transportation Plan – Long range, 20-year 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 Coordinated Human Transportation Plan was revised in 2020 (formerly the Public Transit Human Services Transportation Plan). The effort was headed by the Caltrans Division of Rail and Mass Transportation, through a State contract with University of the Pacific, and provided 12 rural counties updated plans. MCTC is joining with other rural counties in a combined effort to update the Coordinated Human Transportation Plan update which is being headed by the Caltrans Division of Rail and Mass Transportation.

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. The Rural Counties Task Force Performance Monitoring Indicators For Rural and Small Urban Transportation Planning provides guidance for applicable performance measures for Modoc; the Modoc Region does not have any traffic congestion, has a declining population, and is classified as an Attainment Air Quality basin.

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 *2024 RTP Guidelines* as follows:

- *Safety/Accidents*
- *Land Use Efficiency*
- *Vehicle Miles Traveled (Highways)*
- *Distressed Lane Miles*
- *Transit Operating Cost/Revenue mile*
- *Pavement Condition*

The following criteria can measure the performance of specific projects in rural areas:

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. Reduction in vehicle miles traveled.
6. Increase in bicycling and walking trips.

7. Pavement Condition Index; reduce distressed lane miles
8. Land use efficiency

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 and operating cost per revenue mile, 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 compliment 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 form 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 (2024-2034)
5. Long-Range is a 20-year planning horizon (2035-2044).

Required Documentation

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 PM_{10} Federal air quality standards. However, Modoc County is in nonattainment with the higher state PM_{10} standard. Air quality is not generally attributed to transportation conditions in Modoc County. 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).

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 2024 RTP* with a finding of no significant effect on the environment. The Negative Declaration was filed June 12. 2025. *The Notice of Determination was issued by Modoc County *****. To be updated when CEQA has been completed.*

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), the City Housing Element (2019-2024), the *Modoc County General Plan* (1988) and *Modoc County Housing Element* (2019-2024); the RTP is consistent with the circulation elements in both general plans. The Modoc 2024 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, located in the northeastern corner of California, covers 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 2020 Census reports 8,700 persons in Modoc County with about one-third (2,631) residing within the City of Alturas. The Census estimates the 2024 County population is 8,371, over a 4% decrease. The decrease is primarily due to deaths outnumbering births.

The California Department of Finance projections show a decrease in population per each 10 years through 2060 with about a 10% decrease, or -951 people, over the 50-year forecast. The 75 and older age group will see the most significant increase of 597 or 74% 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

	Population by Decade						Percentage Change by Decade					Total Change 2010-2060	
Age Group	2010	2020	2030	2040	2050	2060	2010-2020	2020-2030	2030-2040	2040-2050	2050-2060	#	%
0 to 17	2,113	1,799	1,774	1,777	1,619	1,598	-15%	-1%	0%	-9%	-1%	-515	-24%
18 to 64	5,656	5,082	4,816	4,719	4,874	4,786	-10%	-5%	-2%	3%	-2%	-870	-15%
65 to 74	1,113	1,462	1,210	973	820	950	31%	-17%	-20%	-16%	16%	-163	-15%
75 or more	806	1,198	1,746	1,786	1,575	1,403	49%	46%	2%	-12%	-11%	597	74%
Totals	**9,688**	**9,541**	**9,546**	**9,255**	**8,888**	**8,737**	**-2%**	**0%**	**-3%**	**-4%**	**-2%**	**-951**	**-10%**

Department of Finance Population Estimates and Forecasts by Age Groups

Proportionately, more elderly persons live in Modoc County than elsewhere in California. In 2020, almost 20% percent of the Modoc County population was age 65 years and older, while the comparable statewide portion was 6.5 percent. There were 2,763 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, there are 387 American Indians, 1,259 Hispanic or Latino, 66 Black, and 6,446 White.

Modoc's average population density in 2020 was estimated to equal 2.2 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	7,769	7,368	7,247	7,531	7,478	7,105	-9%
65-74	1,113	1,565	1,575	1,418	1,470	1,330	19.5%
75-84	578	864	1219	1027	864	772	33.6%
85 or more years	228	334	527	759	711	631	176.8%
Subtotal: Population 65+	1,919	2,763	3,321	3,204	3,045	2,733	42.4%
% older adults, Given County	19.8%	27.3%	31.4%	29.8%	28.9%	27.8%	40.2%

Source: State of California, Department of Finance, State and County Population Projections by Major Age Groups, January 2018

Table 3: 2020 Median Household Income

	Modoc County	California
Income	$54,962	$91,905
% poverty	13.7%	12.2%

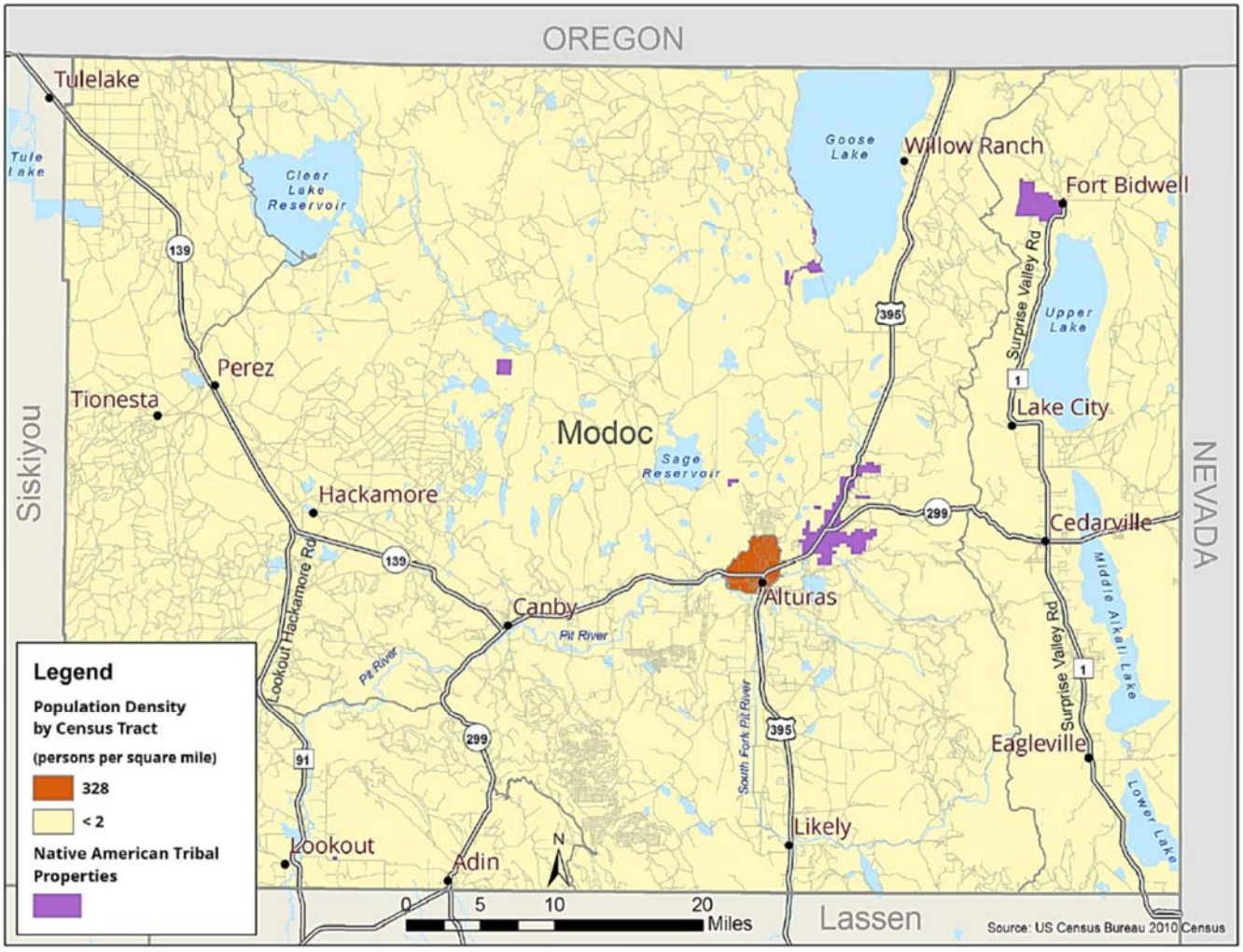
Table 4. County and State 2023 Population Estimate by Ethnicity/Race

Ethnicity	Modoc County	%	California	%
White*	6,409	75.3%	13,520,922	34.7%
Black*	85	1.0%	2,532,738	6.5%
American Indian*	468	5.5%	662,408	1.7%
Asian*	76	0.9%	6,351,326	16.3%
Native Hawaiian and other Pacific Islander*	23	1.4%	194,826	0.5%
Hispanic or Latino	1,319	15.5%	15,702,973	40.3%
Multi Race*	366	4.3%	1,675,503	4.3%
*Not Hispanic or Latino				
Totals	8,511	104%	38,965,193	104%

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 up to 4% annually based on the U.S. Census Bureau;
- Modoc's race composition differs dramatically from State trends, with percentage of White population almost double 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 2023, California Department of Motor Vehicles estimated 14,081 fee-paid registrations for vehicles in Modoc County.

Table 5 Regional Fee Paid Registrations ending 2023

Year	Auto	Truck	Trailers	Motorcycles	Total
2023	5,208	4,501	4,110	232	14,081

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.

Table 6 – Modoc Vehicle Fuel Types December 2024

Electric	Diesel	Ethanol	Fuel Cell	Gasoline	Hybrid	Total
4	1295	446	0	6298	71	8114

Commute Patterns

Regional commute patterns reflect the County's remoteness and isolation. In 2022, Modoc County had 286 workers commuting into the county and 532 commuting out. Of those who commute into Modoc County, the largest number come from Lassen County (92 or 3% of the workforce), seconded by Shasta County (54 or 2%). The top destination counties for Modoc out-commuting workers are Siskiyou County (223 or 8%) and Shasta County (68 or 2%).

Most Modoc 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 when compared to other regions, however employment opportunities are limited.

Economy

Housing

Table 7 Modoc County Housing Estimates January 2023

	POPULATION			HOUSING UNITS							
County / City	Total	Household	Group Quarters	Total	Single Detached	Single Attached	Two to Four	Five Plus	Mobile Homes	Occupied	Vacancy Rate
Modoc County											
Alturas	2,651	2,639	12	1,395	1,081	26	81	130	77	1,179	15.5%
Balance Of County	5,876	5,697	179	3,368	2,519	76	29	26	718	2,515	25.3%
Incorporated	2,651	2,639	12	1,395	1,081	26	81	130	77	1,179	15.5%
County Total	8,527	8,336	191	4,763	3,600	102	110	156	795	3,694	22.4%

The portion of vacant housing units in Modoc County, 22.4%, continues to exceed the statewide vacancy rate of 7.4%. Some of the vacancies reflect the overall housing surplus in the region; some are seasonal use units and are owner occupied a portion of the year. In terms of housing tenure, about 73.9% 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 Estimates 2022, mean income in Modoc County is $28,860, and the State of California is $45,591. Income figures are consistent with Modoc population, which reflects more elderly and retired persons.

In Modoc approximately 1,166 households, or 13.7%, are below the poverty level compared to 12.2% for all of California. Overall, the economy and economic development are very important regional issues.

Employment

In December 2023 the Modoc County labor force was 3,070, with an unemployment rate of 9.1%. Over the past 5 years unemployment rates range from 12% in the winter months to 6% in the summer months. Summer seasonal or part time employment opportunities (agriculture, government, etc.) likely attribute to the lower unemployment rates.

Of the total employed workers, the largest sector is government providing, with 1,193 employees. Agriculture (including forestry, fishing and hunting) workers totaled 431, while there were 306 employed in health care and education.

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 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, mini mart/fuel station, and one paved road about 0.5 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/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 3,335 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, housing about 150 people. The Tribe is planning to develop additional residential units in the future and 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 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.

Climate Change

Flooding, extreme heat events, and effects of those conditions could impact regional transportation modes. MCTC and MTA are participating members 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	982.872 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. The BLM plans to work with the Modoc County Road Department regarding West Valley and BLM mining pits. The BLM is planning to restore parts of the Surprise Valley Trail that was damaged by wildfire. They will be restricting off road vehicles on the table lands and other BLM roads; travel will be limited to travel ways and established routes.

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 feet. The wildlife drive encountered 10,559 vehicles in 2023. 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. The 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 MAP 21 and subsequent FAST ACT, 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 8: 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: 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 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 long range planning for the interregional transportation system. The vision and objectives in the 2021 ITSP are significantly different than the objectives of the 1998 ITSP. The 1998 ITSP objectives focused on connecting all urban, urbanizing, and high-growth areas to the trunk system at expressway or freeway standards; the objectives of the 2021 ITSP focus on improving the interregional movement of people and freight in a safe and sustainable manner that supports the economy.

The 2021 ITSP identifies 11 Strategic Interregional Corridors. These corridors typically carry high volumes of freight movement and significant recreational tourism. They are the most significant corridors in California. Within these corridors, the facilities most critical in supporting interregional transportation have been identified as Priority Interregional Facilities. These form a subset of the IRRS routes and major intercity passenger rail corridors.

With these significant shifts in the vision and objectives, there are no routes within Modoc County identified within the 2021 ITSP. In the 1998 ITSP portions of three state highways were classified as High Emphasis Routes (the full length of US395, SR 299 between Alturas and Canby, and SR 139 from Canby to the Oregon Border). This shift in strategies reduces potential funding sources that were marginally available from the 1998 ITSP.

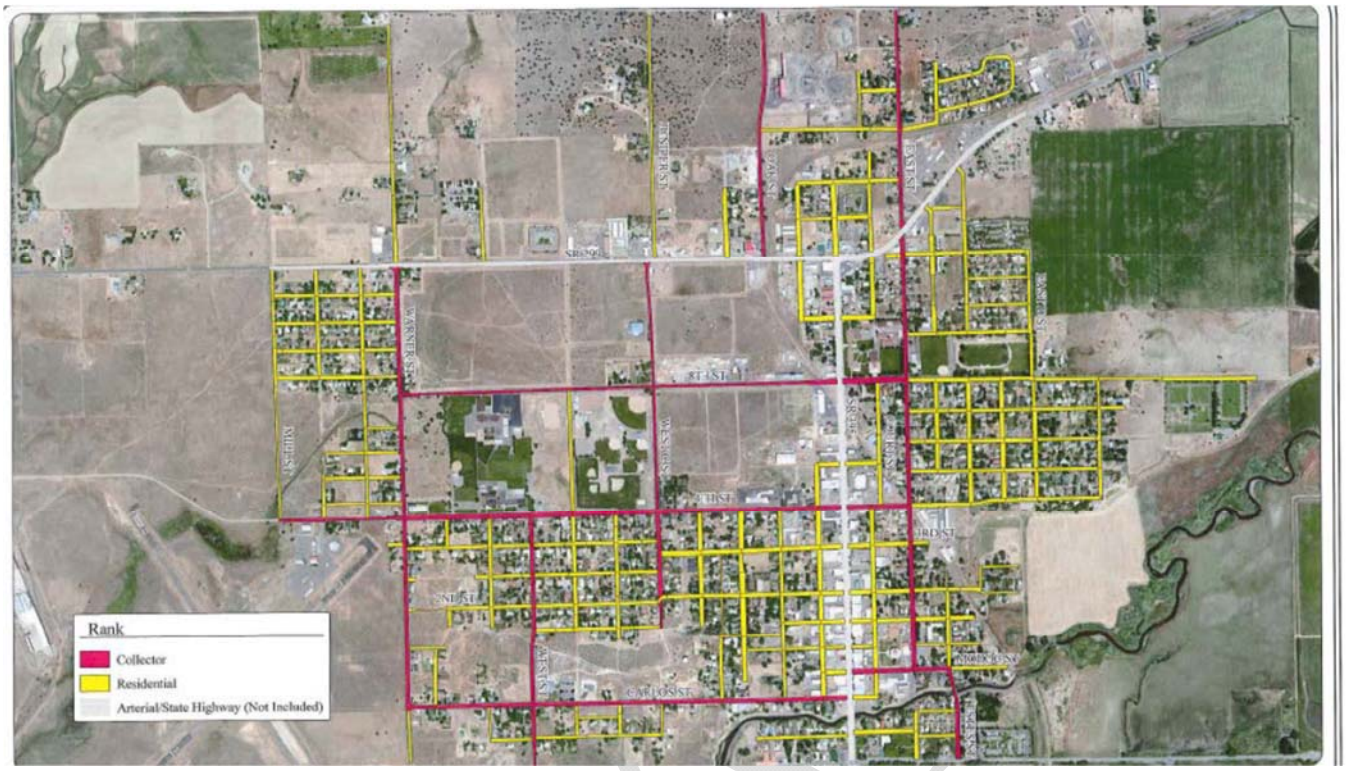
County Roads

The maintained mileage of County Roads totals 982.87 miles of two-lane local roads. About 50 percent are paved. The main County Roads and respective functional classifications are included in Appendix F.

City Streets

Maintained by the City of Alturas, the City Streets inventory totals 33.1 miles of two-lane paved roads, most with curb and gutter. Figure 2 depicts the City-maintained roadway system and its functional classifications.

FIGURE 2 – CITY MAINTAINED ROAD SYSTEM – FUNCTIONAL CLASSIFICATION



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 MAP 21, FAST Act, and the BIL/IIJJ 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 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 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 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 like 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 3: CITY OF ALTURAS PAVEMENT CONDITION

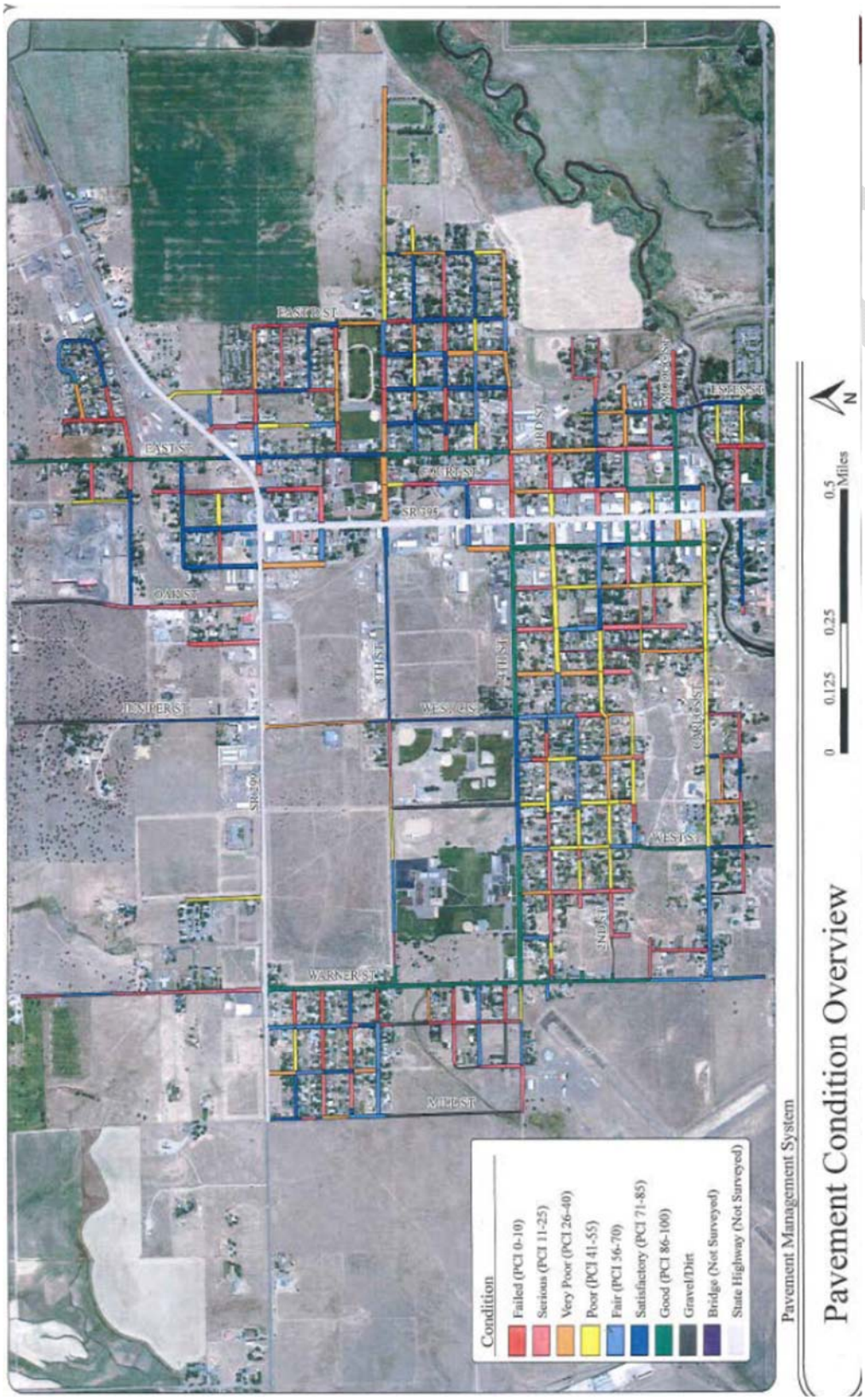


Table 9 City and County Recurring Revenues

City and County Recurring Revenues

Source	Short Range 24/25-27/28	28/29-31/32	32/33-35/36	36/37-39/40	40/41-43/44
City of Alturas					
Motor Vehicle In Lieu (VLF)	$ 546	$ 557	$ 568	$ 579	$ 591
Gas Taxes	$ 255	$ 260	$ 265	$ 271	$ 276
Main Street	$ 30	$ 30	$ 30	$ 30	$ 30
St. Hwy Sweeping[1]	$ 20	$ 20	$ 20	$ 20	$ 20
Senate Bill 1	$ 326	$ 397	$ -	$ -	$ -
Snow Removal[2]	$ 20	$ 20	$ 20	$ 20	$ 20
Subtotal	*$ 1,197*	*$ 1,284*	*$ 903*	*$ 920*	*$ 937*
County of Modoc					
Gas Taxes	$ 2,907	$ 2,994	$ 3,084	$ 3,176	$ 3,272
Forest Reserves (S1608/HR2384)	$ 600	$ 600	$ 600	$ 600	$ 600
RSTP	$ 296	$ 296	$ 296	$ 296	$ 296
State Match	$ 100	$ 100	$ 100	$ 100	$ 100
Senate Bill 1	$ 3,461		$ -	$ -	$ -
Subtotal	*$ 7,364*	*$ 3,990*	*$ 4,080*	*$ 4,172*	*$ 4,268*
Total	**$ 8,561**	**$ 5,274**	**$ 4,983**	**$ 5,092**	**$ 5,205**

Note 1: Reimbursement from Caltrans

Note 2: Reimbursement dependent upon snow accumulation

Senate Bill 1 RMRA funds - 10 year bill will expire 2027

Source: City of Alturas, County of Modoc Road Department, 2024

Table 10: County of Modoc Roadway Improvement Projects

No.	NEW FC	Specific Location	Proposed Project Description	Miles	Const Year	Total Cost (1,000s) 2024/25 Dollars	Total Cost (1,000s) Adjusted for Inflation[1]	Fund Source	Related Goals	Perform. Indicator	Project List/ Inventory[2]
CR 1	05	Lassen County Line to Cedarville	Road Rehabilitation	38.1	TBD	$ 19,284	$ 31,056	STIP	2,4,6	SP	I
CR 1	05	Lake City to end of pavement	Road Rehabilitation	25.8	2025	$ 19,284	$ 31,056	STIP	2,4,6	SP	P
CR 120	05	Lava Beds National Monument to CR111	Road Rehabilitation	1.6	TBD	$ 19,284	$ 31,056	STIP	2,4,9	SP	I
CR 272	05	Shasta Co Line to Rd. 8214	Road Rehabilitation	5.5	TBD	$ 19,284	$ 31,056	STIP	2,4,10	SP	I
CR 48	05	US395 to Oregon State Line	Road Rehabilitation	22.9	TBD	$ 19,284	$ 31,056	STIP	2,4,6	SP	I
CR 55	05	US395 to End AC	Road Rehabilitation	4.3	2030	$ 19,284	$ 31,056	STIP	2,4,6	SP	I
CR 108	05	CR111 to Drain 10 Road	Road Rehabilitation	1.5	TBD	TBD	TBD	STIP	2,4,6	SP	I
CR 111	05	SR 139 to Oregon State Line	Road Rehabilitation	5.9	2024	$ 19,284	$ 31,056	STIP	2,4,6	SP	I
CR 111	05	SR 139 to CR 120	Road Rehabilitation	5.8	TBD	$ 19,284	$ 31,056	STIP	2,4,6	SP	I
CR 114	05	SR 139 to Oregon State Line	Road Rehabilitation	11.1	TBD	$ 19,284	$ 31,056	STIP	2,4,6	SP	I
CR 54	05	SR299 to West St. Alturas	Road Rehabilitation	20.7	TBD	$ 19,284	$ 31,056	STIP	2,4,6	SP	I
CR 87	05	CR91 to Lookout-Hackamore Rd.	Road Rehabilitation	11.3	TBD	$ 19,284	$ 31,056	STIP	2,4,6	SP	I
CR 91	05	Lassen Co. Line to SR 139	Road Rehabilitation	27.3	2025	$ 19,284	$ 31,056	STIP	2,4,6	SP	I
			Total Estimated Cost			**$ 231,404**	**$ 372,667**				

Note 1: An annual grow th rate of 3.2% w as applied to construction costs to account for inflation. The rate is based on the grow th of the Engineering New s Record's Construction Cost Index for San Francisco from December 1995 to December 2006. Long-term projects w ith no construction date w ere 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 w ithin the next five years.

Source: County of Modoc Road Department, 2024

Table 11 Modoc County Special Funding Program Improvement Projects

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

NEW FC	Specific Location	Proposed Project Description	Miles	Priority[1]	Construct Year	Total Cost (1,000s) *2024/25 Dollars*	Total Cost (1,000s) Adjusted for Inflation	Fund Source	Related Goals	Perf Indic.r	Project List/ Inventory[3]
Forest Highway Projects											
07	CR 258 to Blue Lake CG	Rehabilitate	6.5	1	2026	$ 12,035	$ 15,032	FHLP	1,2,4,5,6	SP	I
06	Jess Valley Rd - US395 to Mill Creek Falls CG	Rehabilitate	14.1	2	2038	$ 12,035	$ 22,008	FHLP	1,2,4,5,6	SP	I
06	Parker Creek Road - CR 58 to Forest boundary	Rehabilitate	6.6	2	2034	$ 12,035	$ 19,381	FHLP	1,2,4,5,6	SP	I
			Forest Highway Projects Total			**$ 48,139**	**$ 73,490**				
Highway Safety Improvement Program (HSIP)											
-	Countywide - various locations	Remove obstacles (eg. relocate utility poles in R/W)	-	2	TBD	$ 886	$ 1,426	HSIP/Local	2,4	S	I
-	Countywide - various locations	Remove obstacles (gates)	-	2	TBD	$ 886	$ 1,426	HSIP/Local	2,4	S	I
			HSIP Projects Total			**$ 1,771**	**$ 2,852**				

Note 1: Priority Nos: 1= Short Term (FY2021-2026), 2= Mid Term (FY2027-2032), 3= Long Term (FY2033-2041).

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, 2024

Table 12 Modoc County Financially Unconstrained list

Facility No.	NEW FC	Specific Location	Proposed Project Description	Miles	Priority[1]	Construct Year	Total Cost (1,000s) *2024/25 Dollars*	Funding Source	Corresp. Goals	Perf. Indicator
CR 91	04	CR 85A to SR 139	Road Rehabilitation	16.10	1	2025	$7,213	STIP	1,2,5	SP
CR 91	04	Lassen County to CR 85	Road Rehabilitation	11.10	1	2025	$4,973	STIP	1,2,5	SP
CR 1	05	Cedarville to Ft. Bidwell	Road Rehabilitation	25.80	1	2025	$5,032	STIP	1,2,5	SP
CR 1	05	Ft. Bidwell to end AC	Road Rehabilitation	11.00	1	2025	$4,928	STIP	1,2,5	SP
CR 55	05	US395 to end AC	Road Rehabilitation	3.50	1	2030	$1,568	STIP	1,2,5	SP
CR 272	05	Lassen County to end AC	Road Rehabilitation	3.12	2	2030	$1,398	STIP	1,2,5	SP
CR 111	05	SR139 to Oregon border	Road Rehabilitation	5.90	1	2024	$2,643	STIP	1,2,5	SP
CR 111	05	SR139 to CR120	Road Rehabilitation	5.58	2	2032	$2,500	STIP	1,2,5	SP
CR 120	05	CR111 to end dike	Road Rehabilitation	1.59	2	2032	$712	STIP	1,2,5	SP
CR 108	05	CR111 to Drain 10 Road	Road Rehabilitation	1.52	2	2032	$681	STIP	1,2,5	SP
CR 87	05	Adin to Lookout	Road Rehabilitation	11.28	3	2033	$5,053	STIP	1,2,5	SP
CR 54	05	Canby to Alturas	Road Rehabilitation	20.67	3	2034	$9,260	STIP	1,2,5	SP
CR 48	05	US395 to end AC	Road Rehabilitation	5.76	3	2035	$2,580	STIP	1,2,5	SP
CR 114	05	CR101 to SR139	Road Rehabilitation	6.00	3	2035	$2,688	STIP	1,2,5	SP
CR 1	05	Cedarville to Eagleville	Road Rehabilitation	14.00	3	2036	$6,272	STIP	1,2,5	SP
CR 1	05	Eagleville to Lassen	Road Rehabilitation	11.00	3	2037	$4,928	STIP	1,2,5	SP
9	06	US 395 to end AC	Road Rehabilitation	4.584	TBD	TBD	$924	Local	1,2,5	SP
17	06	CR 1 to CR 18	Road Rehabilitation	3.50	TBD	TBD	$706	Local	1,2,5	SP
18	06	CR 1 to CR 17	Road Rehabilitation	1.06	TBD	TBD	$214	Local	1,2,5	SP
56	06	US 395 to end AC	Road Rehabilitation	13.42	TBD	TBD	$2,705	Local	1,2,5	SP
58	06	SR 299 to CR 56	Road Rehabilitation	7.02	TBD	TBD	$1,415	Local	1,2,5	SP
60	06	CR 54 to CR 189	Road Rehabilitation	16.50	TBD	TBD	$3,326	Local	1,2,5	SP
64	06	US 395 to CR 258	Road Rehabilitation	9.57	TBD	TBD	$1,929	Local	1,2,5	SP
71	06	CR 54 to end AC	Road Rehabilitation	18.43	TBD	TBD	$3,715	Local	1,2,5	SP
73	06	SR 299 to CR 74	Road Rehabilitation	2.14	TBD	TBD	$431	Local	1,2,5	SP
75	06	SR 299 to CR 54	Road Rehabilitation	5.20	TBD	TBD	$1,048	Local	1,2,5	SP
88	06	SR 299 to end AC	Road Rehabilitation	0.50	TBD	TBD	$101	Local	1,2,5	SP
			Sub Totals	**235.84**			**$78,946**			

Facility No.	NEW FC	Specific Location	Proposed Project Description	Miles	Priority[1]	Con Year	Total Cost (1,000s) *2024/25 Dollars*	Funding Source	Corresponding Goals	Perf Indic.
91 A	06	CR 91 to CR 93A	Road Rehabilitation	0.25	TBD	TBD	$50	Local	1,2,5	SP
93	06	CR 93A to CR 94	Road Rehabilitation	2.964	TBD	TBD	$598	Local	1,2,5	SP
93 A	06	CR 91A to CR 93	Road Rehabilitation	0.50	TBD	TBD	$101	Local	1,2,5	SP
94	06	CR 93 to end AC	Road Rehabilitation	2.00	TBD	TBD	$403	Local	1,2,5	SP
97	06	SR139 to Railroad	Road Rehabilitation	4.50	TBD	TBD	$907	Local	1,2,5	SP
101	06	CR 111 to CR 114	Road Rehabilitation	4.34	TBD	TBD	$875	Local	1,2,5	SP
104	06	CR 114 to Osborne Rd	Road Rehabilitation	7.65	TBD	TBD	$1,542	Local	1,2,5	SP
113	06	SR139 to CR 104	Road Rehabilitation	5.09	TBD	TBD	$1,026	Local	1,2,5	SP
121	06	SR 139 to CR 120	Road Rehabilitation	4.25	TBD	TBD	$857	Local	1,2,5	SP
189	06	US 395 to CR 60	Road Rehabilitation	2.10	TBD	TBD	$423	Local	1,2,5	SP
2	07	US 395 to end AC	Road Rehabilitation	1.15	TBD	TBD	$232	Local	1,2,5	SP
10	07	CR 1 to CR 1	Road Rehabilitation	0.52	TBD	TBD	$105	Local	1,2,5	SP
11	07	US 395 to end AC	Road Rehabilitation	0.80	TBD	TBD	$161	Local	1,2,5	SP
45	07	CR 2 to CR 43	Road Rehabilitation	0.36	TBD	TBD	$73	Local	1,2,5	SP
57	07	US 395 to end AC	Road Rehabilitation	4.58	TBD	TBD	$923	Local	1,2,5	SP
59	07	CR 115 to CR 57	Road Rehabilitation	1.99	TBD	TBD	$401	Local	1,2,5	SP
72	07	CR 71 to end AC	Road Rehabilitation	2.44	TBD	TBD	$492	Local	1,2,5	SP
76	07	CR 54 to CR 75	Road Rehabilitation	2.28	TBD	TBD	$459	Local	1,2,5	SP
78	07	CR 221 to CR 78D	Road Rehabilitation	0.77	TBD	TBD	$155	Local	1,2,5	SP
79	07	City limits to end AC	Road Rehabilitation	0.75	TBD	TBD	$151	Local	1,2,5	SP
81	07	US 395 to end AC	Road Rehabilitation	1.37	TBD	TBD	$276	Local	1,2,5	SP
83	07	SR 299 to SR139	Road Rehabilitation	0.89	TBD	TBD	$179	Local	1,2,5	SP
101	07	SR 139 to CR 111	Road Rehabilitation	0.85	TBD	TBD	$171	Local	1,2,5	SP
105	07	CR 111 to Drain 10	Road Rehabilitation	2.13	TBD	TBD	$429	Local	1,2,5	SP
108	07	CR 111 to end AC	Road Rehabilitation	4.10	TBD	TBD	$827	Local	1,2,5	SP
112	07	SR 139 to CR 108	Road Rehabilitation	7.04	TBD	TBD	$1,418	Local	1,2,5	SP
115	07	US 395 to CR 56	Road Rehabilitation	6.24	TBD	TBD	$1,258	Local	1,2,5	SP
117	07	CR 17 to CR 1	Road Rehabilitation	0.56	TBD	TBD	$113	Local	1,2,5	SP
119	07	All Paved	Road Rehabilitation	0.96	TBD	TBD	$194	Local	1,2,5	SP
			Sub Totals	**73.42**			**$14,801**			

Facility No.	NEW FC	Specific Location	Proposed Project Description	Miles	Priority[1]	CON Year	Total Cost (1,000s) *2024/25 Dollars*	Funding Source	Corresponding Goals	Perf Indic
189	07	CR 60 to US 395	Road Rehabilitation	0.90	TBD	TBD	$181	Local	1,2,5	SP
192	07	All Paved	Road Rehabilitation	0.79	TBD	TBD	$160	Local	1,2,5	SP
198	07	All Paved	Road Rehabilitation	1.11	TBD	TBD	$224	Local	1,2,5	SP
230	07	All Paved	Road Rehabilitation	0.94	TBD	TBD	$190	Local	1,2,5	SP
236	07	All Paved	Road Rehabilitation	1.05	TBD	TBD	$212	Local	1,2,5	SP
243	07	All Paved	Road Rehabilitation	0.59	TBD	TBD	$119	Local	1,2,5	SP
244	07	All Paved	Road Rehabilitation	0.33	TBD	TBD	$66	Local	1,2,5	SP
245	07	All Paved	Road Rehabilitation	0.72	TBD	TBD	$146	Local	1,2,5	SP
246	07	All Paved	Road Rehabilitation	0.97	TBD	TBD	$196	Local	1,2,5	SP
250	07	All Paved	Road Rehabilitation	0.63	TBD	TBD	$127	Local	1,2,5	SP
251	07	All Paved	Road Rehabilitation	0.27	TBD	TBD	$53	Local	1,2,5	SP
252	07	All Paved	Road Rehabilitation	0.28	TBD	TBD	$56	Local	1,2,5	SP
258	07	All Paved	Road Rehabilitation	6.57	TBD	TBD	$1,325	Local	1,2,5	SP
268	07	All Paved	Road Rehabilitation	1.80	TBD	TBD	$363	Local	1,2,5	SP
11a	07	All Paved	Road Rehabilitation	0.11	TBD	TBD	$23	Local	1,2,5	SP
247a	07	All Paved	Road Rehabilitation	1.22	TBD	TBD	$247	Local	1,2,5	SP
59b	07	All Paved	Road Rehabilitation	2.26	TBD	TBD	$456	Local	1,2,5	SP
78 abcd	07	All Paved	Road Rehabilitation	1.20	TBD	TBD	$242	Local	1,2,5	SP
Adin	07	All Paved	Road Rehabilitation	1.80	TBD	TBD	$363	Local	1,2,5	SP
Alturas	07	All Paved	Road Rehabilitation	0.30	TBD	TBD	$60	Local	1,2,5	SP
Cedarville	07	All Paved	Road Rehabilitation	5.19	TBD	TBD	$1,046	Local	1,2,5	SP
Ft Bidwell	07	All Paved	Road Rehabilitation	1.30	TBD	TBD	$262	Local	1,2,5	SP
Lake City	07	All Paved	Road Rehabilitation	1.62	TBD	TBD	$327	Local	1,2,5	SP
Lookout	07	All Paved	Road Rehabilitation	0.71	TBD	TBD	$142	Local	1,2,5	SP
Newell	07	All Paved	Road Rehabilitation	3.09	TBD	TBD	$623	Local	1,2,5	SP
New Pine Ck	07	All Paved	Road Rehabilitation	0.34	TBD	TBD	$69	Local	1,2,5	SP
			Sub Totals	**36.10**			**$7,278**			
various	05/06	All Above Major & Minor Collectors	Interim Chipseals (twice during 20 yr. period)	309.3	on going	TBD	$9,055	Local	1,2,5	SP
various	07	Local County Roads - Paved	Initial & Mid-Period Overlays and Two Chipseals	185.9	on going	TBD	$90,971	Local	1,2,5	SP
various	07	Local County Roads - Gravel	Initial 6" Aggregate and Mid-Period 3" Aggregate	489.5	on going	TBD	$65,789	Local	1,2,5	SP
				1330.0	**Total Estimated Cost**		$266,839			

Note 1: Priority Nos: 1= Short Term (FY2019-2024), 2= Mid Term (FY2025-2030), 3= Long Term (FY2031-2041).

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 unknown construction dates were adjusted to reflect 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 6-8 years.

Estimate Assumptions: All County Roads have two lanes. Major and Minor Collectors (05&06) estimates based on average cost per mile for County STIP projects, $400,000. 20-foot local roads cost estimated based on: overlay = $180,000 per mile, chipseal = $30,000 per mile, 3" layer aggregate = $30,000. Routine maintenance is not included.

Source: County of Modoc Road Department, 2019.

Table 13: Modoc County Future Bridge Projects

Facility No.	Bridge No.	Specific Location	Proposed Project Description	Priority[1]	Const Year	Total Cost (1,000s) 2024/25 Dollars	Total Cost (1,000s) Adjusted for Inflation[2]	Fund Source	Related Goals	Perf. Indicator	Project List/ Inventory[3]
CR 61	3C0038	Eastside Canal	Replace arch plate culvert	1	2028	$ 110	$ 183	Local	1,2,5	S / SP	P
CR 54	3C0016	No. Branch Pit River	Scour Counter Measures	1	2026	$ 280	$ 437	HBP	2,4,5	S / SP	I
CR 54	3C0017	Middle Branch Pit River	Scour Counter Measures	1	2026	$ 280	$ 437	HBP	2,4,5	S / SP	I
CR 54	3C0018	So. Branch Pit River	Scour Counter Measures	1	2026	$ 280	$ 437	HBP	2,4,5	S / SP	I
CR 1	3C0053	Bidwell Creek	Strengthen bridge	2	2029	$ 1,115	$ 1,913	HBP	1,2,5	S / SP	I
CR 75	3C0091	Pit River	Bridge Replacement	2	2030	$ 1,340	$ 2,374	HBP	1,2,5	S / SP	I
CR 1	3C0080	Owl Creek	New Bridge Rail	3	TBD	$ 55	$ 97	HBP	2,5	S / SP	I
CR 108	3C0119	D Canal	Bridge Replacement	3	TBD	$ 895	$ 1,585	Local	1,2,5	S / SP	I
CR 111	3C0064	J Canal	New Bridge Rail	3	TBD	$ 55	$ 97	HBP	2,5	S / SP	I
CR 111	3C0065	No 46 Drain	New Bridge Rail	3	TBD	$ 55	$ 97	HBP	2,5	S / SP	I
CR 111	3C0066	J14B Canal	New Bridge Rail	3	TBD	$ 55	$ 97	HBP	2,5	S / SP	I
CR 111	3C0067	45D Drain	New Bridge Rail	3	TBD	$ 55	$ 97	HBP	2,5	S / SP	I
CR 111	3C0068	J14A Canal	New Bridge Rail	3	TBD	$ 55	$ 97	HBP	2,5	S / SP	I
CR 17	--	Soldier Creek	Widen bridge & rails	3	TBD	$ 200	$ 354	Local	2,5	S / SP	I
CR 198	3C0075	Rush Creek	Bridge Replacement	3	TBD	$ 895	$ 1,585	HBP	1,2,5	S / SP	I
CR 215	3C0076	Howards Gulch	New Bridge Rail	3	TBD	$ 55	$ 97	HBP	2,5	S / SP	I
CR 215	3C0077	Howards Gulch	New Bridge Rail	3	TBD	$ 55	$ 97	HBP	2,5	S / SP	I
CR 224	3C0087	Bidwell Creek	Bridge Replacement	3	TBD	$ 895	$ 1,585	HBP	2,5	S / SP	I
CR 258	3C0116	So. Fork Pit River	New Bridge Rail	3	TBD	$ 55	$ 97	HBP	2,5	S / SP	I
CR 56	3C0111	Alturas Creek	New Bridge Rail	3	TBD	$ 55	$ 97	HBP	2,5	S / SP	I
CR 60	3C0039	Westside Canal	New Bridge Rail	3	TBD	$ 55	$ 97	HBP	2,5	S / SP	I
CR 64	3C0045	Pit River, South Fork	Strengthen Bridge	3	TBD	$ 1,675	$ 2,967	HBP	1,2,5	S / SP	I
CR 86	3C0118	Rush Creek	Bridge Replacement	3	TBD	$ 895	$ 1,585	HBP	1,2,5	S / SP	I
CR 87	3C0070	Pit River Slough	New Bridge Rail	3	TBD	$ 45	$ 80	HBP	2,5	S / SP	I
				Total Estimated Cost		**$ 9,510**	**$ 16,596**				

Table 14: City of Alturas STIP and SB 1 Candidate

	Street	From	To	Project Type	Cost in $1,000s
Short Range	Nagle	4th	8th	Rehab	1150
	West C	1st	12th (SR299)	Rehab	1150
	Court	4th	8th	Rehab	1150
	8th	Main	End (incl intersections)	Rehab	1150
	4th	Main	Josephine	Rehab	1150
	E 6th St	East	Josephine	Rehab	1150
	Carlos	West	Main	Preventative Maint	1150
	Warner	12th	Carlos	Preventative Maint	1150
Long Range	2nd St	Short	End (near Warner)	Rehab	1150
	3rd St	E of East	Warner	Rehab	1150
	W B St	4th	End	Rehab	1150
	W A St	4th	End	Rehab	1150
	Caldwell St	3rd	Carlos	Rehab	1150
	S East St/Water	CR 56	Main	Rehab	1150
				Total Estimated Cost	**16,100**

Table 15: City Unconstrained Street Improvement Projects

Street	Funct Classif.	From	To	Project type	Miles	Cost (1,000s)	RTP Goals
Archer	07	East A	East A	Rehab	0.34	$ 945	1, 2, 5
Bond	07	Warner	Smith	Rehab	0.17	$ 472	1, 2, 5
Bonner	07	4th	12th (SR 299)	Rehab	0.52	$ 1,469	1, 2, 5
Caldwell	07	Carlos	2nd	Rehab	0.21	$ 596	1, 2, 5
Carlos	07	Court	Main (US 395)	Rehab	0.05	$ 150	1, 2, 5
Carlos	05	Main (US 395)	Warner	Rehab	1.00	$ 2,800	1, 2, 5
Cedar	07	3rd	Kemble	Rehab	0.10	$ 275	1, 2, 5

Table 15 – City Unconstrained Street Projects- continued

Street	Funct Classif.	From	To	Project type	Miles	Cost (1,000s)	RTP Goals
Estes	05	Modoc	2nd	Rehab	0.21	$ 545	1, 2, 5
Forrest	07	So. East	Estes	Rehab	0.10	$ 266	1, 2, 5
Henderson	07	Main (US 395)	Poplar	Rehab	0.58	$ 1,528	1, 2, 5
Howard	07	Carlos	5th	Rehab	0.48	$ 1,277	1, 2, 5
Josephine	07	4th	8th	Rehab	0.25	$ 665	1, 2, 5
Juniper	07	12th (SR 299)	City Limit	Rehab	0.45	$ 595	1, 2, 5
Kemble	07	Warner	Smith	Rehab	0.26	$ 699	1, 2, 5
North Main	07	12th (SR 299)	14th	Rehab	0.14	$ 383	1, 2, 5
Maple	07	10th	14th	Rehab	0.26	$ 691	1, 2, 5
Mill	07	8th	12th (SR 299)	Rehab	0.21	$ 565	1, 2, 5
Modoc	05, 07	Howard	RR tracks	Rehab	0.28	$ 749	1, 2, 5
Nagle	07	Henderson	4th	Rehab	0.32	$ 846	1, 2, 5
North	07	RR tracks	West A	Rehab	0.44	$ 1,173	1, 2, 5
Oak St	07	12th (SR 299)	19th St	Rehab	0.45	$ 595	1,2,5
Park	07	West C	Poplar	Rehab	0.37	$ 966	1, 2, 5
Pine	07	12th (SR 299)	14th	Rehab	0.14	$ 383	1, 2, 5
Poplar	07	2nd	4th	Rehab	0.19	$ 499	1, 2, 5
Rine	07	Carlos	4th	Rehab	0.39	$ 1,032	1, 2, 5
Riverside	07	So. East	Estes	Rehab	0.10	$ 266	1, 2, 5
Short	07	East End	East B	Rehab	0.07	$ 191	1, 2, 5
Smith	07	4th	12th (SR 299)	Rehab	0.38	$ 1,014	1, 2, 5
Spruce	07	12th (SR 299)	14th	Rehab	0.14	$ 383	1, 2, 5
Thomason	07	12th (SR 299)	14th	Rehab	0.13	$ 342	1, 2, 5
Warner	05	12th (SR 299)	19th	Rehab	0.51	$ 1,359	1, 2, 5
Warner	05	Park	Carlos	Rehab	0.17	$ 449	1, 2, 5
West	05	CR54	4th	Rehab	0.50	$ 1,322	1,2,5
West A	07	South End	4th	Rehab	0.37	$ 969	1, 2, 5
West B	07	1st	4th	Rehab	0.25	$ 649	1, 2, 5
West C	05	South End	2nd	Rehab	0.19	$ 499	1, 2, 5
Western	07	West C	West	Rehab	0.27	$ 724	1, 2, 5
1st	07	RR tracks	Caldwell	Rehab	0.55	$ 1,456	1, 2, 5
2nd	07	East B	Poplar	Rehab	1.12	$ 2,960	1, 2, 5
3rd	07	RR tracks	Warner	Rehab	1.15	$ 3,029	1, 2, 5
4th	07	Josephine	East	Rehab	0.41	$ 1,078	1, 2, 5
5th	05	Josephine	Smith	Rehab	0.72	$ 1,902	1, 2, 5
6th	07	Josephine	Smith	Rehab	0.58	$ 1,544	1, 2, 5
7th	07	Josephine	East	Rehab	0.42	$ 1,099	1, 2, 5
8th	05	East End	Mill	Rehab	0.88	$ 2,331	1, 2, 5
9th	07	East D	Mill	Rehab	0.52	$ 1,365	1, 2, 5
10th	07	East D	Mill	Rehab	0.59	$ 1,552	1, 2, 5
11th	07	East D	Mill	Rehab	0.39	$ 1,028	1, 2, 5
12th	07	East D	Court	Rehab	0.33	$ 878	1, 2, 5
13th	07	East B	Maple	Rehab	0.21	$ 561	1, 2, 5
14th	07	East	Maple	Rehab	0.34	$ 911	1, 2, 5
16th	07	East A	Oak	Rehab	0.36	$ 944	1, 2, 5
17th	07	East	Court	Rehab	0.08	$ 216	1, 2, 5
			City Unconstrained Projects Total			**$ 60,578**	

Table 16: State SHOPP Projects

SHOPP Cycle	Route	back PM	ahead PM	Activity/ Category	Project Name	Location	CON Year	Total Cost$1,000s
2014	299	0.51	1.02	Bridge	Butte and Ash Creek Bridge Replacement	Near Adin, Butte Ck Brdg #03-001 and Ash Ck Brdg # 03-002	2019	$10,836.00
2014	299	23.34		Bridge	Caldwell Ck Bridge Replacement	Near Canby, at Caldwell Ck Brdg # 03-0028	2018	$3,320.00
2018	249	R2.5	30.5	Drainage	Modoc 139 Drainage	Canby and North of Canby	2022	$3,656.00
2014	299	24.5	33.5	Pavement	Caldwell Ck Rehab	Near Alturas, from 1.1 miles E of Caldwell Ck Bridge to 1.7 Miles W of CR 75	2018	$22,749.00
2016	299	51.9	52.5	Safety	East Cedar Pass Safet	In Modoc, Near Cedarville from 0.6 miles W of Cedar Pass Ski Tow Road to Cedar Pass Ski Tow Road	2018	$8,454.00
2022	395	9	27.5	Pavement	South Alturas Rehab	S Alturas CAPM; MOD PM 40.40 to 40.63 in Modoc near Alturas from .2 miles N of Lyneta Rd to .5 mile N of Parker Ck Rd	2025	$32,323.00
2022	299	56.7	58	Pavement	Cedarville ADA	Cedarville ADA and CAPM in and near Cedarville from 0.2 miles W of Patterson St to 0.6 miles E of Hays St.	2025	$22,122.00

Table 17: Tribal Transportation Improvement Projects

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

Note 1: Priority Nos: 1= Short Range (FY2020-2029), 2= Long Range (FY 2030-2039).

Source: U.S. Department of Interior, Bureau of Indian Affairs, Northern California Agency.

Historical AADT volumes on State Routes are shown in Table 18. In 2017, the highest AADT volume on State highways in Modoc County (5,200) was observed on US 395 (Main Street) at the junction of SR 299 West and US 395. These volumes indicate a mix of local and interregional traffic. 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 outer segments of SR 299 near the Nevada border have had larger decreases in traffic activity.

Table 18 State Peak Month Average Daily Traffic Volumes

RTE	POSTMILE	LEG	DESCRIPTION	VEHICLE AADT	TRUCK AADT	TRK_%
139	0.23	B	Adin South Jct 299	370	38	10.27
139	17.35	A	Lookout/Hackamore Rd (CR 91)	1350	411	30.44
139	44.505	B	Newell	1550	398	25.68
139	0	A	Modoc/Siskiyou County Line	2550	442	17.33
299	0	A	Modoc/Lassen County Line	960	161	16.77
299	0.332	B	Adin Jct Rte 139 South	920	119	12.93
299	0.332	A	Adin Jct Rte 139 South	1450	160	11.03
299	21.749	B	Jct Rte 139 North	750	160	21.33
299	21.749	A	Jct Rte 139 North	1800	411	22.83
299	40.276	B	Alturas, Junper Street	1400	490	35
299	40.276	A	Alturas, Junper Street	2700	392	14.52
299	40.63	B	Alturas, Jct Rte 395	4250	373	8.78
299	40.64	A	Alturas, Jct Rte 395	770	133	17.27
299	57.354	B	Lake City Road (CR 1)	920	105	11.41
299	57.354	A	Lake City Road (CR 1)	290	58	20
299	66.632	B	Nevada State Line	100	20	20
395	3.216	B	Likely, Jess Valley Road (CR 64)	980	243	24.8
395	3.216	A	Likely, Jess Valley Road (CR 64)	1100	306	27.82
395	20.975	B	Glenn Street	1200	336	28
395	20.975	A	Glenn Street	1750	301	17.2
395	22.07	A	Alturas, First Street	5200	303	5.83
395	22.764	B	Alturas, Jct Rte 299 West	5200	239	4.6
395	22.764	A	Alturas, Jct Rte 299 West	4700	151	3.21
395	23.04	B	Alturas Caltrans Maintenance Station	2950	162	5.49
395	28.285	B	JCT Rte 299 East	1500	204	13.6
395	28.285	A	JCT Rte 299 East	800	152	19

State projections for Estimated Future Annual Average Daily Traffic is included in Table 19 below. Based on low population and low growth estimates, the region is not anticipating any significant changes in the ADT through 2030.

Table 19: State Highway Estimated Future Annual Average Daily Traffic (2010-2030)

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

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

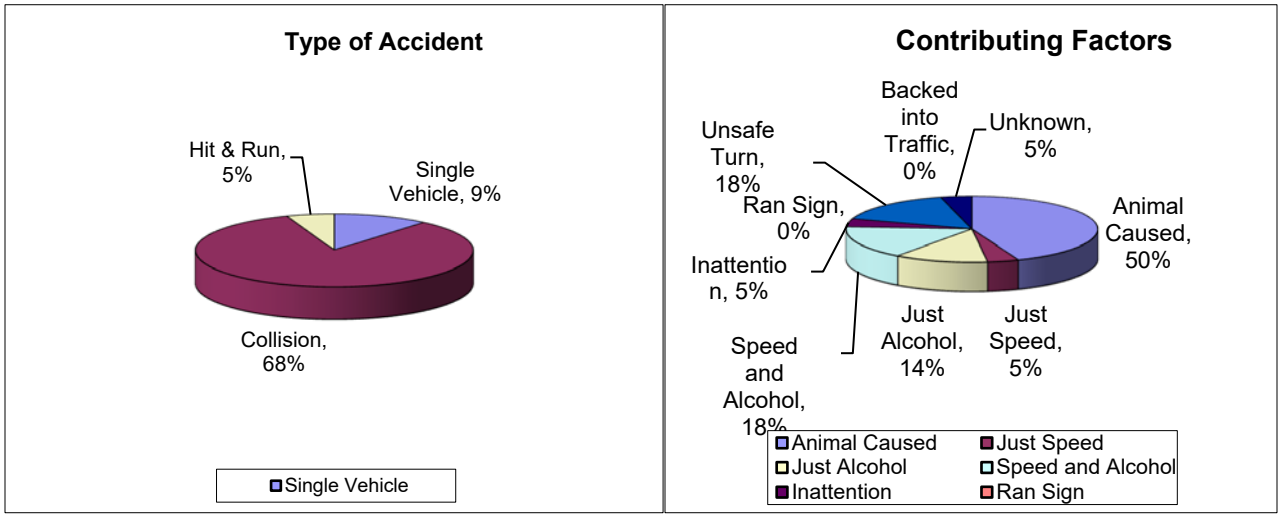
Level of Service (LOS) is used to rate roadway traffic flow characteristics. LOS is an indicator of roadway performance, and is a measure used to determine when roadway capacity needs to be improved. LOS for rural 2-lane highways is determined largely by roadway geometry factors, such as grades, vertical 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 for 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. All systems are functioning at A or B and LOS will be monitored.

Traffic Accidents

According to California Highway Patrol (CHP), annual County Road accidents have decreased over 50% from 30 total accidents in 2016, to 13 total accidents in 2017. In 2018 there were 22 total accidents, up slightly from 2017. The charts below categorize 2018 total accidents by type and contributing factors. The Modoc County Road Department completed a Local Road Safety Plan which provides opportunities for funding sources.

FIGURE 4 - 2018 COUNTY ROAD ACCIDENTS TYPE OF ACCIDENT & CONTRIBUTING FACTORS



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 follows 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; it is important to integrate different agency ITS systems.

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 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 and BIB/IIJJ 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 20. 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 2018, one County bridge was designated structurally deficient. The Modoc County Road Department has historically utilized Federal funding sources to maintain and replace bridges attributing to the low deficient and obsolete bridges.

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 20 – Region Bridge Inventory

Bridge Name	Facility Carried	Location Description	Year Built
Cloverswale Creek	SR299	02-MOD-299-27.43	1991
Westside Canal	CR 60	3.6 MI W OF CR 189	1985
Westside Canal	Jones Ln -CR 61	0.7 MI W OF SR 395	2013
Pit River Overflow	IRR CR 90	0.3 MI E of CR 91	2001
45 D Drain	CR 111	1.15 Mi N OF SR 139	1954
Parker Creek	US 395	02-MOD-395-26.71	1954
Pit River	SR 299	02-MOD-299-17.95	1962
Willow Creek	CR 133C	0.1 Mi S OF CR 9	1987
North Fork Pit River	US 395	02-MOD-395-21.88-ALT	1971
Halls Creek	CR 90	1.0 Mi E C.R. 91	1995
North Fork Ash Creek	SR 299	02-MOD-299-3.38	2012
Rock Creek	SR 299	02-MOD-299-37.16	1937
J 14 B Canal	CR 111	1.1 Mo N SR 139	1954
Howards Gulch	SR 139	02-MOD-139-R2.23	1966
Ash Cteek	SR 299	02-MOD-299-1.02	2020
Dry Creek	SR 299	02-MOD-299-0.93-Adin	1929
South Fork Pit River	US 395	02-MOD-395-R19.64	1971
South Fork Pit River	CR 64	3.5 MI US 395	1972
Rush Creek	CR 198	0.25 MI S/O SR 299	1923
North Fork Pit River	US 395	02-MOD-395-26.23	1982
Eastside Canal	CR 60	2.1 Mi W of CR 189	2004
Pine Creek	CR 45	0.2 MI S Of Stateline RD	2016
Pit River	CR 85	APPROX 8 Mi of CR 91	2006
Canyon Creek	CR 54	9.1 Mi S/E of SR 299	1958

Pit River	CR 91	0.3 Mi NW of CR 87	1975
North Fork Pit River	CR 54	0.4 Mi S of Carlos St	1958
Alturas Creek	CR 56	0.50 Mi E of US 395	1938
South Branch Pit River	CR 54	0.6 Mi S of SR 299	1958
No 46 Drain	IRR CR 111	0.6 Mi S of SR 139	1954
Howards Gulch	CR 215	2.15 Mi N of SR 299	1931
Pit River Overflow	IRR CR 91	1.2 Mi S CR 87	1975
Canyon Creek	CR 71	5 Mi SW CR 54	1986
Middle Branch Pit River	CR 54	0.4 Mi S of SR 299	1958
J 14 A Canal	CR 111	2.6 Mi N of SR 139	1954
Caldwell Creek	SR 299	02-MOD-299-23.34	2019
South Fork Pit River	US 395	02-MOD-395-R16.52	1971
South Fork Pit River	US 395	02-MOD-395-3.73	1947
Middle Canal	CR 61	0.6 Mi W of 395	2013
J Canal	CR 111	2.6 Mi S of 139	1954
Pit River Slough	IRR CR 87	0.2 Mi NE CR 91	1955
J Canal	CR 112	South of State Line Road	1940
Rattlesnake Creek	SR 299	02-MOD-299-37.80	1980
Rush Creek	SR 299	02-MOD-299-6.32	1964
Owl Creek	CR 1	11.0 Mi S SR 299	1943
Joseph Creek	US 395	02-MOD-395-34.08	1951
Stones Canyon	CR 63	1.7 Mi W of US 395	1976
Pit River	IRR CR 90	Modoc County	2001
Juniper OH	US 395	02-MOD-395-R15.06	1971
North Fork Pit River	Estes St	0.1 Mi N CR 56	1971
Canyon Creek Overflow	CR 64	10.8 SW of Carlos St.	1958
Butte Creek	SR 299	02-MOD-299-0.51	2020
Rush Creek	SR 299	02-MOD-299-8.07	1964
Perez OH	SR 139	02-MOD-139-30.63	1954
North Branch Pit River	CR 54	0.3 Mi S of SR 299	1958
Alturas OH	US 395	02-MOD-395-R20.77	1971
West Branch Cloverswale Creek	SR 299	02-MOD-299-27.35	1920
Flournoy Equipment UC	US 395	02-MOD-395-R1.93	1965

Howards Gulch	CR 215	4.2 Mi N of SR 299	1931
Parker Creek	IRR CR 58	0.3 Mi N of Parker Ck Rd	1968
Willow Creek	US 395	02-MOD-395-54.46	1949
PIT RIVER	CR 75	0.3 Mi S of SR 299	1919
Mamath Slough	IRR CR 87	0.5 Mi NE CR 91	1955
South Fork Pit River	CR 54	0.6 Mi S of Carlos St	1958
Pit River	CO RD 69	2.7 Mi S SR 299	2002
Ash Cteek	CR 87A	1.3 Mi N of SR 299	1950
South Fork Pit River	CR 64	0.06 Mi S Jess Valley Rd	1957
Pit River Slough	CR 70	.5 Mi N Centerville Rd	1996
Pit River Slough	IRR CR 87	0.8 Mi NE CR 91	1955
Rush Creek	CR 86	E of SR 299	2019
Toms Creek	US 395	02-MOD-395-32.62	1951
Pit River	CR 70	.8 Mi N Centerville Rd	1997
Bidwell Creek	CR 1	Fort Bidwell	1934
Dutch Flat Creek	SR 299	02-MOD-299-2.45	1936
Roberts Slough	IRR Adin CR 87	1.0 Mi NE CR 91	1955
Toms Creek	CR 54	3.2 Mi SE SR 299	1958
Pit River Slough	IRR 87	0.1 Mi N CR 91	1955
Roberts Slough	IRR CR 87	0.9 Mi NE CR 91	1955

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.

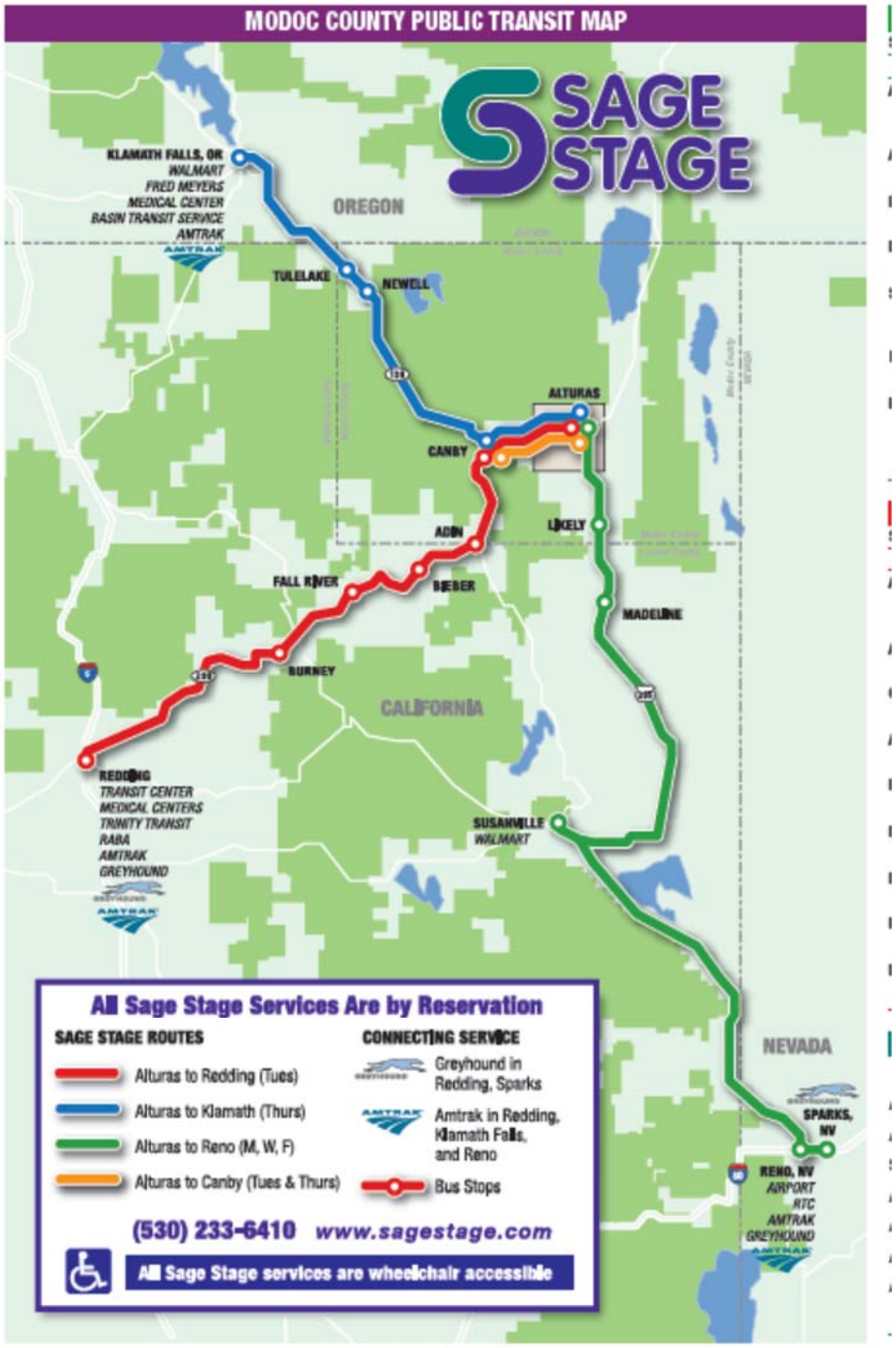
Demand Response - Local Bus Service

The MTA provides general public demand response service weekdays between 7:45 AM and 5:15 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 $1 to $3, depending upon distance. At the end of Fiscal Year 2022/23 Sage Stage provided 10,444 local rides through this service. During the COVID pandemic passenger services were suspended and Sage Stage delivered groceries and prescriptions to residents living within a 10-mile radius of Alturas. MTA has experienced a relatively short recovery period for passenger trips.

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 and Klamath Falls, Oregon once weekly. In 2023, MTA and Plumas Transit coordinated to transfer Plumas County passengers, at Hallelujah Junction; Sage Stage boards the passengers for Reno, NV drop-offs. Sage Stage also coordinates with Plumas for transfers on the return trip from Reno. 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 2023, Sage Stage provided 429 passenger trips on the Klamath Falls service, 158 passenger trips on the Redding service, and 1,423 passenger trips on the Reno service.

FIGURE 5 - SAGE STAGE BUS ROUTES



The existing Sage Stage fleet consists of six 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. We have completed all the service enhancements and have successfully applied for a Sustainable Planning Grant to complete the 2024 Modoc Short Range Transit Plan. It is projected to be completed by April 2025.

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

Table 21: Sage Stage Operating Expenses

Performance Measure	System-Wide FY 2021/22	FY 2022/23	FY 2023/24
Operating Cost (Actual $)			
TDA fiscal audit	$508,743	$496,719	$583,246
National Transit Database	$508,744	$496,517	$578,699
State Controller Report	$508,743	$496,719	$583,246
Fare Revenue (Actual $)			
TDA fiscal audit	$33,905	$45,903	$52,619
Monthly Performance Reports	$33,866	$45,903	$52,619
National Transit Database	$33,866	$45,904	$52,618
State Controller Report	$33,905	$45,903	$52,619
Vehicle Service Hours (VSH)			
Monthly Performance Reports	6,053	6,045	5,955
National Transit Database	6,065	6,847	6,785
State Controller Report	6,055	6,018	5,954
Vehicle Service Miles (VSM)			
Monthly Performance Reports	104,010	106,401	110,044
National Transit Database	104,010	110,345	109,468
State Controller Report	104,010	106,401	110,044
Passengers			
Monthly Performance Reports	8,811	10,721	12,603
National Transit Database	8,811	10,721	12,603
State Controller Report	8,811	10,721	12,603
Full-Time Equivalent Employees			
State Controller Report	3	3	6

From: 2024 Performance Audit

Based on the 2024 Performance Audit, services continue to recover from the COVID pandemic. We continue to experience difficulty recruiting drivers and 2/3 of our fleet has exceeded useful life in both years and miles.

Table 22 MTA Sage Stage Revenue/Programs

Modoc Transportation Agency - Sage Stage Transit/ Public Transportation

All figures in inflation adjusted dollars (1,000)

Program / Fiscal Year Period	Projected 24/25-28/29	29/30--33/34	34/35-38/39	39/40-43/44	Total
Operating Funding					
TDA					
STA	$408	$416	$424	$433	$1,682
RMRA SGR	$100	$100	$100	$100	$400
LTF and SB 125	$520	$530	$541	$552	$2,143
FTA					$0
5311	$320	$320	$320	$320	$1,280
5311(f)	$580	$580	$580	$580	$2,320
Total Operating Funding	$1,928	$1,947	$1,965	$1,985	**$7,825**
Capital Funding					
FTA					
5311	$80	$80	$80	$80	$80
5311(f)	$0	$0	$0	$0	$0
5339	$323		$370		$693
Local - LTF	$350	$350	$75	$75	$850
Total Capital Funding	$753	$430	$525	$155	**$1,863**

LTF Revenues: An annual growth rate of 2% was applied to the average of historical allocations.

STA Revenues: Assumes continued funding level

FTA: Operating revenue based on MCTC estimates. Flat growth is assumed over the planning period. Capital revenue based on historical allocations.

Source: MTA, 2024

The Public Transit Human Services Transportation Plan was updated in 2020; this RTP is consistent with the 2020 plan. Coordinated Plan, Title VI plan, and Transit Asset Management Plans are updated on regular schedules.

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

Rail transportation has declined in Modoc primarily due to the cost of 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 nor is it anticipated in the long-term future. During the past 20 years, environmental limits on timber harvesting hastened economic decline and significantly reduced railroad traffic in Modoc County.

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. They were awarded a Short-Line Railroad Improvement Program grant to improve the line through the Pit River Canyon; a location that has had several derailments.

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 Alturas' "Main" street and could cause safety issues for trucks, intermittent availability of energy sources to power Intelligent Transportation (IT) system equipment to direct/assist truck movements, and deteriorated roadway conditions. 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 23 shows the percent of truck traffic on each segment of state highway.

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.

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.

Table 23: Modoc Truck Traffic Volumes on State Highways

RTE	POSTMILE	LEG	DESCRIPTION	VEHICLE AADT	TRUCK AADT	TRK_%
139	0.23	B	Adin South Jct 299	370	38	10.27
139	17.35	A	Lookout/Hackamore Rd (CR 91)	1350	411	30.44
139	44.505	B	Newell	1550	398	25.68
139	0	A	Modoc/Siskiyou County Line	2550	442	17.33
299	0	A	Modoc/Lassen County Line	960	161	16.77
299	0.332	B	Adin Jct Rte 139 South	920	119	12.93
299	0.332	A	Adin Jct Rte 139 South	1450	160	11.03
299	21.749	B	Jct Rte 139 North	750	160	21.33
299	21.749	A	Jct Rte 139 North	1800	411	22.83
299	40.276	B	Alturas, Junper Street	1400	490	35
299	40.276	A	Alturas, Junper Street	2700	392	14.52
299	40.63	B	Alturas, Jct Rte 395	4250	373	8.78
299	40.64	A	Alturas, Jct Rte 395	770	133	17.27
299	57.354	B	Lake City Road (CR 1)	920	105	11.41
299	57.354	A	Lake City Road (CR 1)	290	58	20
299	66.632	B	Nevada State Line	100	20	20
395	3.216	B	Likely, Jess Valley Road (CR 64)	980	243	24.8
395	3.216	A	Likely, Jess Valley Road (CR 64)	1100	306	27.82
395	20.975	B	Glenn Street	1200	336	28
395	20.975	A	Glenn Street	1750	301	17.2
395	22.07	A	Alturas, First Street	5200	303	5.83
395	22.764	B	Alturas, Jct Rte 299 West	5200	239	4.6
395	22.764	A	Alturas, Jct Rte 299 West	4700	151	3.21
395	23.04	B	Alturas Caltrans Maintenance Station	2950	162	5.49
395	28.285	B	JCT Rte 299 East	1500	204	13.6
395	28.285	A	JCT Rte 299 East	800	152	19

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. Maintaining and improving aviation facilities is critical for the safety, security, and well-being of residents and visitors of Modoc County.

There is a total of six airports distributed around Modoc County as shown in Table 24 below.

Table 24: 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 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. 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 25: Modoc County Airport Capital Improvement Projects

Proposed Project Description	Priority[1]	Con Year	Total Cost (1000s) 2019/20 Dollars	Fund Source	Corresp. Goals	Performance Indicator	Project List/ Inventory[4]
Adin Airport (non-NPIAS)							
Runway (RW) and Taxiway (TW) overlay	1	TBD	$ 392	State	1,2,3	SP, M/A	P
Striping RW and TW	1	2013	$ 11	State	3	SP, M/A	P
Cedarville Municipal Airport (NPAIS)			-				
Reconstruct Access Road (30'x250')	1	TBD	$ 92	FAA	3,4	SP, M/A	P
Reseal Joints in Pavement	1	2012	$ 133	FAA	3,4	SP	P
Slurry Seal RW and TW	1	2013	$ 259	FAA	2,3	SP, M/A	P
Construct Grated Drains at Taxiway and Runway Intersection	1	2012	$ 74	FAA	3,4	SP	P
Snow Plow	1	2013	$ 179	FAA	3,4	SP	P
Engineering and Design for Hangar and Taxiway Projects	1	2015	$ 101	FAA	3,4	EQ	P
Construct T-Hangar Taxiways	1	2015	$ 554	FAA	3,4	SP, M/A	P
T-Hangar Apron Expansion, and 4 Unit Nested Tee Hangar	1	2015	$ 538	FAA	3,4	SP, M/A	P
Automated Weather Observation System, Segmented Circle and Lighted Wind Cone	1	2014	$ 297	State	3,7	S	P
Striping RW and TW (next scheduled 2021)	3	every 2 yrs.	$ 126	State	3	SP, M/A	I
Fort Bidwell Airport (non-NPIAS)							
Perimeter Fencing	1	2013	$ 34	State	3	S	I
Tulelake Municipal Airport (NPAIS)							
Reconstruct Tie Down Apron	1	2012	$ 896	FAA	2,3	SP	P
Construct 8-foot Security Fence	1	2013	$ 448	FAA	3	S	P
Reconstruct Service Road	1	2014	$ 271	FAA	2,3	SP, M/A	P
Snow Plow	1	2014	$ 179	FAA	3,4	SP	P
Construct New Tee Hangar Site Including Two 10-Unit Hangar Sites	1	TBD	$ 698	FAA	3,4	M/A	P
Engineering and Design for Runway and Hangar Construction	1	TBD	$ 403	FAA	3,4	EQ	P
Automated Weather Observation System, Segmented Circle and Lighted Wind Cone	1	2015	$ 323	FAA	3,4	S	P
Environmental Assessment - New Runway and Taxiway (Ongoing)	1	2012	$ 336	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 165')	2	2014	$ 5,701	FAA	2,3	SP, M/A	I
Replace 6 Existing Tee Hangers with a 6 Unit Nested Tee-Hanger Building	2	TBD	$ 1,290	FAA	3,4	SP, M/A	I
Striping RW and TW	3	every 2 yrs.	$ 126	State	3	SP, M/A	I
Slurry Seal RW and TW (Next scheduled 2023)	3	every 5 yrs.	$ 311	State	2,3	SP, M/A	I
Modoc County Airport Projects Total			**$ 13,771**				

Legend: NPAIS = National Plan of Integrated Airport Systems, RW = runway, TW = taxiway
Note 1: Priority Nos: 1= Short Term (FY2020-2015), 2= Mid Term (FY2021-2025), 3=Long Term (FY2016-2035).
Note 2: Costs are cumulative and through 2036.
Note 4: 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 County Road Department, 2019

Table 26: Modoc County Current and Future Aircraft Activity

Airport	2023 Based Aircraft	2024 Aircraft Operations	2025 Aircraft Operations	2026 Aircraft Operations Est
Adin	0	100	100	100
Alturas Municipal	9	8,000	10,000	8,000
Cedarville Municipal	4	2,350	2,350	2,350
Fort Bidwell	0	100	100	100
Tulelake Municipal	12	13,100	13,100	13,100
Total	**25**	**23,650**	**25,650**	**23,650**

Source: Modoc County, 2024

Table 27: Alturas Municipal Airport Capital Improvement Projects

ALTURAS MUNICIPAL AIRPORT
ALTURAS, MODOC COUNTY, CALIFORNIA

AIRPORT CAPITAL IMPROVEMENT PROGRAM - 2019-2029
BASED ON RECEIVING SUPPLEMENTAL APPROPRIATION

SUMMARY OF PROPOSED PROJECTS
(Based on 2018 Unit Prices)

Project/ Priority No.	Shown on ALP	Project Type	Development Year	Environmental Required	Development Type	Description	Construction Cost	Engineering and Administration	Total Project Cost	F.A.A. Participation	Sponsor Participation
1	Yes	E	2019	EA	EA	Environmental Assessment - Widen Runway 13-31, Extend Taxiways A and B to Serve Existing Runways 3-21 and 13-31 - Reimbursement	$ -	$ 116,150	$ 116,150	$ 104,535	$ 11,615
2	Yes	D	2019	Cat Ex 2018	Design/Construct	Obstruction Removal - Design and Implement	60,000	13,200	73,200	65,880	7,320
TOTAL - 2019							**$ 60,000**	**$ 129,350**	**$ 189,350**	**$ 170,415**	**$ 18,935**
3	Yes	D	2020	EA 2019	Design/Construct	Extend Taxiway B to Serve Existing Runway 13-31	$ 890,000	$ 321,000	$ 1,211,000	$ 1,211,000	$ -
4	Yes	D	2020	EA 2019	Design/Construct	Widen Runway 13-31	1,100,000	387,000	1,487,000	1,487,000	-
5	Yes	D	2020	EA 2019	Design/Construct	Extend Taxiway A to Serve Existing Runway 3-21	735,000	268,000	1,003,000	1,003,000	-
6	Yes	D	2020	Cat Ex 2019	Design/Construct	***Reseal Joints and Cracks in All Pavements - Design/Construct***					
						Runways (50' x 3,460')	327,000	72,000	399,000	359,100	39,900
						Taxiways (25' x 3,460')	81,000	18,000	99,000	89,100	9,900
						Apron (213,840 sq. ft.)	107,000	25,000	132,000	118,800	13,200
TOTAL - 2020							**$ 3,240,000**	**$ 1,091,000**	**$ 4,331,000**	**$ 4,268,000**	**$ 63,000**
7	Yes	D	2021	Cat Ex 2020	Design/Construct	Reconstruct Circle Hangar Taxilane	$ 497,500	$ 110,000	$ 607,500	$ 546,750	$ 60,750
TOTAL - 2021							**$ 497,500**	**$ 110,000**	**$ 607,500**	**$ 546,750**	**$ 60,750**
8	Yes	D	2022	Cat Ex 2021	Design/Construct	Expand Fuel Farm - New 10,000-gallon Jet A Fuel Tank, Containment for Tank, and Fittings	$ 325,000	$ 7,200	$ 332,200	$ 298,980	$ 33,220
TOTAL - 2022							**$ 325,000**	**$ 7,200**	**$ 332,200**	**$ 298,980**	**$ 33,220**
9	--	P	2023	N/A	Planning	Airport Layout Plan Narrative including Updated ALP Drawings	$ -	$ 105,000	$ 105,000	$ 94,500	$ 10,500
10	Yes	D	2023	Cat Ex 2022	Engineering	New Helicopter Hangar - 100' x 120'	-	248,000	248,000	223,200	24,800
TOTAL - 2023							**$ -**	**$ 353,000**	**$ 353,000**	**$ 317,700**	**$ 35,300**
11	Yes	D	2024	Cat Ex 2022	Construct	New Helicopter Hangar - 100' x 120'	$ 1,600,000	$ 288,000	$ 1,888,000	$ 1,699,200	$ 188,800
TOTAL - 2024							**$ 1,600,000**	**$ 288,000**	**$ 1,888,000**	**$ 1,699,200**	**$ 188,800**
						TOTAL PROJECT COSTS	$ 5,722,500	$ 1,978,550	$ 7,701,050	$ 7,301,045	$ 400,005

Apply for Supplemental Appropriation.

Total FAA Funds Under Regular Airport Improvement Program ***$ 3,600,045***
Total FAA Funds Under Supplemental Appropriation ***$ 3,701,000***

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/striping 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.

In summer of 2019, the MCTC appointed a committee to seek public input on US395 which serves at the City of Alturas' Main Street. The committee is comprised a representative from Caltrans District 2, a member from Modoc Outdoor Recreation and Tourism, 2 members from the City of Alturas (Councilmember and Planner), and members from MCTC (Commissioner and Executive Director). The goal was to seek public input on design features for US395/Main St. A public outreach workshop was held in August 2019 and focus meetings have occurred with the Rotary Club, Modoc Outdoor Recreation and Tourism, and the Alturas Police Department. Some initial feedback includes improving pedestrian and bicycle safety and access, calming traffic, and radar feedback signs/special event signing/lighting (Theatre). The Main Street Design Committee received input from the Alturas Fire Department, Modoc County Sheriff's Office, California Highway Patrol, California Department of Forestry, Modoc High School, and Main Street businesses. Outreach efforts concluded in November 2019. The input/feedback was provided to Caltrans and some costs/elements are being included in the Alturas CAPM project that will begin construction in 2026.

Table 28 – Bicycle and Pedestrian 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	Estimated Costs (1000s) 2024	Adjusted for Inflation[2]	Fund Source
Adin	CR88 -	Adin ES		Sidewalk; pave bus stop and drop-off areas	3	$ 68	$ 110	ATP
Alturas	4th Street	Main St. (US395) to end	1.3	Bike path	3	$ 145	$ 234	STIP
Alturas	12th Street (SR299)	Main St. (US395) to Warner St.	0.8	Bike lane - signage & striping (construct thru road project)	1	$ 9	$ 14	STIP
Alturas	Carlos Street	Main St. (US395) to Warner St.	0.8	Bike path - signage & striping (construct thru road project)	1	$ 9	$ 14	STIP
Alturas	East Street	12th Street (SR299) to Modoc St.	0.8	Bike lane	3	$ 89	$ 144	STIP
Alturas	Howard Street	Carlos St. to 4th St.	0.9	Bike lane - signage & striping only	3	$ 10	$ 16	ATP
Alturas	Main Street	McDowell/CR56 to Intersect SR299 /US395	0.9	Bike lane - signage & striping only	2	$ 100	$ 162	SHOPP
Alturas	West C Street	4th Street to 12th St. (SR299)	0.4	Bike path - signage & striping (construct thru road project)	3	$ 4	$ 7	STIP
Alturas - Cal Pines	CR54 - Centerville Road	Carlos St. to Cal Pines Blvd. (CR71)	9.0	Bike route - wider shoulders, signage & striping (w/ project)	3	$ 1,004	$ 1,618	STIP
Alturas - Modoc Estates	12th St. (SR299) / Pencil (CR55)	Main St. to Woodduck Lane (CR236)	0.8	Bike lane	3	$ 196	$ 316	STIP
Alturas - Modoc Estates	CR55 - Pencil Road	Alturas ES, Modoc MS and HS		School bus turnout	3	$ 18	$ 29	ATP
Alturas - Refuge	Modoc National Wildlife Refuge	Around refuge (CR59/59A)	12.2	Circular bike route	3	$ 6,808	$ 10,963	ATP
Alturas - Thomas Creek	US395 and SR299	Alturas ES, Modoc MS and HS		(2) school bus turnouts: each near CR267	3	$ 29	$ 47	ATP
Cedar Pass	SR299	Across Cedar Pass	15.0	Bike path - signage & striping (construct thru road projects)	3	$ 8,035	$ 12,940	SHOPP
Cedarville	Lincoln, Ann, Bonner, Main, High, Center Streets	Overall interconnectivity	0.5	Add pedestrian pathways	1	$ 2,700	$ 4,348	ATP
Cedarville	Cressler, Garfield, Patterson, Washington, Wallace Streets	Overall interconnectivity	0.5	Add pedestrian pathways	3	$ 2,700	$ 4,348	ATP
Cedarville	Various locations	Overall interconnectivity	0.2	Bike lane - signage & striping only	3	$ 1,300	$ 2,094	ATP
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	$ 393	$ 633	ATP
Likely	CR64 - Jess Valley Road	Likely to Mill Creek Falls CG	14.1	Bike route - wider shoulders, signage & striping (w/ project)	3	$ 1,574	$ 2,534	Fed/Local
Likely	CR258 - Blue Lake Road	Jess Valley Rd. (CR64) to Blue Lake CG	6.6	Bike route - wider shoulders, signage & striping (w/ project)	3	$ 737	$ 1,186	Fed/Local
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	$ 7	$ 11	ATP
Surprise Valley	CR1 - Surprise Valley Road	Cedarville (southern limit) to Fort Bidwell	29.2	Bike route - wider shoulders, signage & striping (w/ project)	3	$ 3,259	$ 5,248	STIP
Warner Mountains	N/A	Through Warner Mountains	-	Multiple (mountain) bike paths	3	$ 2,232	$ 3,595	TBD
						$ 31,426	**$ 50,610**	

Note 1: Priority Nos: 1= Short Term (FY 2019-2024), 2= Mid Term (FY 2024-2029), 3=Long Term (FY 2029-2039).
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 2.12 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 enough transportation infrastructure and human services.

In 2025, it is estimated that over 78 percent of the land in Modoc county is public land, managed by state and federal governments. The *2018 Modoc County General Plan Update* identifies five land-use categories: residential, commercial, industrial, agricultural, and public/quasi-public. About 22 percent of the county is privately owned: of which 18 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 PM_{10} 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: PM_{10} (ten microns or less) and $PM_{2.5}$ (2.5 microns or less). The Modoc County APCD continuously monitors PM_{10} airborne particulates. A description of this pollutant is described below.

Particulate Matter 10 (PM_{10}) – 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.

Modoc, being classified as an Isolated Rural Attainment Area, is considered "in attainment" for every state and federal air quality standard, except the state PM_{10} standard. Notably, almost every county in California exceeds the state standards for airborne particulates. The primary sources of PM_{10} pollution include wood stoves, open and prescribed burning, and wind-blown dust generated from unpaved roads, a dry lakebed (Goose Lake) during windy conditions, and agriculture. Typically, the highest levels of PM_{10} 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 derived from transportation sources. Unlike many urban areas in California, where congestion, traffic volume, and environmental conditions cause unhealthful ozone pollution, transportation has no significant impact on air quality in Modoc County.

Greenhouse gas emissions - On June 1, 2005, Executive Order S-3-05 was signed the governor setting the following Greenhouse Gas (GHG) reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. In 2006, Assembly Bill (AB) 32 (California Global Warming Solutions Act of 2006) was passed granting authority to the California Air Resources Board (CARB) to develop regulations and market mechanisms enabling those targets to be met. Mandatory caps began in 2012 for significant emissions sources as part of its market-based "Cap-and-Trade" program launched at that time. An additional reduction target of 40 percent below 1990 levels by 2030 was established on April 29, 2015, through Executive Order B-30-15, helping to ensure that the previously set goals could remain on track. This directive has more recently been codified through the enactment of Senate Bill (SB) 32 in September 2016, essentially updating CARB regulations to meet the newer targets.

Rural areas such as Modoc County are not subject to the same transportation planning requirements as areas with substandard air quality ("non-attainment areas") or those with larger, urban populations. However, because the transportation sector accounts for nearly 50 percent of GHG emissions in California, long-range transportation planning plays an important role at all levels in helping the State to reach its overall reduction goals. Reducing the number of vehicle trips and vehicle miles traveled is key to reducing GHG emissions, whether it is from a regional perspective or a global perspective. Ongoing efforts within the Modoc County region to provide a variety of transportation choices will continue to assist larger goals.

Public transit provides one such option as an alternative to individual automobile trips for residents and visitors. Sage Stage began operation in 1998 with services through a demand response and intercity transit routes. Transit services in Modoc County are discussed in more detail under the Public Transit Element.

CHAPTER 9 – ENVIRONMENT

The CTC's 2024 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 is 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. Conducting work within set timeframes and work windows to avoid sensitive species impacts.

The 2015 California State Wildlife Action Plan, Cascades and Modoc Plateau Province identifies Focal Species of Conservation Strategies Developed for Conservation Targets in the Modoc Plateau Province, encompasses the majority of Modoc County. The Conservation Units and Targets for the Modoc Region are included in Appendix G.

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 stop 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 project plans change to include areas not previously surveyed, additional archaeological reconnaissance will be required. The SHPO was contacted regarding inventories of natural and historic resources and they will review each Federally funded project during the NEPA/CEQA phase.

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 of these funds are awarded through statewide or nationwide competition with exacting criteria, often quantitatively defined by factors such as affected population, traffic volume, or number of accidents. 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 (AlP) grants require a 10 percent local match, and the State AlP 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 November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL), Public Law 117-58. IIJA/BIL is the largest long-term investment in our infrastructure and economy in our Nation's history and includes roads, bridges, mass transit, water infrastructure, resilience, and broadband. It provides $440 billion over years 2022 to 26. It follows the America's Surface Transportation Act (FAST Act). The FAST Act funds surface transportation programs—including, but not limited to, Federal-aid highways—at over $305 billion for fiscal years (FY) 2016 through 2020. It was the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation.

Setting the course for transportation investment in highways, the IIJA/BIL —

- *Is a once in a generation investment in our infrastructure that will help grow the economy, enhance U.S. competitiveness, create good jobs, and build our safe, resilient, and equitable transportation future.*

Roadway Improvement Funding

- **Rural 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, transportation planning to support transportation projects, and environmental enhancement projects are eligible for these funds.
- **Transportation Alternatives (Fed)/ Active Transportation Program (ATP) (State)/**– 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 (ATP) 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.
- **Safe Streets and Roads for All (Federal) (HSIP)** – FAST Act continues the successful HSIP, safety throughout all transportation programs remains a number one priority, which includes the Rail-Highway Crossings Program.
- **Federal Lands Transportation Programs (Federal) -** funds projects that improve access within Federal lands on 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.

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. The 2024 Regional Transportation Plan is consistent with the FTIP
- **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.
- **Road Maintenance and Rehabilitation Program/Account, Senate Bill 1 2017 –** This program was created to address deferred maintenance on highways and local street and road systems. The Road Maintenance and Rehabilitation Account (RMRA) holds the various funds for the program.
- **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.

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 several 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 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 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. This program for rural areas requires 11.47 percent local match for capital and a 50 percent match for operating expenditures.
- **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 operating assistance projects are eligible providing they meet one or more program objectives. Capital expenditures for vehicle acquisition has

been recently suspended in this program. Funding is awarded on a statewide competitive basis for a maximum of two years before reapplication.

- **FTA 5339 Vehicle Replacement Program**

  Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. There is a Rural component to the 5339 program that is also occasionally solicited.

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: Local Transportation Fund (LTF) launched in 1972, and 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 Fund** - 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.
- **RMRA State of Good Repair, Senate Bill 1 2017 -** provides revenues to California transit operators for eligible transit maintenance, rehabilitation and capital projects.

Tribal Funding

Transportation funding budgets are approved by Congress for rancherias/reservations. Prior to distributing TTP funding to Tribes for a fiscal year, the Secretary may deduct (or, in the case of Tribal supplemental funding, *must* deduct) the following amounts:

- *Program administration.*—Up to 5% **(vs. 6% under MAP-21)** for program administration, including funding for Tribal Technical Assistance Centers. Either the Secretary or the Secretary of the Interior may use these funds for program management and oversight and project-related administrative expenses. [FAST Act § 1118(1); 23 U.S.C. 202(a)(6)]
- *Tribal planning.*—Up to 2% for transportation planning. [23 U.S.C. 202(c)]
- *Tribal bridges.*—Up to 3% **(vs. 2% under MAP-21)** for a nationwide priority program for improving eligible deficient bridges. [FAST Act § 1118(2); 23 U.S.C. 202(d)]
- *Tribal safety projects.*—Up to 2% for safety projects, to be allocated to applicant tribal governments for projects eligible under the Highway Safety Improvement Program (23 U.S.C. 148(a)(4)). [23 U.S.C. 202(e)]
- *Tribal supplemental funding*—An amount of funding equal to $82.5 million, plus 12.5% of the amount by which total TTP funding in a fiscal year exceeds $275 million. The BIL/IIJA

continues to distribute Tribal supplemental funding to Bureau of Indian Affairs regions based on the cumulative tribal shares in each region and then further distributes to Tribes within the region. [23 U.S.C. 202(b)(3)(C)]

Formula

As under BIL/IIJA allocates TTP funding (net of the set-asides described above) among the Tribes through a statutory formula based on tribal population, road mileage and average tribal shares under the BIL/IIJA Indian Reservation Road program. The BIL/IIJA continues this formula without modification. [23 U.S.C. 202(b)]. The Federal share for TTP is 100%

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 BIL/IIJA, 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 with likely continue because sustainable communities initiatives and grants to support those initiatives tend to have a higher demand for the funding levels.

Aviation funding is anticipated to amount to $ 24.7 million over the next twenty years. Tables 25 and 27 also demonstrate that the City of Alturas and County of Modoc have projects in the short range ACIP that will see funding for the airports.

Roadway Revenue to Expenditure Comparison

The regional roadway/bridge transportation improvement projects listed as constrained in the tables in Chapter 3 will cost over $60 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 2020 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 been seen in Table 15, 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 considered, for major regional, City, and County roadway/bridge projects. Furthermore, the forecast of revenues or expenditures do not consider the actual needs for the entire transportation network. All expenditure estimates were based on anticipated revenue and relative, realistic project planning. The benefits of SB 1 RMRA will offset some of this deficit.

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 .69% percent per year over the next 26 years. Table 29 shows the current estimates of population for Modoc County and several neighboring counties, as well as projections through 2040.

Table 29 – Modoc and Neighboring Counties Population Forecasts

Modoc and Neighboring Counties Population Forecasts

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

Source: State of California, Department of Finance, Population Projections for California and Counties, 2020 and projections 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 18. Over the next 20 years, estimates in Table 18 show that traffic volumes will increase or remain the same on the regional state highways. Based on the information many state highway segments are projected to experience a decrease in AADT from 2010 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 may have slight increases consistent with FAST Act 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 as available.

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 enough 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:

- chip seal after two years and every five years thereafter
- occasional "dig outs" 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 Strategy/Actions

It is noted that Caltrans has no capacity increasing projects in Modoc and there are no regionally significant projects. The following are funding strategies/actions that will be implemented with the RTP:

MCTC Region Roadway Funding Actions

Short Range:

1. MCTC will assist with programming STIP funds and manage the overall STIP. Update RTP inventory and project lists as needed for funding programs.
2. MCTC will support the County and City to continue/update their pavement management systems and development/monitoring of the performance measures for Modoc.
3. Coordinate with Caltrans for STIP, SHOPP, and CAPM projects in the Region; assess projects for opportunities to partner on State projects.

Long Range:

1. Continue short range activities, monitor funding, support agency's efforts to utilize grants for system improvements.

Transit Funding Actions

Short Range:

2. Support MTA in their efforts to utilize Federal Transit Assistance funding (FTA 5310, FTA 5311f, FTA 5339, SB1 State of Good Repair, LTF, and STAF).
3. Conduct annual unmet transit needs and analyze potential service extensions, connections to intercity service connections.
4. Apply for grant funding to prepare a Short-Range Transit Development Plan.
5. Research and encourage MTA to utilize grant funding for transit operating and capital (vehicle acquisition).

Long Range:

1. Support MTA in their efforts to utilize Federal Transit Assistance funding (FTA 5310, FTA 5311f, SB1 State of Good Repair, LTF, and STAF).
2. Conduct annual unmet transit needs and analyze potential service extensions, connections to intercity service connections.

Multimodal Funding Actions

Short Range:

1. Continue Main Street Design Committee efforts to refine comments; work with Caltrans District 2 for opportunities to include transportation, pedestrian, and bicycle elements in the CAPM project.
2. Support agency's efforts to apply for grants for multimodal improvements.

Long Range:

1. Contact local agencies and encourage them to apply for grants for multimodal improvements.

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 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 goal in Appendix G - .

No plan can be implemented without workable strategies and mechanisms. The following approaches will be used to implement the 2024 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 2024 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 2024 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 2024 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.
- There are no regionally significant projects in Modoc.

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 effect 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. The Modoc County Emergency Services has implemented a Code Red system for notifying residents of emergency events.

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 as 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, if 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.

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 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 2017 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 California Rural Counties Task Force commissioned the Transportation Performance Measures for Rural Counties in 2015. The study revealed that all rural county agencies have performance measures in place that reflect the main transportation concerns of their regions. The main transportation issues in rural regions differ significantly from those in urban counties. Safety and pavement management consistently rank highest; urban counties are primarily concerned with issues such as congestion, air quality, and travel time reliability.

Performance for Rural Transportation Systems 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 polices. 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 are 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. To produce a realistic view of Modoc County's transportation needs, the cost estimates in the ensuing tables are presented in two ways: "2019 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 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 enough 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 2022 STIP/RIP. No improvement projects located in Modoc County are listed in the Caltrans 2022 Interregional Transportation Improvement Program (ITIP), and the Modoc 2024 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 no state highway STIP funded projects listed in the 2024 RTIP.

State Highway Future Needs – As discussed in Chapter 5, 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 16 presents state highway future maintenance needs that may become projects if new sources of funding become available.

- **County Road Projects** are planned over a 20-year horizon. County road improvement projects funded with recurring funding sources such are estimated to cost $50 million over the next 20 years (not including the STIP or specially funded projects). Of these projects, approximately $20 million is anticipated to come from STIP Regional Shares and $30 million from local grants and funding sources. In terms of implementation period, approximately $20 million will be spent on County road projects during the short-term planning period and $20 million during the long-term planning period.

Performance Measurement: The "Project List" County Road projects are associated with the safety and system preservation performance. Safety and System preservation/road rehabilitation are the top transportation priorities 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 lists proposed County projects financed all or in part by Federal Highway Administration special funding programs. Financially unconstrained county road rehabilitation projects are displayed in Table 12. If new funding sources were to become available, additional projects could 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 $13 million. It is anticipated that STIP funds will be used to finance these future projects. Table 15 presents the City of Alturas' list of financially unconstrained transportation improvement projects. The estimated cost for these long-term street rehabilitation projects is over $60 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).
- **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 17, 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 currently. Alturas Rancheria has 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 22 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 30 presents completed transportation improvement projects from 2011 to 2024. Projects are organized by type of facility and listed numerically by road number

Table 30 Past Projects and Progress

Modoc				
State Transportation Improvement Program Projects				
1998 - 2024				
Agency	$1,000's		Project Status	
Caltrans				
SR 299 Improvements	3,244		complete	
Perez CCTV	375		complete	
City of Alturas	$1,000's		Project Status	
Warner/Carlos St	2,219		complete	
City Sts Rehab FEMA	1,824		complete	
4th Street	1508		complete	
Road Rehab	699		complete	
Oak and Juniper Sts	971		complete	
East Street Modoc to 4th	1069		complete	
Central Business District	1073		complete	
4th St Pedestrian Imp	0		Unprogrammed 2020 STIP	
West 8th Street Rehab	1130		in progress	
Court St. Phase 1	700		nearly complete	
West C St.	683		nearly complete	
Nagle St.	53		in progress	
			Subtotal	11,929
Modoc County	$1,000's		Project Status	
HBRR matches	575		complete	
HES match	78		complete	
CR 1 - South	2,145		complete	
CR 87 Rehab	1,430		complete	
CR 91 Rehab	2,212		complete	
CR 54 Rehab .7 miles	110		complete	
CR 114 - N 4.9 miles	745		complete	
CR 60 HBRR match	130		complete	
CR 85 HBRR match	240		complete	
CR 114 - South	1,310		complete	
CR 61 HBRR match x 2	64		complete	
CR 1 - North	4,882		complete	
CR 54	70		complete	
CR 55 - rehab	215		in progress	
CR 111 Rehab	3,525		nearly complete	
			Subtotal	17731

APPENDICES

A. Performance Measures

2024 Modoc County Region Performance Indicators and Measures

Indicator	Priority	Performance Measures			Current System Performance (Baseline)	Projected Impact of Projects	Data Source
		Mode	Level	Measures			
System Preservation (SP)	1	Roadway	State	Total Road Miles - Distressed State Highways	178.3	Reduce	Caltrans
				% Distressed State Highway Road Miles	64.0%	Reduce	Caltrans
			County	Total Road Miles - Distressed County - Paved/Improved	377	Reduce	County
				% Distressed County Paved/Improved Roads	79.0%	Reduce	County
			City	Total Road Miles - Distressed City Streets	21.03	Reduce	City
				% Distressed City Streets	59.0%	Reduce	City
		Bridges	State	% Deficient State Bridges	18.18%	Reduce	
			County / City	% Deficient County / City Bridges	7.00%	Reduce	County
Safety (S)	2	Roadway	Region[(b)]	Fatalities / Vehicle Miles Traveled (VMT)	0.016/MVMT	Reduce	CHP SWITRS, Caltrans, 2018
				Fatal Collisions / VMT	0.016/MVMT	Reduce	
				Injury Collisions / VMT	0.32/MVMT	Reduce	
			County	Injury, Property Damage, animal, collision	22 per year	Reduce	CHP
			City	Injury and PDO Collision / VMT	36 per year	Reduce	City
		Transit	Systemwide	Operating Cost per Revenue Mile	$3.29	Maintain	MTA

.

B. Negative Declaration, Notice of Determination and Fish and Game CEQA Exemption

Insert when completed

C. RTP Checklist

Insert in Final RTP

D. State, Federal, Social Service Agencies -Public Participation and Outreach

AGENCIES AND PERSONS CONTACTED

Alturas Rancheria

Darren Rose

Wendy Del Rosa

Bureau of Indian Affairs

Virgil Atkins

Bureau of Land Management

Craig Drake

Caltrans District 2

Brent Ditzler

Kathy Grah

California Fish and Game

Director

California Office of Historic Preservation

Director

California Trucking Association

Tom King

California Water Resources Control Board

Clint Snyder

Cedarville Rancheria

Melissa Davis

City of Alturas Public Works Department

Warren Farnam

County of Modoc Planning Department

Sean Curtis

County of Modoc Road Department

Mitch Crosby

Fort Bidwell Reservation

Chairman

Klamath Fish and Wildlife Refuge

Area Manager

Klamath County Department of Public Works

Jeremy Morris

Lake County Railroad

Rail Manager

Lake County Road Department

Kevin Hock

Lassen County Department of Transportation
Lassen Transit Service Agency

John Clerici

Lassen County Transportation Commission

Chairman

Lava Beds Nation Park

Area Manager

Modoc County Air Pollution Control District

Gary Fensler

Native American Heritage Commission

Oregon Department of Transportation

Erik Havig

AGENCIES AND PERSONS CONTACTED

Pit River Tribe

Chairman

Pit River Health Services

Plumas County Public Works

Transportation Commission

Executive Director

Shasta County Regional Transportation

Planning Agency

Executive Director

Shasta County Department of Public Works

Patrick J Minturn

Siskiyou County Local Transportation

Melissa Cummins, Executive Director

T.E.A.C.H.

Carol Madison

United States Forest Service Modoc

Amanda McAdams

U.S. Bureau of Reclamation

Klamath Basin

Jeffrey Nettleton

US Fish and Wildlife Modoc Refuge

Steve Clay

Regional Transportation Commission

Washoe County

Lee Gibson

Insert workshop flyer, legal notice info

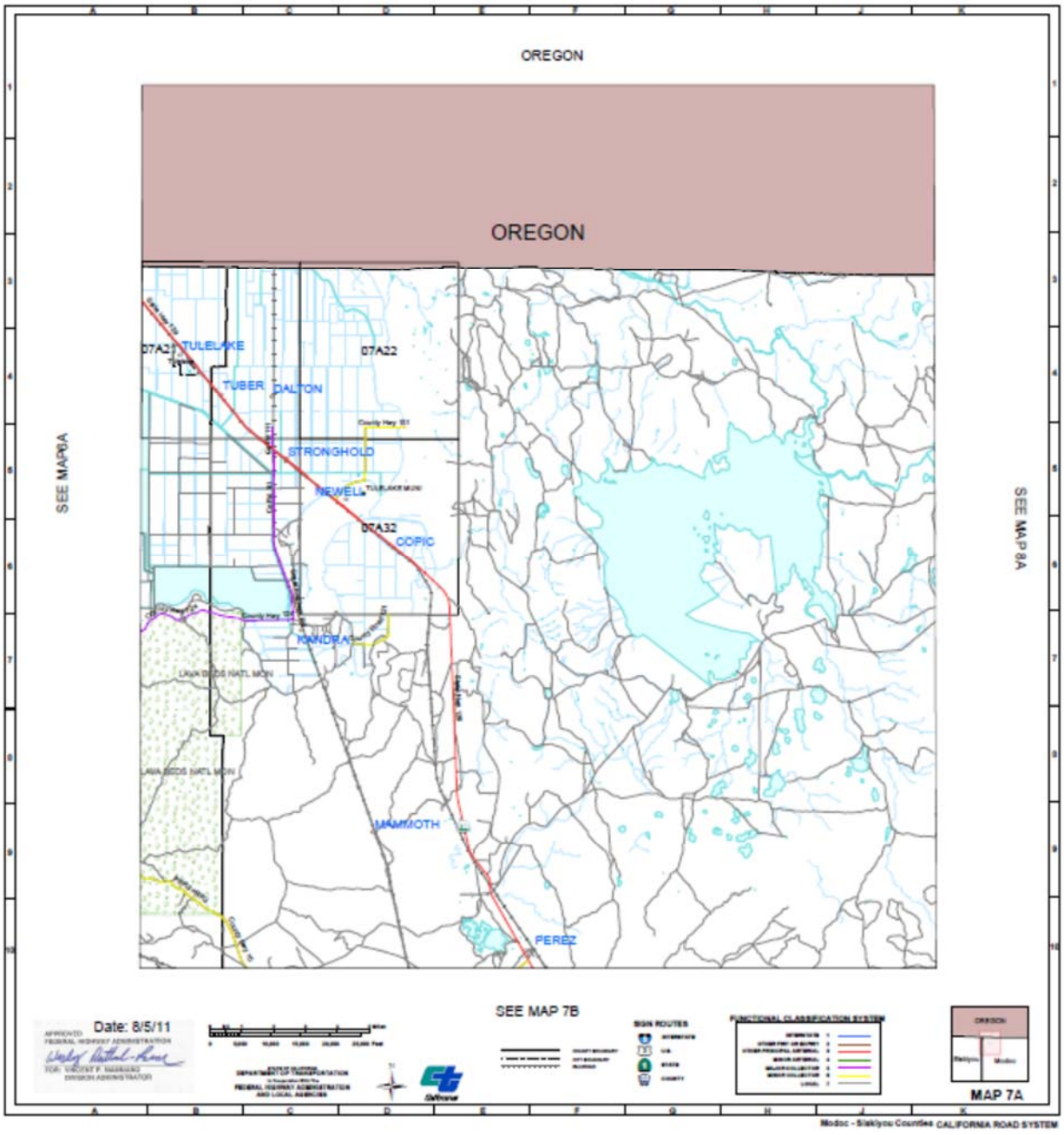
Published in the Modoc Record (countywide) newspaper

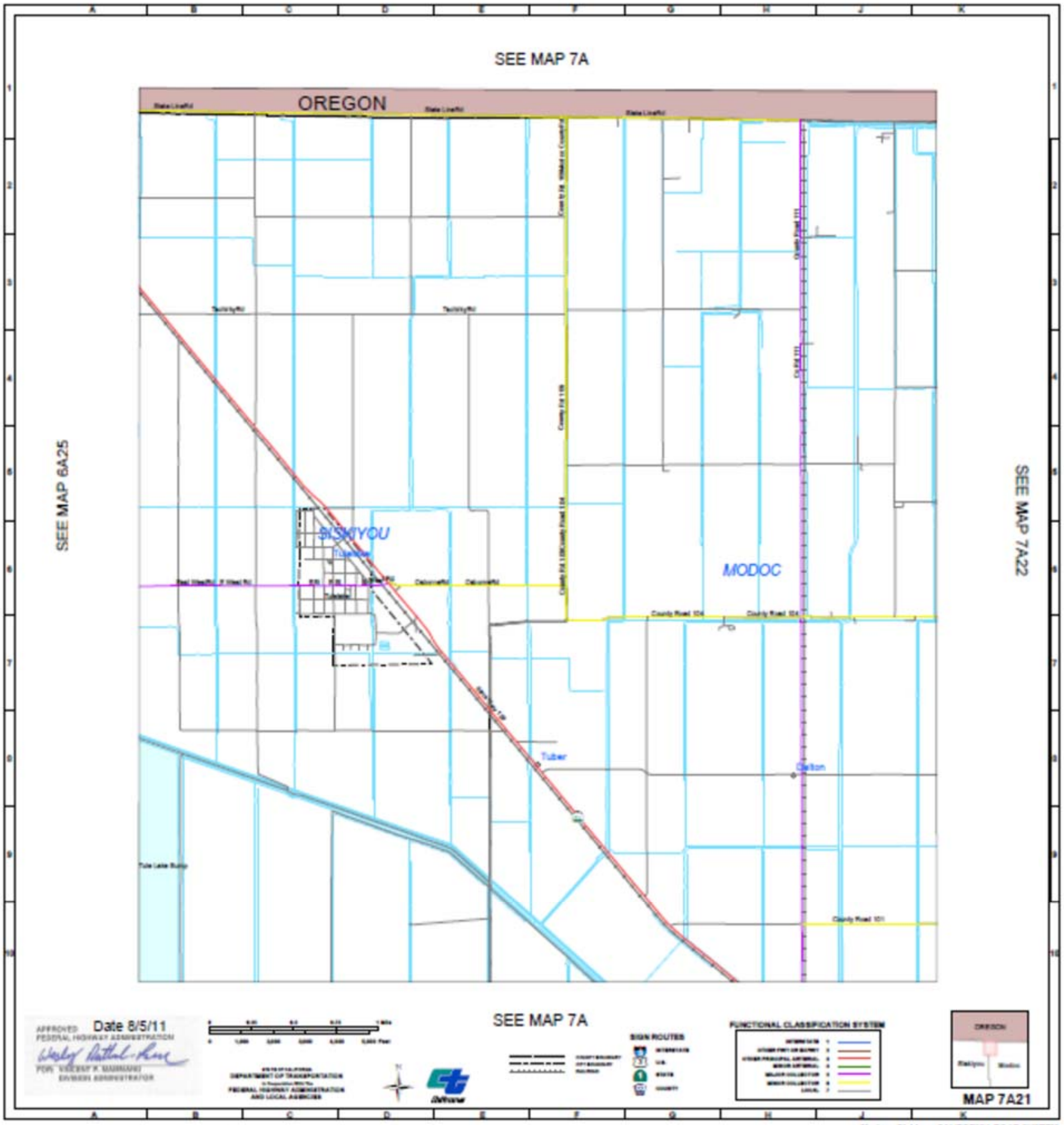
Workshop

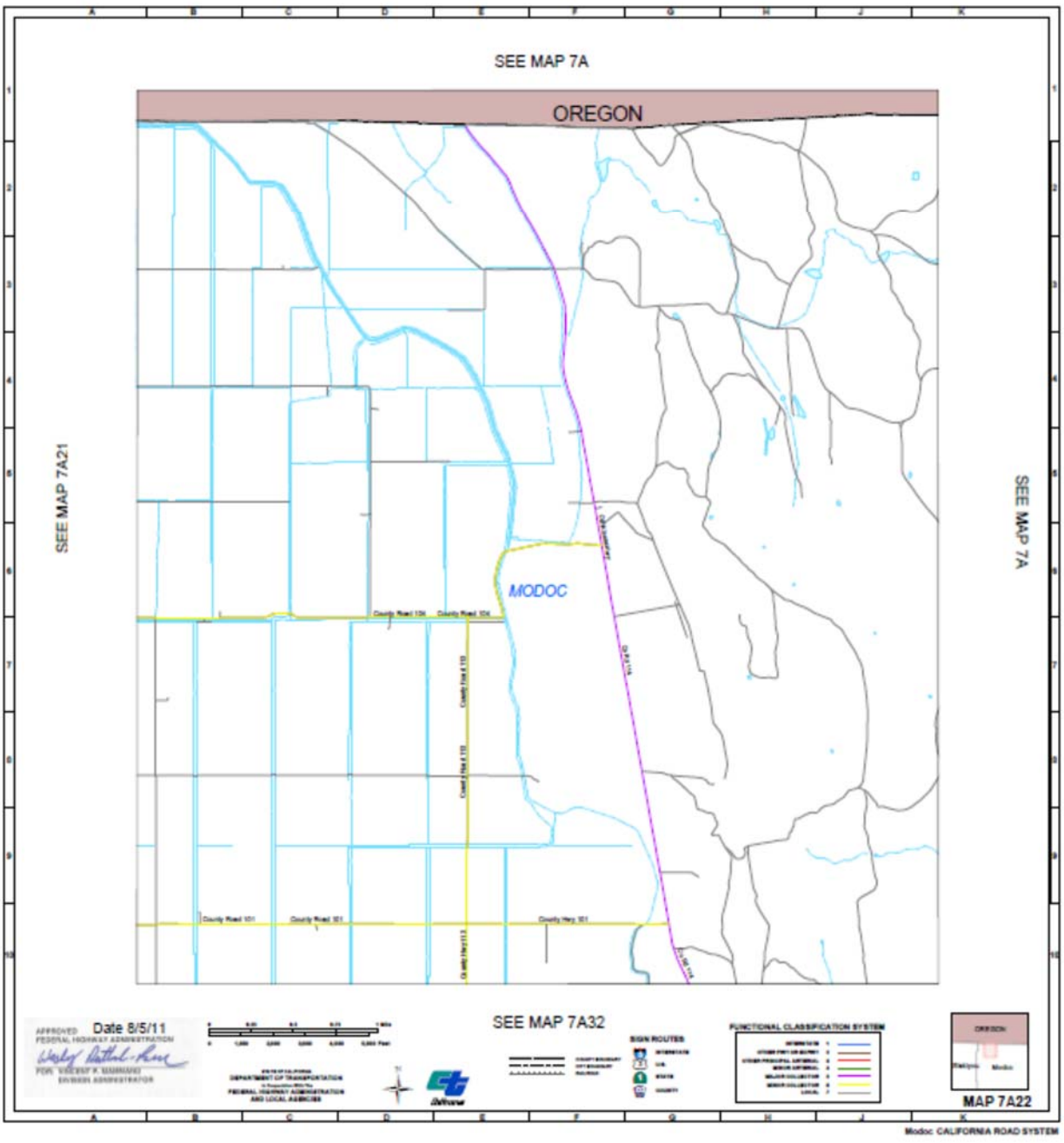
E. Comments Received on the Draft RTP and Responses to those comments.

Caltrans and other commentors

F. Modoc County Functional Classification Maps




SEE MAP 7A
OREGON
SEE MAP 6A25
SEE MAP 7A22
SISKIYOU
MODOC
Tuber
Dalton
SEE MAP 7A
Date 8/5/11
SIGN ROUTES
FUNCTIONAL CLASSIFICATION SYSTEM
MAP 7A21
Modoc - Siskiyou CALIFORNIA ROAD SYSTEM


SEE MAP 7A
OREGON
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MODOC
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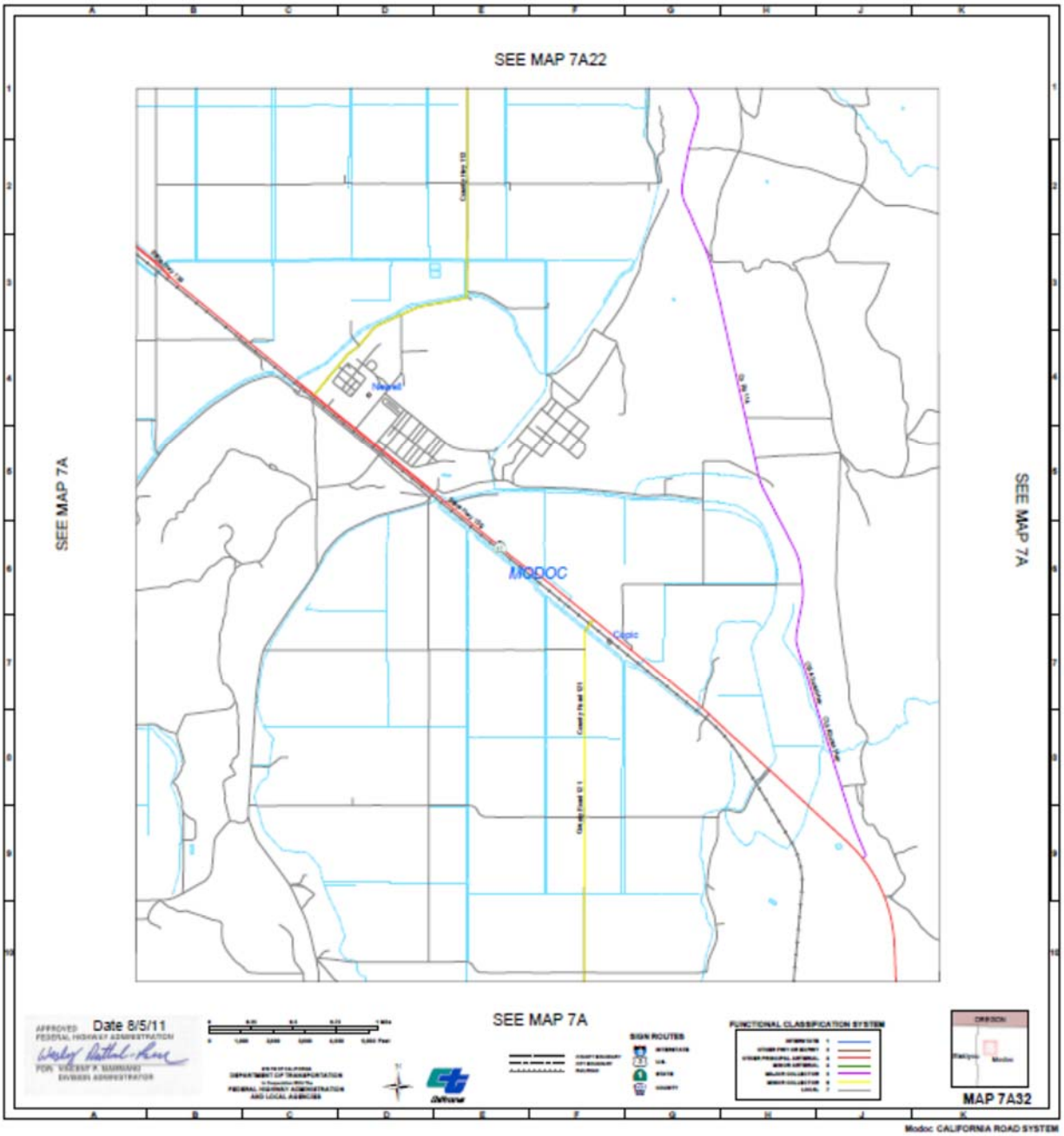
Date 8/5/11
MAP 7A22
Modoc CALIFORNIA ROAD SYSTEM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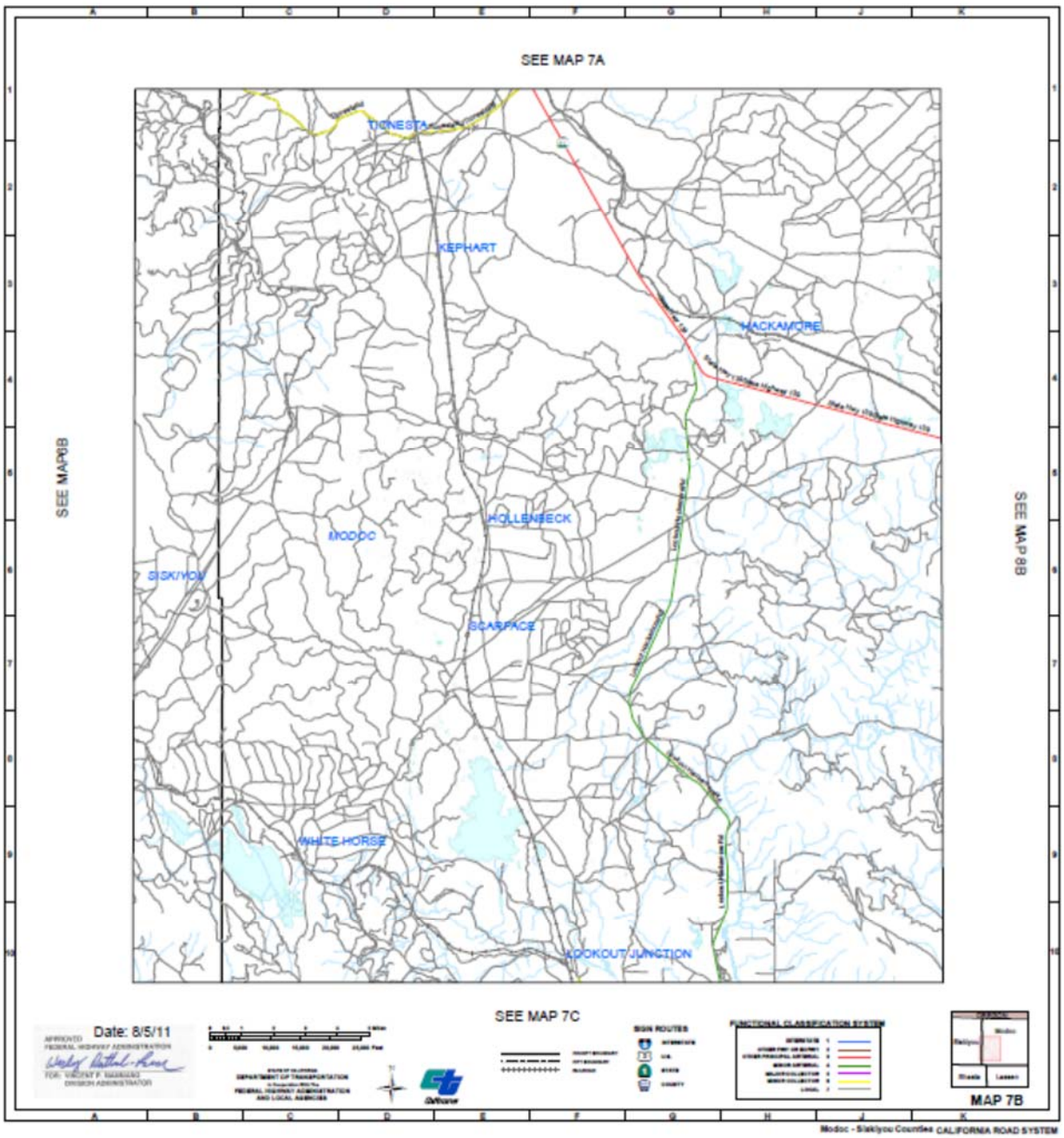
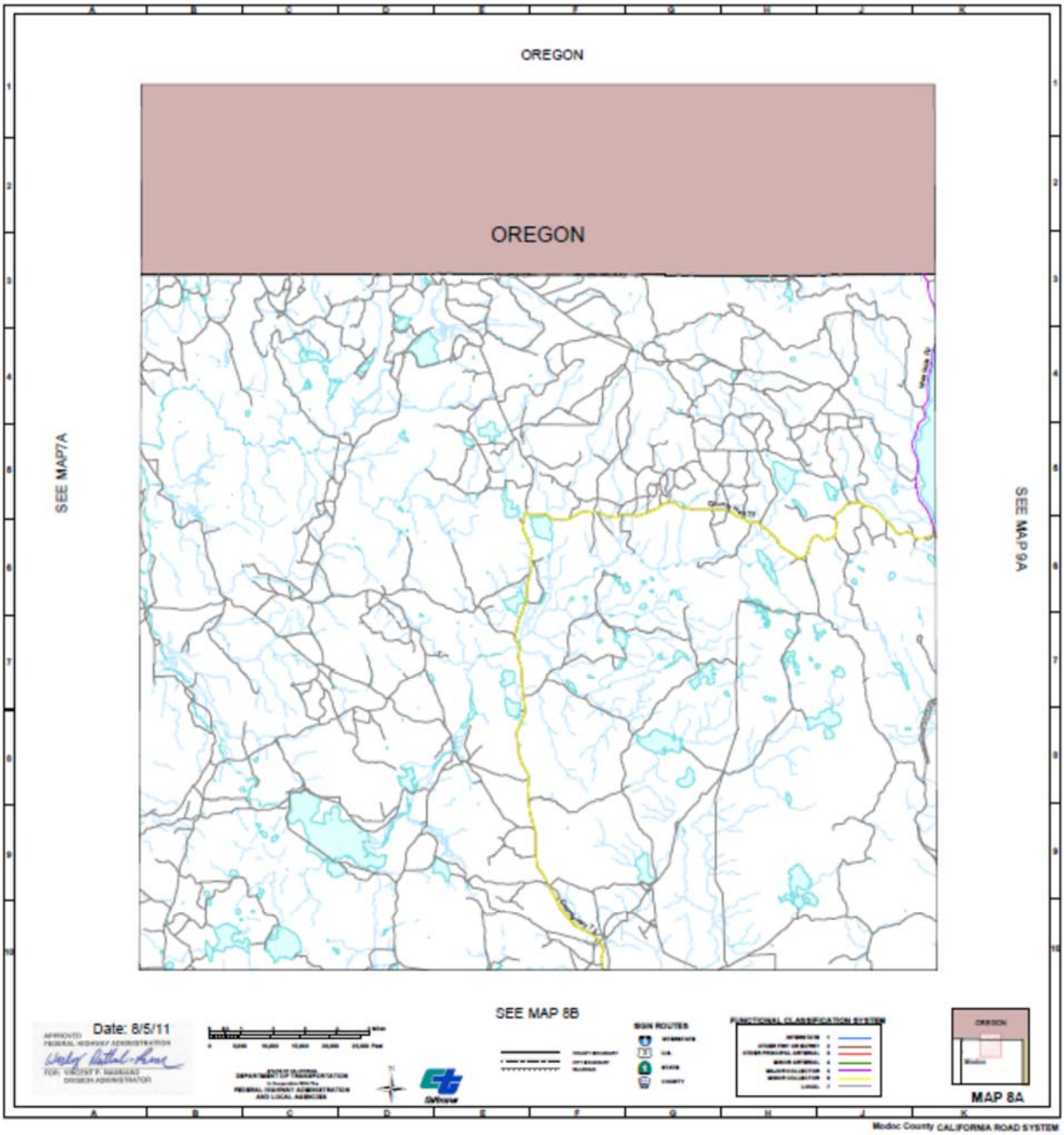
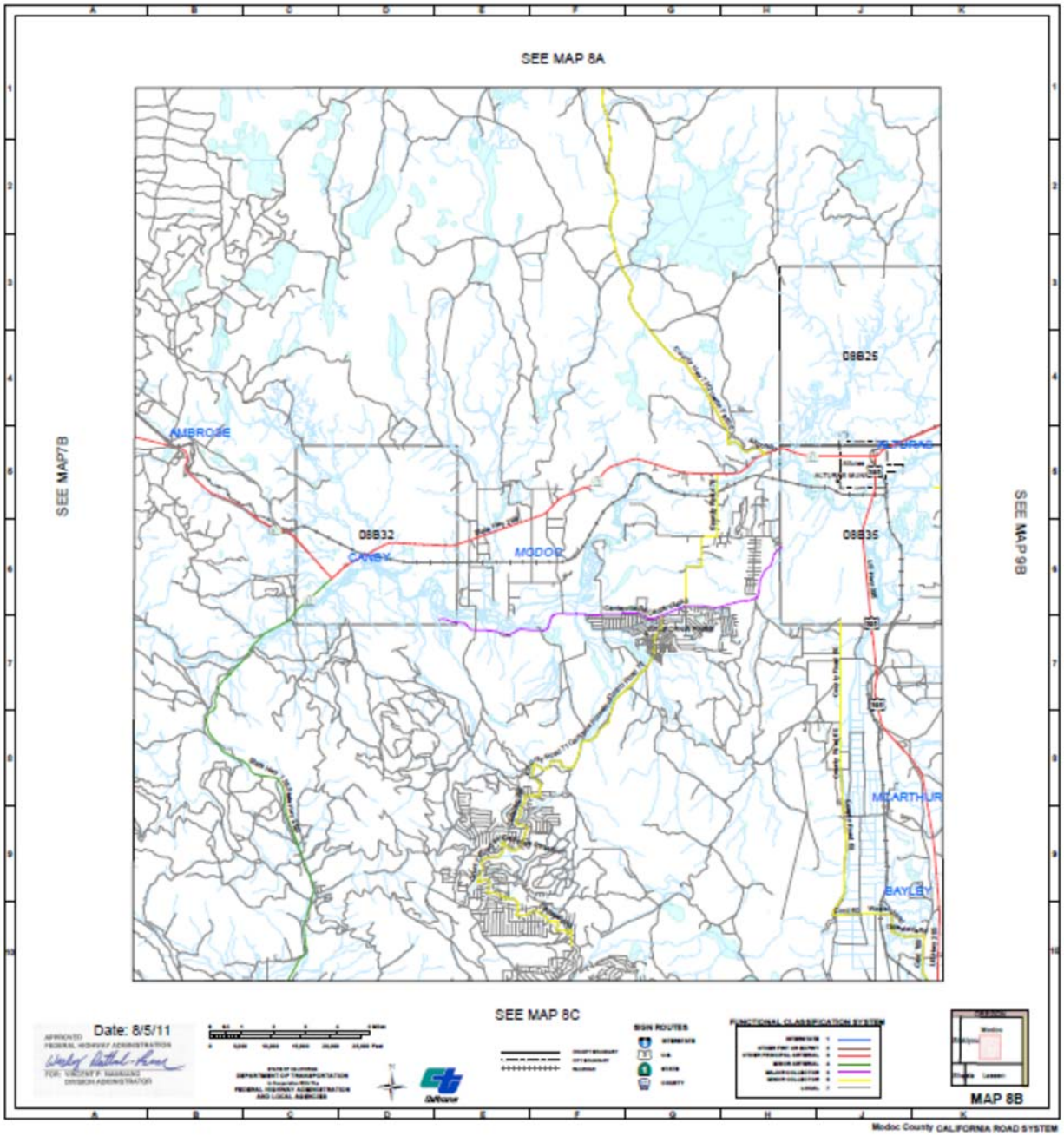
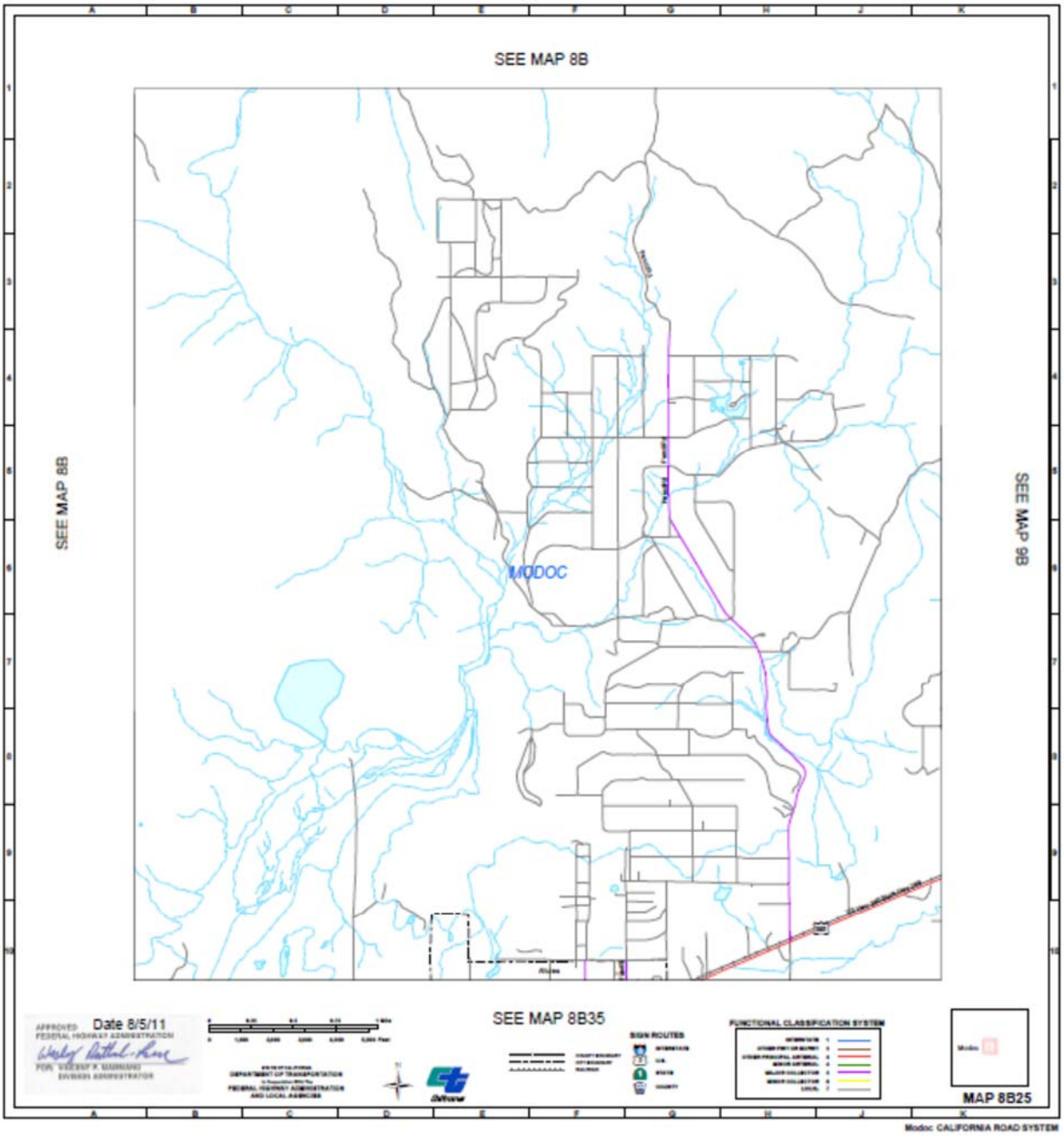
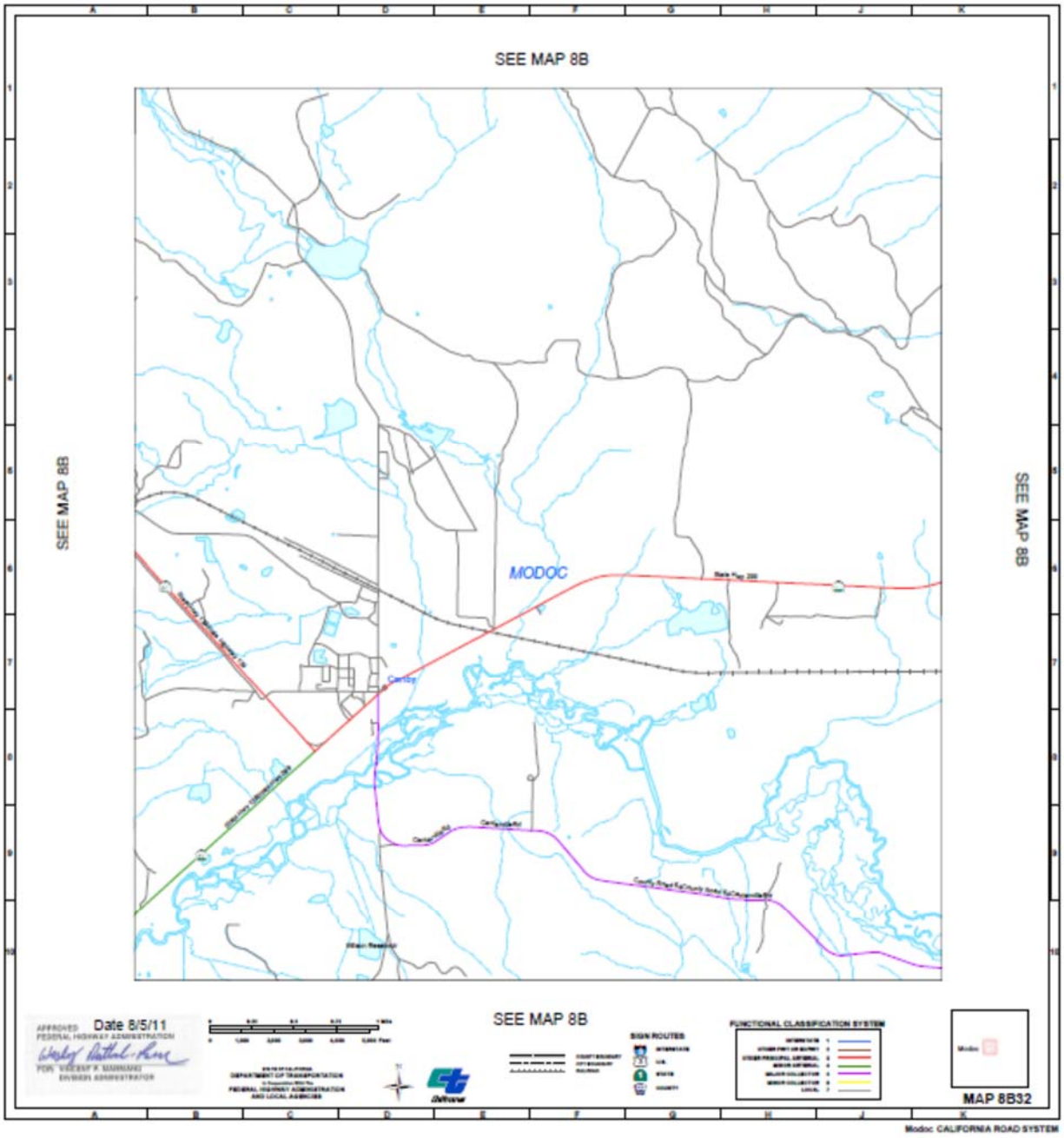
MODOC
Cedar
SEE MAP 7A
Date 8/5/11
MAP 7A32
Modoc CALIFORNIA ROAD SYSTEM

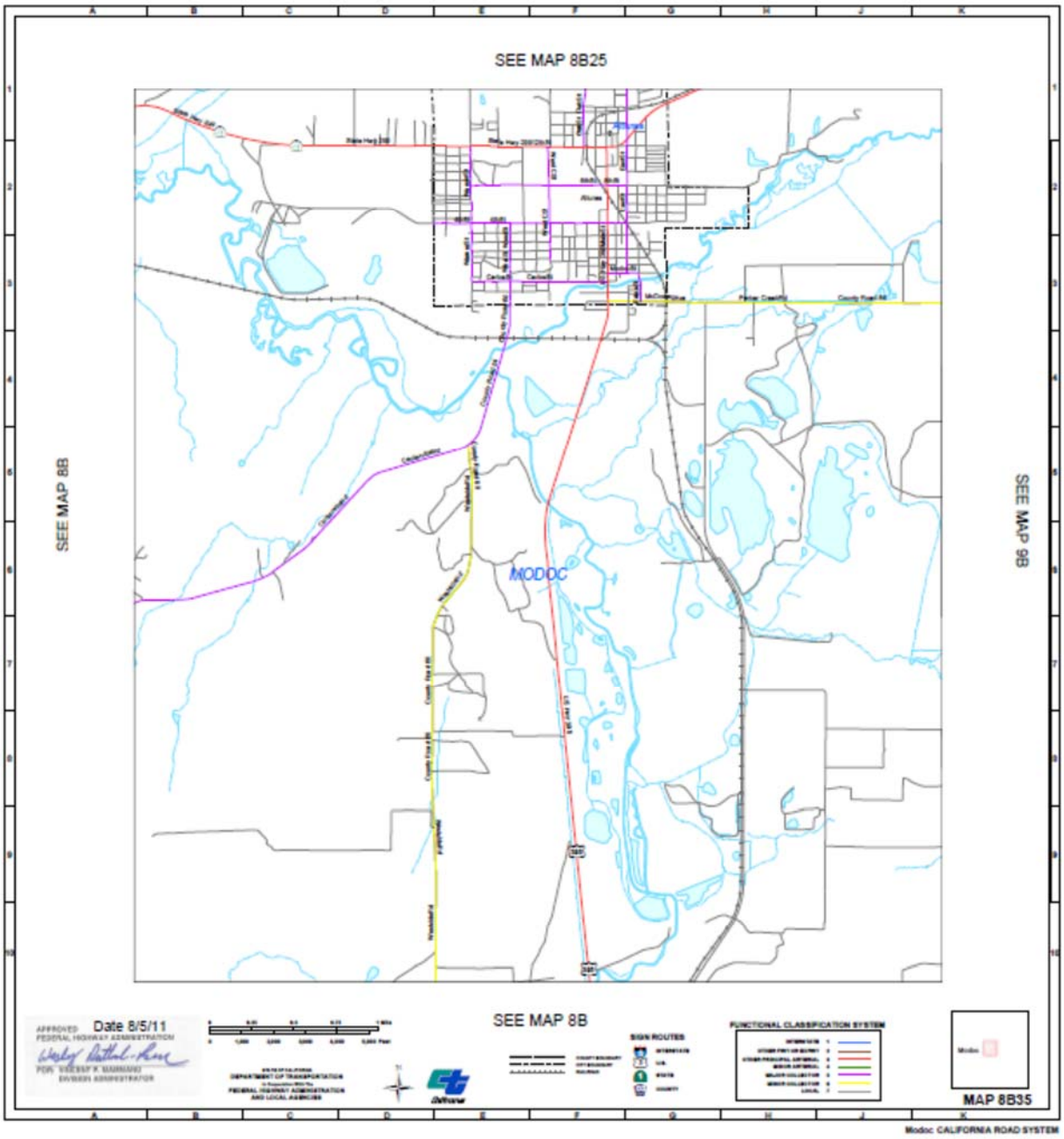

SEE MAP 7A
SEE MAP 8B
SEE MAP 8B
SEE MAP 7C
TIONESTA
KEPHART
HACKAMORE
MODOC
HOLLENBECK
SISKIYOU
SCARFACE
WHITE HORSE
LOOKOUT JUNCTION
Date: 8/5/11
MAP 7B
Modoc - Siskiyou Counties CALIFORNIA ROAD SYSTEM

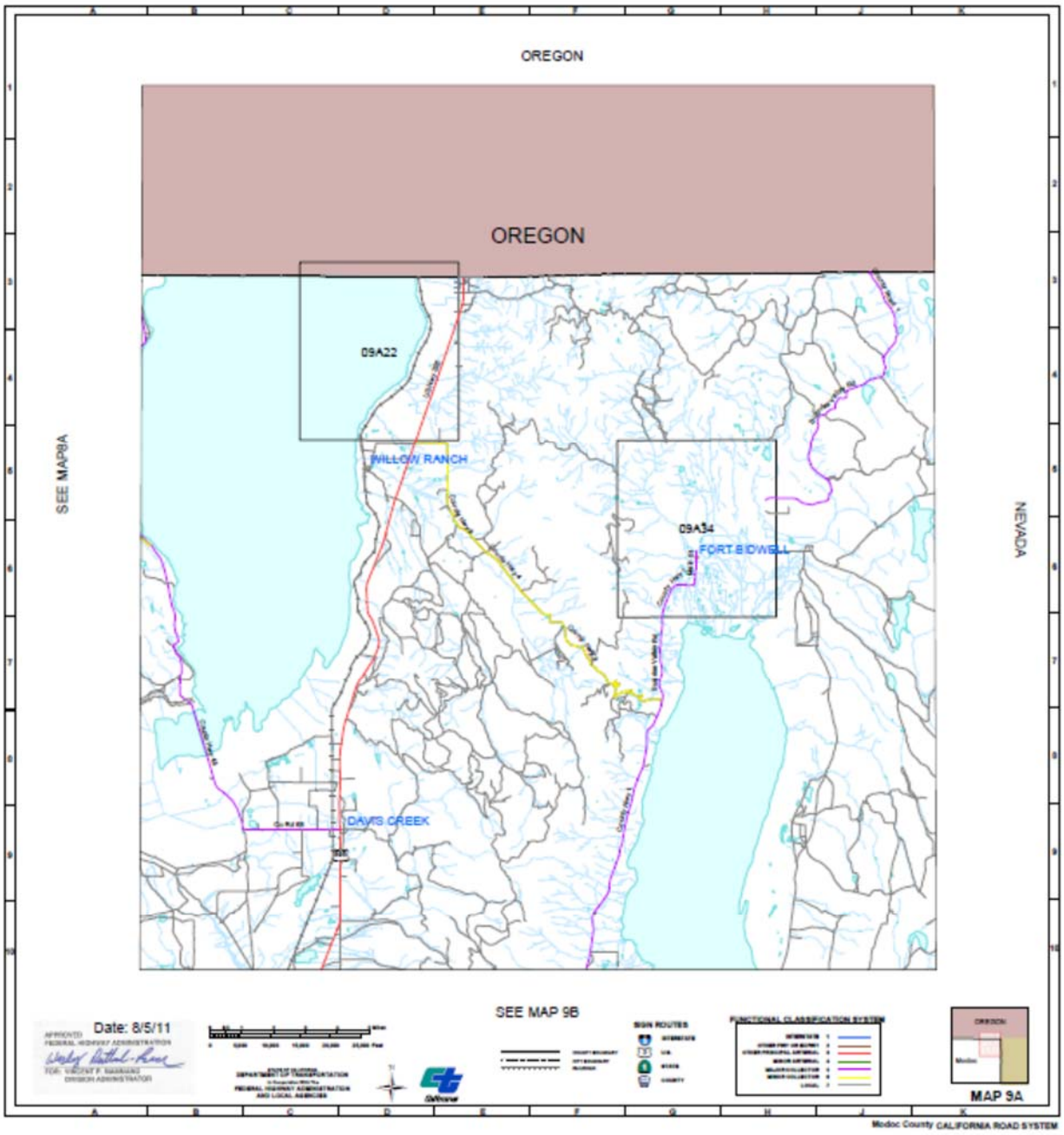

OREGON
OREGON
SEE MAP7A
SEE MAP9A
SEE MAP 8B
Date: 8/5/11
MAP 8A
Modoc County CALIFORNIA ROAD SYSTEM

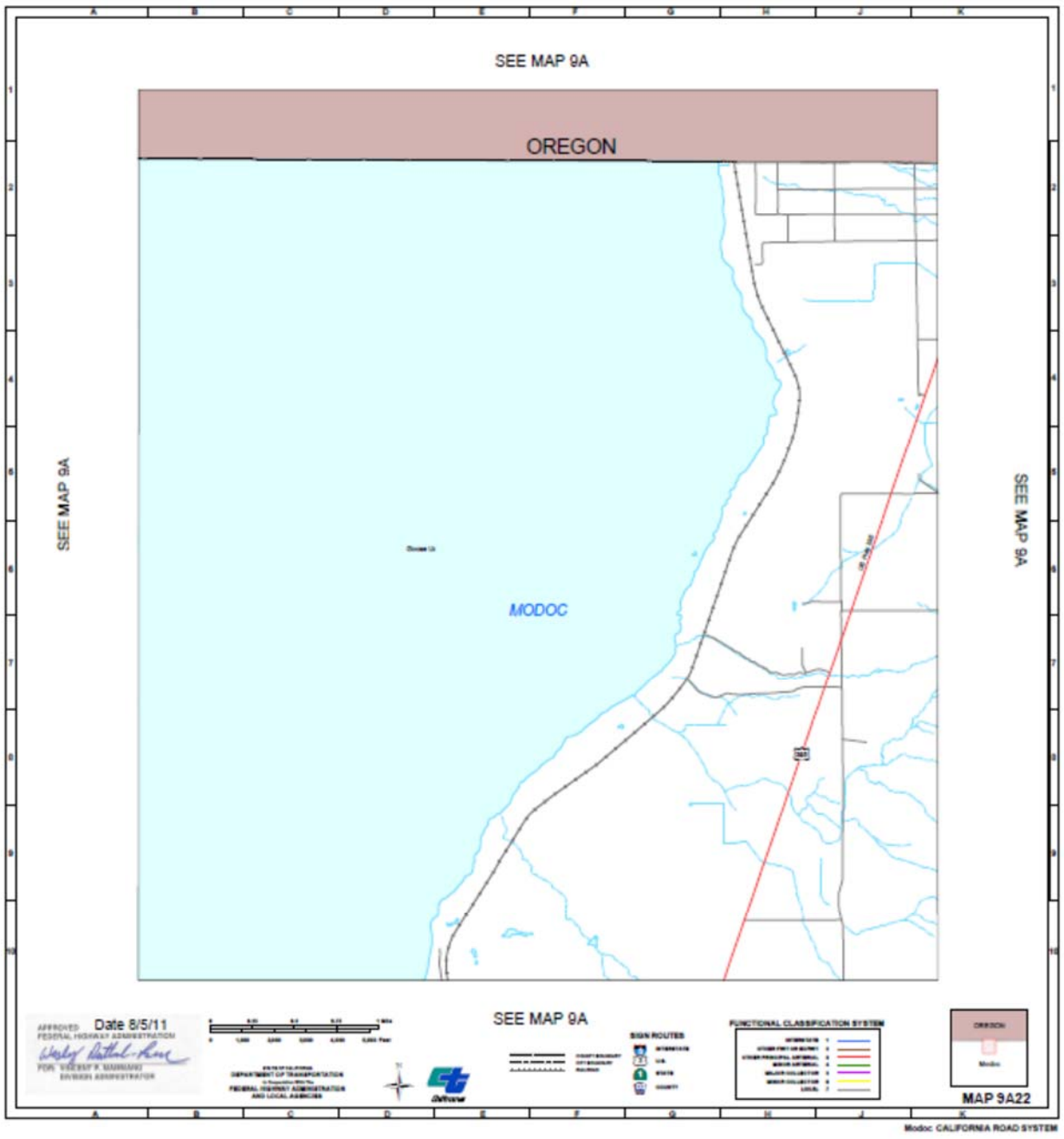

SEE MAP 8A
SEE MAP7B
SEE MAP9B
SEE MAP 8C
AMBROSE
CANBY
MODOC
ALTURAS
MCARTHUR
BAYLEY
08B25
08B32
08B35
Date: 8/5/11
MAP 8B
Modoc County CALIFORNIA ROAD SYSTEM

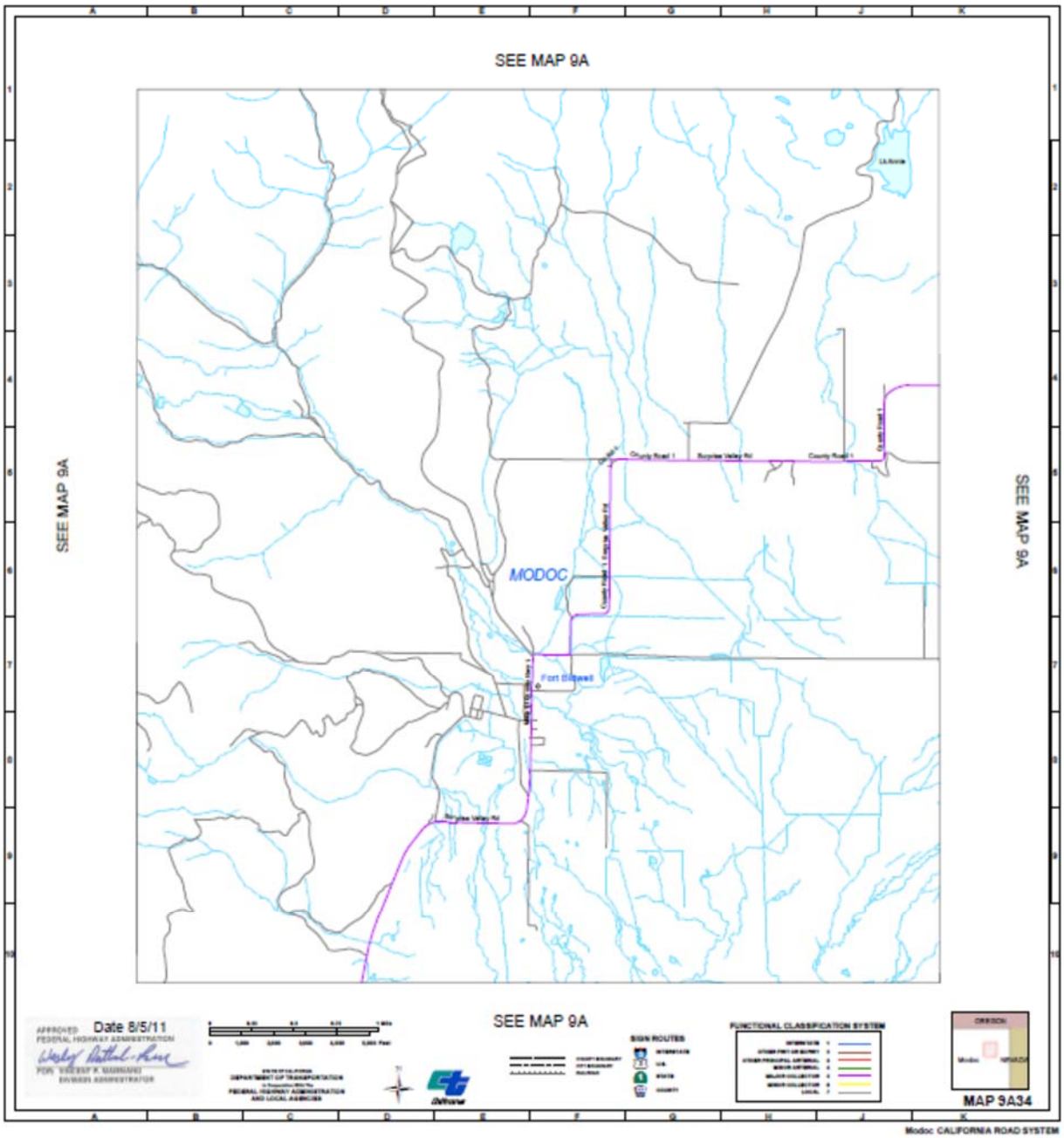

SEE MAP 8B
SEE MAP 8B
SEE MAP 9B
MODOC
SEE MAP 8B35
Date 8/5/11
MAP 8B25
Modoc CALIFORNIA ROAD SYSTEM

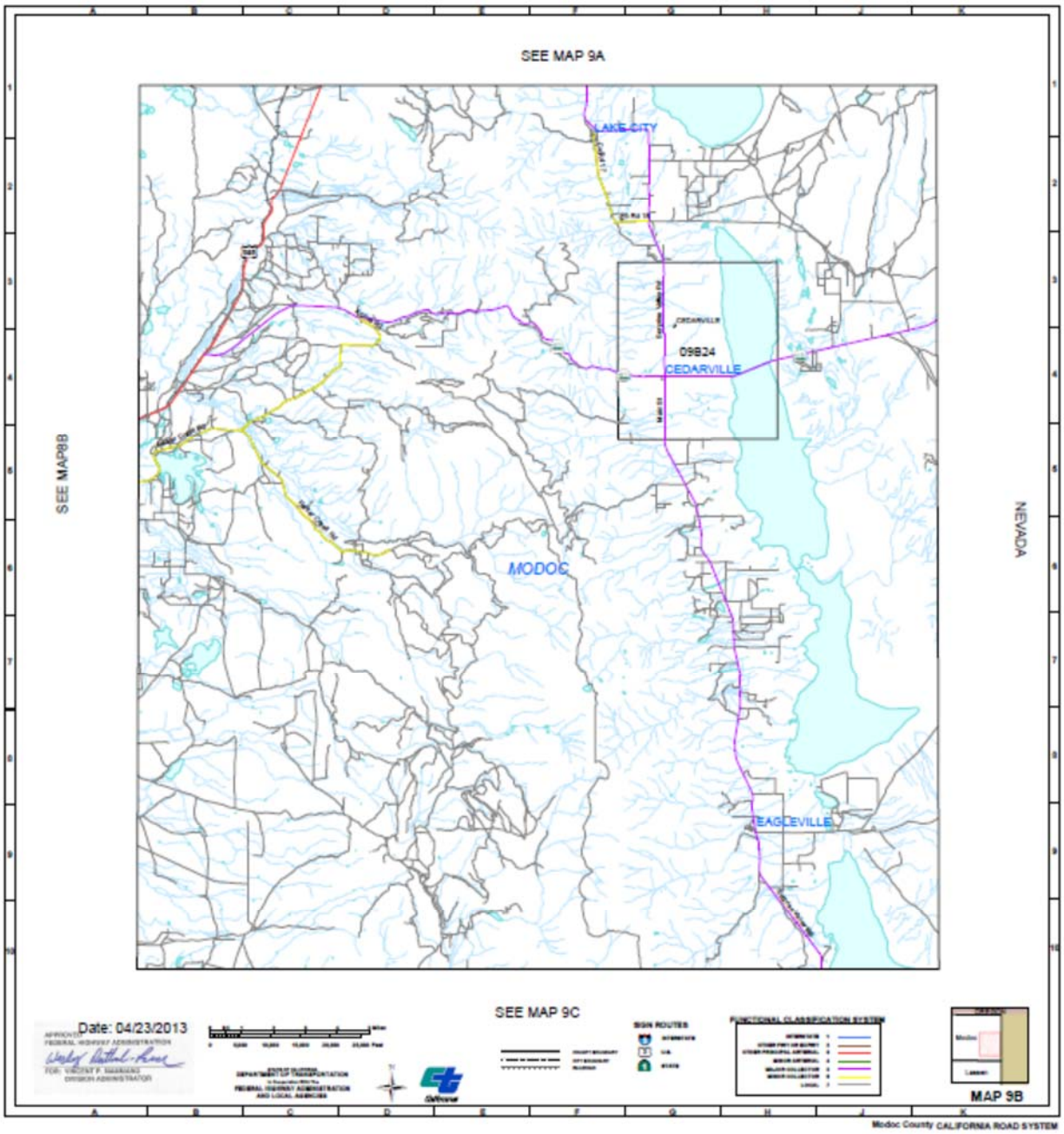

SEE MAP 8B
SEE MAP 8B
SEE MAP 8B
SEE MAP 8B
MODOC
Cedar
Date 8/5/11
SIGN ROUTES
FUNCTIONAL CLASSIFICATION SYSTEM
MAP 8B32
Modoc CALIFORNIA ROAD SYSTEM

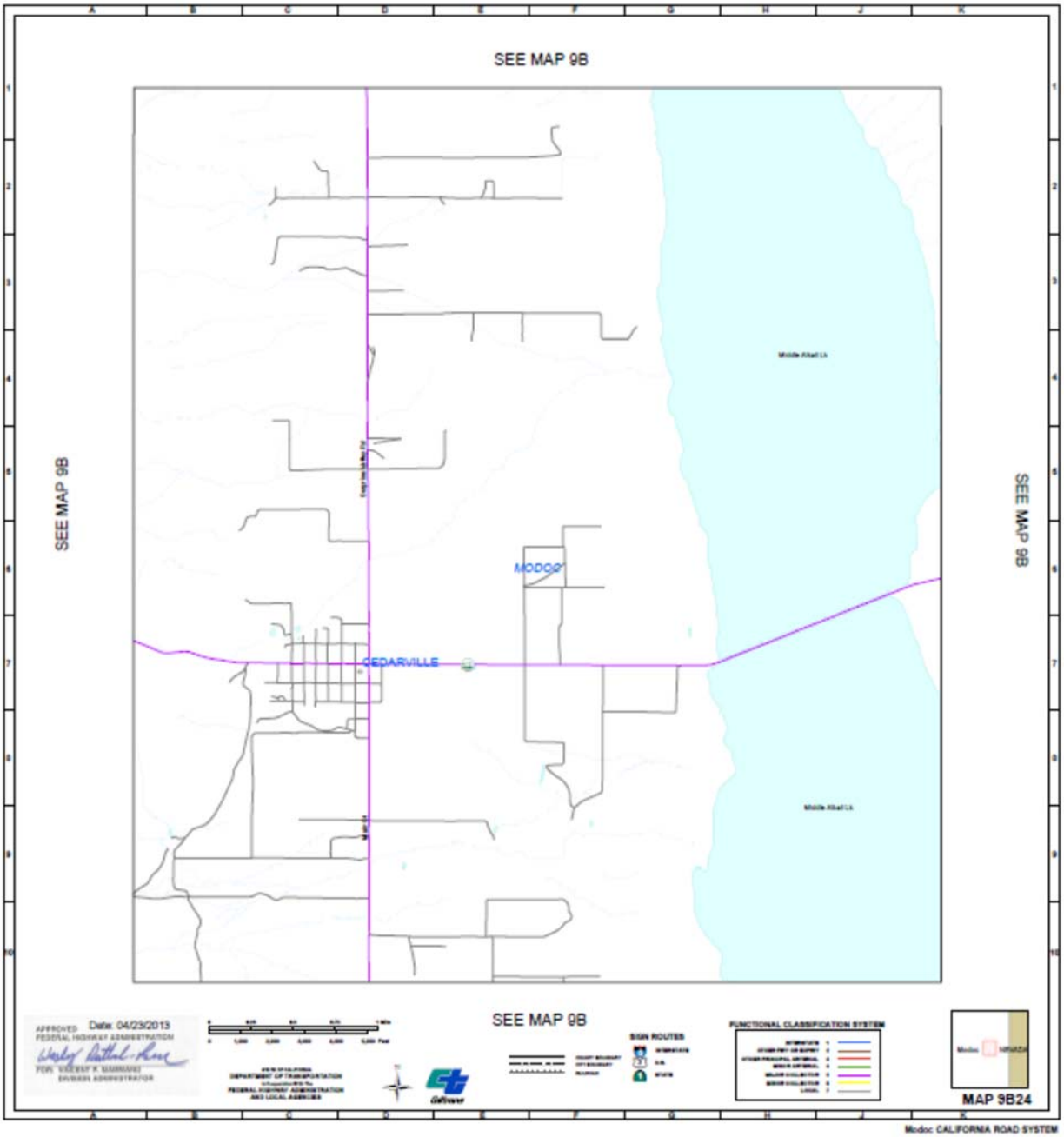

SEE MAP 8B25
SEE MAP 8B
SEE MAP 9B
MODOC
SEE MAP 8B
Date 8/5/11
MAP 8B35
Modoc CALIFORNIA ROAD SYSTEM


OREGON
OREGON
09A22
WILLOW RANCH
09A34
FORT BIDWELL
DAVIS CREEK
SEE MAP 8A
NEVADA
SEE MAP 9B
Date: 8/5/11
MAP 9A
Modoc County CALIFORNIA ROAD SYSTEM


SEE MAP 9A
OREGON
SEE MAP 9A
SEE MAP 9A
MODOC
SEE MAP 9A
Date 8/5/11
SIGN ROUTES
FUNCTIONAL CLASSIFICATION SYSTEM
MAP 9A22
Modoc CALIFORNIA ROAD SYSTEM


SEE MAP 9A
SEE MAP 9A
SEE MAP 9A
SEE MAP 9A
MODOC
Fort Bidwell
Date 8/5/11
MAP 9A34


SEE MAP 9A
LAKE CITY
CEDARVILLE
09824
CEDARVILLE
MODOC
EAGLEVILLE
SEE MAP8B
NEVADA
SEE MAP 9C
Date: 04/23/2013
MAP 9B
Modoc County CALIFORNIA ROAD SYSTEM


SEE MAP 9B
SEE MAP 9B
SEE MAP 9B
MODOC
CEDARVILLE
SEE MAP 9B
MAP 9B24
Modoc CALIFORNIA ROAD SYSTEM

G. Short and Long Range Goals, Policies, and Objectives

Goal	Objective	Policy
Reduce Distressed Lane Miles in Modoc	**Short Range** - Program STIP funding to local street and road deferred maintenance; support State SHOPP and CAPM projects. **Long Range -** Program STIP funding to local street and roads.	System preservation is the highest priority for funding from STIP.
Reduce Fatalities, fatal collisions VMT, injury, property damage	**Short Range -** Support partner agencies safety projects and include them in the RTP **Long Range -** Support State and local agency safety projects	Safety is a high priority. Support State, City, and County safety projects; include these projects in the Regional Transportation Plan
Mobility - Transit Operations	**Short Range** - MTA to monitor operating cost per revenue mile and farebox ratio. **Long Range** - Research sources for efficiencies for operations	MTA to have Triennial Performance Audit and monitor the system performance; adjustments to maintain farebox ratios and operating costs. Submit grant funding for a new Short-Range Transit Plan.

H. Specific Conservation Strategies – Modoc Plateau

Table 5.2-1 Conservation Units and Targets – Cascades and Modoc Plateau Province*

Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Types Associated with Target
Southern Cascades Ecoregion	Consists of scattered mountains of low to high elevations. While there is no distinct range, the crest of the mountain chain is aligned toward the north-northwest between the Sierra Nevada and Mt. Shasta and toward the north from Mt. Shasta northward. Slow and moderately rapid rivers and streams are common throughout the ecoregion. Major rivers and lakes include the Klamath and Pit Rivers, Lake Almanor and Meiss Lake. Predominant vegetation communities in this section include ponderosa pine, big sagebrush, Idaho fescue, western juniper, mixed conifer, white fir, red fir, and lodgepole pine. Elevation range: 2,000 to 14,000 feet.	North Coastal Mixed Evergreen and Montane Conifer Forests	Representative of cool-temperate forests of northern California. These range inland from the immediate coast and experience warm, relatively dry summers and cool rainy to cool snowy winters. The interior mixed evergreen forests contain madrone, tan oak, Oregon oak and drier Douglas-fir with canyon-live oak mixes. At higher elevations, ponderosa pine mixes with incense-cedar. Further up in elevation are mixed white fir, sugar pine, and Jeffrey pine communities. The eastern slopes have open ponderosa and Jeffrey pine stands.	Douglas-Fir; Montane Hardwood-Conifer; Montane Hardwood; Klamath Mixed Conifer; Eastside Pine; Sierran Mixed Conifer; White Fir; Jeffrey Pine; Ponderosa Pine
		Western Upland Grasslands	Dominated by perennial grasses that are found in moist, lightly grazed, or relic prairie areas. Can be up to 100 percent cover. Includes native grasslands of Idaho fescue, blue wild rye, Great Basin wild rye, ashy ryegrass, Sandberg blue grass, big and bottlebrush squirreltail, one-sided bluegrass. Also includes the non-native grasslands such as creeping bentgrass, velvetgrass, Kentucky bluegrass, Harding grass, and cheat-grass.	Perennial Grassland; Annual Grassland
Modoc Plateau Ecoregion	Fault-block mountains and ridges with non-marine sedimentary rocks and other formations of materials of volcanic origin. Rivers and streams follow alluvial and bedrock controlled channels to the Sacramento and Klamath Rivers or to basins within the Modoc Plateau. Predominant vegetation communities include big sagebrush, western juniper, Idaho fescue, bluebunch wheatgrass, ponderosa pine, white fir, low sagebrush, Jeffrey pine, lodgepole pine, aspen, and sedge meadow communities. Climate is generally dry and cold in the winter with annual precipitation from 8-30 inches. Summers are hot and dry. Elevation range: 3,000 to 9,900 feet.	Big Sagebrush Scrub	Emblematic of the valleys and lower slopes of the Great Basin Desert. It enters the province in the Modoc Plateau and continues south and east of the Cascades. Occupies dry slopes and flat areas within the ecoregion where annual precipitation is usually 16 inches or less. Dominated by shrubs. Most stands are dominated by big sagebrush and mountain sagebrush. Where the soil remains saturated through the spring, silver sagebrush dominates. On low flats with shallow soils and restricted drainage low sagebrush is dominant. Black sagebrush dominates sites with soils high in gravel and carbonates.	Sagebrush
		Great Basin Dwarf Sagebrush Scrub	Low subshrub sagebrush species. These species form stands on poor soils, or exposed slopes and ridges where larger sagebrush species are unable to grow. The main species in this macrogroup include low sage, (Lahontan sagebrush, and black sagebrush). Each of these species has different ecological requirements from calcarious shallow soils, deep clay-rich soils, and shallow rocky upland soils.	Low Sage
		Great Basin Upland Scrub	Shrublands with cool desert affinities but has been segregated from sagebrush species. Predominant species include fire-sensitive, long-lived species such as blackbrush and mountain mahogany; species which recover well from disturbance include spiny hop-sage, winter-fat, Mormon-tea, and some species of bitterbrush. Shorter fire intervals are conducive to emphasizing perennial grass cover such as desert needlegrass, or Indian rice grass (in sandy areas).	Bitterbrush; Low Sage; Sagebrush

Table 5.2-1 Conservation Units and Targets – Cascades and Modoc Plateau Province*				
Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Types Associated with Target
Northwestern Basin and Range Ecoregion	Nearly level basins and valleys bordered by long, gently sloping alluvial fans with linear mountain ranges. Soils are formed mostly from rocks of volcanic origin. Moderately slow rivers and streams flow through deeply incised canyons with bedrock controlled channels (higher elevations) to alluvial channels (lower elevations). A few large lakes, such as Honey Lake, occur here. Vegetation consists of sagebrush and desert shrub cover types. Climate is dry with cold winters and annual precipitation from 4 to 20 inches. Summers are hot and dry. Elevation range: 4,000 to 8,000 feet.	Great Basin Pinyon-Juniper Woodland	Found on virtually all exposures and slopes but is common on level to gently rolling topography. Dominated by Utah or western juniper stands. Very little, if any single-leaf pinyon or California juniper, are present. Shrub species include sagebrush, mountain mahogany, bitterbrush and other cool-desert shrubs and grasses. Denser stands are associated with a grassier understory while more open stands have shrubs.	Pinyon-Juniper; Juniper
North Lahontan Hydrologic Unit (HUC 1808)	Includes the eastern slopes of the Warner Mountains and the Sierra Nevada. Major watersheds in the North Lahontan Basin include the Eagle Lake and Susan River/Honey Lake watersheds. Dominant vegetation ranges from sagebrush to pinyon-juniper and mixed conifer forest at higher elevations. Wetland and riparian plant communities, including marshes, meadows, bogs, riparian deciduous forest, and desert washes. Elevation range: 4,000 to 7,600 feet	Eagle Lake Native Fish Assemblage	Lake habitats consist of closed basins with large, shallow alkaline water of high pH and warm summer water temperatures. Stream habitats are composed of low gradient, intermittent, streams that cross pine forest and sagebrush flats. The Eagle Lake Native Fish Assemblage consists of five species: ▲ Eagle Lake rainbow trout ▲ Eagle Lake tui chub ▲ Tahoe sucker ▲ Lahontan speckled dace ▲ Lahontan redside	N/A