

---

# GLENN COUNTY TRANSPORTATION COMMISSION

---

## TECHINICAL ADVISORY COMMITTEE

---

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

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

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

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

---

## AGENDA

---

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

**Glenn County Planning & Public Works, Conference Room**

777 N. Colusa Street, Willows

(530) 934-6530 Fax (530) 934-6533

---

**1) CALL TO ORDER:**

**2) UNSCHEDULED:**

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

**3) ITEMS FOR CONSIDERATION:**

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

b) Other items

**4) NEXT MEETING:**

**5) ADJOURN**

---

# GLENN COUNTY TRANSPORTATION COMMISSION TECHNICAL ADVISORY COMMITTEE

---

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

---

## AGENDA ITEM

---

MEETING OF FEBRUARY 20, 2015

---

### SUBJECT

---

Regional Transportation Plan Update

---

### ATTACHMENTS

---

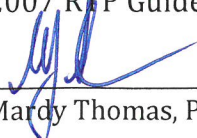
- 2015 RTP funding projections (Draft)
- 2010 Glenn County Regional Transportation Plan Update, Chapter 3. Also available at: <https://glenncountyrtp.files.wordpress.com/2014/09/glenn-county-rtp-2009-2010.pdf>

---

### BACKGROUND & DISCUSSION

---

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

  
Mardy Thomas, Principal Planner

  
Agenda Item#

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

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

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

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

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

#### RECOMMENDATION

---

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



## CHAPTER 3 POLICY ELEMENT

The purpose of the Policy Element is to identify legislative, planning, financial and institutional issues and requirements within Glenn County as well as any areas requiring regional consensus. Consistent with the 201097 RTP Guidelines, the Policy Element is intended to:

- Describe the most important transportation issues in the Glenn County region
- Identify regional needs for both short-term (0-10 years) and long-term (11-20 years) planning horizons (Government code Section 65080 (bB) (1))
- Maintain internal consistency with the Financial Element, STIP fund estimates, and RTIP
- Promote policies and actions to help reduce greenhouse gas emissions from transportation sources (MPO's only)

Formatted: Not Highlight

### STATEWIDE ISSUES

According to the 201408 Report to the California Legislature, the CTC identified four issues that will impact transportation funding and planning throughout the state:

- [Identify and implement reforms](#)
- [Establish funding priorities](#)
- [Secure long-term stable revenues](#)
- [Address goods movement](#)
- [Achieve sustainability goals and address greenhouse gas emission reduction](#)
- ~~The State's budget deficit and its impact on transportation resources~~
- ~~How to program and allocate economic stimulus funds efficiently to achieve the greatest benefit~~
- ~~How to incorporate AB 32 and SB 375, both greenhouse gas (GHG) reduction measures, into the planning, programming and implementation of transportation projects and programs~~
- ~~The identification of a reliable funding source for local road maintenance and rehabilitation~~

The CTC Legislative Annual Report recognizes that going into 2015, existing mechanisms for funding the state's transportation system is at a critical juncture and must be addressed. With the Federal Highway Trust Fund facing its own challenges, Proposition 1B winding down, declining state excise tax revenues, the projected effects of cap and trade on fuel costs, and other factors, action must be taken now to address the near and long-term financial needs to maintain, operated, and expand the state's transportation system.

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

existing revenue sources in place. Should this change, the RTP should be amended to reflect the change in the financing system.

~~The State's ongoing budget concerns coupled with reduced revenues from transportation taxes and fees, has hindered implementation of existing transportation capital projects. The result is that counties will have less transportation revenue in 2009 to build projects. This applies to Proposition 1B projects as well. The CTC also indicated in their annual report that Proposition 42 funding will remain at risk as long as the state's general fund budget remains in a deficit. With the passage of the California state budget, the CTC and Caltrans estimate that the majority of STIP projects programmed in 2008/09 should receive some level of funding.~~

### REGIONAL AND LOCAL ISSUES

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

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

The discussion of transportation issues is foundational to the generation of transportation goals and objectives and performance measures for the update of the 201509 Regional Transportation Plan. The following general categories of transportation issues have been identified. Their potential impact on the Glenn County transportation system is summarized below. A more detailed discussion of existing and future needs by mode is further developed in Chapter 2 – Needs Assessment.

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

### ROAD TRANSPORTATION PRIORITIES AND FUNDING

The County will continue to have difficulty over the next 20 years balancing increasing needs with a relatively fixed amount of revenue from existing sources. The expectations for adequate funding to continue need to be lowered. The most feasible solution for the County is to address both the supply and demand side of the funding equation. On the demand side, design standards and LOS policies need to be carefully reviewed to separate essential from desirable improvements. On the supply side, the introduction of development fees and other local

Formatted: Not Highlight

Comment [GD1]: Mardy doesn't think this has changed but can have meeting with TAC to verify.

Formatted: Not Highlight

Formatted: Not Highlight

initiatives should be considered to supplement the lack of traditional funding. However, uncertainty exists whether local residents within the County are willing to support sales tax or assessment measures to support the maintenance and improvement of county transportation facilities.

## **MAINTENANCE AND IMPROVEMENT OF THE EXISTING ROAD SYSTEM**

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

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

## **ALTERNATIVE TRANSPORTATION MODES**

### ***General Transit Issues***

#### Schedules

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

#### Transit Coordination

Transit coordination and connectivity with transit services in the surrounding counties of Tehama and Colusa is an issue. Better coordination would result in increased opportunities for employment and medical services such as the casinos and specialized medical services available in Corning. Greyhound Bus Service has limited service in the area and local transit services could address the shortfall.

#### Transit Assistance for Senior [Citizens](#)

Improvements to transit service available for seniors is an issue. [Glenn Ride applied for and received a Section 5317 New Freedom Grant to operate a new 15 passenger bus for medical transportation services to Chico, which is primarily for dialysis patients and those who were reliant on mobility devices, however the service ceased for lack of sustainable funding, the Volunteer Medical Transportation Program expanded to attempt to fill in, but the level of service is not the same. Glenn Ride is submitting a New Freedom grant application to assist seniors with using Glenn Ride. It is anticipated this service will be implemented along with a medical van serving Butte County.](#)

## **PROMOTION OF ECONOMIC DEVELOPMENT**

Economic development, as it relates to transportation issues within Glenn County, includes recreation and industrial and commercial activities as described below:

#### Recreational Activities

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

#### Industrial and Commercial Activities

The availability of efficient transportation services and facilities can play a role in promoting existing industrial activities and attracting new types of activities. Increased residential development in the corridor between Orland and Chico will stimulate new commercial development.

~~California Olive Ranch, Inc. (COR) plans to construct and operate a 36,390 sq ft Bulk Olive Oil Storage Facility in association with an existing 22,934 sq ft olive oil processing facility.~~

~~Area Calculations~~

~~Bulk Storage Area (153 ft by 205 ft) = 32,390 sq ft~~

~~Warehouse/Loading (48 ft by 83.4 ft) = 4,000 sq ft~~

~~Total Building Area = 36,390± sq ft~~

~~COR has planned to gradually increase capacity from 10 tons per hour to 80 tons per hour by approximately 2015. The function of the proposed facility is to provide the capability to store large quantities of olive oil for an extended period, similar in operation to rice dryers and silos. Because of the storage, the deliveries can occur over an extended period, opposed to immediately after processing.~~

~~The property is located south of County Road 35, north of County Road 48, east of the Tehama-Colusa Canal, on the west side of County Road D; and west of the community of Artois in the unincorporated area of Glenn County, California (APN 021-020-013).~~

Elements of the transportation system related to industrial and commercial activity include the following:

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

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

#### **DESIGN STANDARDS AND FUNCTIONAL CLASSIFICATION**

The development of a revised functional classification system remains an important issue for the County. The revised functional classification system should provide continuity between County and urban facilities. As discussed in Chapter 2, the revised system reflects the different traffic characteristics and land use patterns that exist and/or will be developed in urban and rural areas. The revised system should consider the differences in road function along differing land uses throughout its length. For example, the status of the un-built section (5.90 miles) of FAS V455

Formatted: Not Highlight



between Road 305 on the west and Road 200A on the east needs to be determined. No projects on this road were identified in the 1990 Road Needs Assessment Study or in the 1986, 2001 and 2005 RTPs. Improvements to this section do not address any forecast congestion problems over the next 20 years and can not be justified on the basis of existing or future needs on existing roads. It has been recommended that the county should eliminate the un-built road section from its current road system and change the existing classification on the route to a minor collector.

**Comment [GD2]:** Need this information from the projects sheet from the various city and county employees.

## GOALS, POLICIES AND OBJECTIVES

Comprehensive goals, objectives, and policies that meet the needs of the region and are consistent with the County's regional vision and priorities for action have been developed for this RTP. The "vision" and "priorities for action" set the framework for carrying out the roles and responsibilities of GCTC and assists them in their decision making process for transportation investment.

The goals, objectives, policies, and implementation measures of this RTP are intended to guide the development of a transportation system that is balanced, multi-modal, and will maintain and improve the quality of life in Glenn County. ~~To this end, consistency with the CTP and the California Strategic Highway Safety Plan (SHSP) is part of the overall goals and policies of this RTP. In addition, the latest "Addendum to the 2007 RTP Guidelines: "Addressing Climate Change and Greenhouse Gas Emissions" during the RTP Process" is considered as part of the overall transportation investment strategies for the plan.~~

The goals, objectives, and policies for each component of the Glenn County transportation system are discussed below. They cover both short-range (0-10 years) and long-range (11-20 years) desired outcomes. They are consistent with the policy direction of the GCTC, the Draft 2008 Glenn County General Plan Circulation Element (2008), the City of Willows General Plan, the City of Orland General Plan (2008), and the updated California Transportation Plan (CTP 2030). The core set of goals, objectives and policies, developed as part of the 200905 RTP, have been carried forward to this 201509 RTP update. New goals, objectives, and policies are included for "land use integration", management of the transportation system", and the monitoring and reduction of VMT. Additional emphasis has been included for coordination activities with Tribal governments.

**Formatted:** Not Highlight

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

**Formatted:** Not Highlight

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

~~Note: A revised set of Draft General Plan goals and policies for the transportation system for the 2008 General Plan is currently undergoing review by the GCTC. A working Draft of this document is included in Appendix 3A.~~

**Formatted:** Not Highlight

## TRANSPORTATION SYSTEM GOALS AND POLICIES

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

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

The following RTP goals, policies and objectives have been retained and updated from the 2009/05 RTP. These goals, policies and implementation measures have been modified to provide consistency with the overall County transportation goals addressed above as well as the new proposed goals contained in the Draft Glenn County General Plan update (2008).

**Goal 1: Upgrade and Maintain Existing Road System**

Policy 1.1

Promote investment in transportation infrastructure

*Implementation Measure*

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

Policy 1.2

Support a high level of state maintenance for Interstate 5.

Policy 1.3

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

*Implementation Measure*

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

Policy 1.4

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

*Implementation Measure*

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

**Goal 2: Provide a Safe Transportation System**

Policy 2.1

Support the improvement of all state, county, and local roads to adopted design standards.

*Implementation Measure*

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

*Implementation Measure*

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

Policy 2.2

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

*Implementation Measure*

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

*Implementation Measure*

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

Policy 2.4

Promote aviation safety

*Implementation Measure*

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

Policy 2.5

Promote the safety of transit passengers

*Implementation Measure*

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

**Goal 3: Align Financial Resources to Meet the Highest Demonstrated Transportation Needs**

Policy 3.1

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

*Implementation Measure*

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

*Implementation Measure*

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

Policy 3.2

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

*Implementation Measure*

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

Policy 3.3

Maintain an effective and safe transportation network

*Implementation Measure*

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

**Goal 4: Promote Coordination**

Policy 4.1

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

*Implementation Measure*

Coordinate the development of major transportation corridors with adjacent counties.

*Implementation Measure*

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

*Implementation Measure*

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

Policy 4.2

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

*Implementation Measure*

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

**Goal 5: Efficient and Effective Transportation System**

Policy 5.1

Promote strategies that result in an efficient and effective transportation system in Glenn County

*Implementation Measure*

Develop and maintain a functional classification system that identifies the 20-year function and lane requirements for existing or proposed city, county, and state roads.

*Implementation Measure*

Update the Regional Transportation Plan consistent with the latest adopted CTC RTP guidelines

*Implementation Measure*

Implement roadway level of service standards to ensure travel delays and congestion do not exceed acceptable levels. Consider tradeoffs with other modes and community values to maximize limited funding.

Policy 5.2

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

**Goal 6: Promote Economic Development and Land Use Policies**

Policy 6.1

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

Policy 6.2

Emphasize aviation-related uses on land at the two county-operated airports.

Policy 6.3

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

*Implementation Measure*

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

*Implementation Measure*

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

Policy 6.4

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

**Goal 7: Provide Non-Auto Transportation Modes Consistent with Demand and Available Resources**

Policy 7.1

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

Policy 7.2

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

**Goal 8: Develop a Comprehensive System of Bikeway Facilities to serve Glenn County**

Policy 8.1

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

*Implementation Measure*

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

Policy 8.2

Promote a bikeway system that is cost effective to construct, easy to maintain, respects landowners, utilities, and special districts' property rights, and minimizes the potential for conflicts with other types of vehicles and other recreational users.

*Implementation Measure*

Develop a bicycle master plan that can be incorporated into the planning and construction activities for all County departments, and by the Cities of Orland and Willows, recreation and park districts and other governmental agencies to efficiently plan, construct, and operate the bikeway system.

**Goal 9: Increase the efficiency of the existing transportation system. Implement Transportation System Management (TSM) techniques where feasible**

Policy 9.1

Managed the transportation system to achieve desired speeds and travel times in recognition of funding resources and environmental objectives of the County.

*Implementation Measure*

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

Policy 9.2

Promote access management and accident scene management measures to increase traffic flow.

*Implementation Measure*

Coordinate with Caltrans, the CHP and local law enforcement on effective scene management procedures.

**Goal 10: Reduce the Demand for Single Occupant Vehicle Travel through Transportation Demand Management (TDM) Techniques**

Policy 10.1

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

Policy 10.2

Increase the mode share for public transit by 5 percent by 2030.

*Implementation Measure*

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

**Goal 11: Improve livability in the County through land use and transportation integration and decisions that encourage walking, transit, and bicycling**

Policy 11.2

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

*Implementation Measure*

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

**CALIFORNIA TRANSPORTATION PLAN POLICIES**

To provide complete consistency with the goals of the California Transportation Plan (CTP), the CTP vision, goals and objectives are adopted as part of this Policy Element. A summary of the CTP planning themes is included as Appendix 3B.

Formatted: Not Highlight

The draft 2040 CTP (final adoption expected December 2015) provides vision, goals and strategies for improving transportation in California. The vision is to provide a transportation system that is safe, effective, reliable, interconnected and equitable all users. The plan focuses on safety and increased travel choices for California residents. The implementation strategies involve education, collaboration, incentives and promotion, use of advanced technologies, a reexamination of design standards and integration of all modes, and a political presence. The following concepts and issues are important to Glenn County and are reflected in the 201509 RTP update:

Formatted: Not Highlight

**Comment [GD3]:** Does Glenn County have updated concepts/ issues?? The current CTP2040 won't be adopted until Dec 2015.

- The volume of truck transport for commercial and agricultural products will likely continue to grow on State highways. The County is impacted by this growth and the need for improved truck routes, truck parking facilities, and truck access to commercial and agricultural land uses.
- The cost of transportation for disabled and low income groups will likely continue to increase. The RTP recognizes that a more extensive mix of flexible transportation choices and services will improve accessibility for both groups. The transportation system in Glenn County is striving through its RTP goals and policies to be more equitable by promoting urban growth patterns that are easier to serve by transit.
- The CTP summarizes three land use practices that have influenced urban design and that have profound impacts on travel behavior. These practices include the lack of coordinated decision-making between cities and counties, single-use zoning, and low-density growth

Formatted: Not Highlight

Formatted: Not Highlight

patterns. Glenn County is experiencing some of these effects through increased traffic congestion and delays in the City of Willows and City of Orland. The RTP is proposing several projects to improve and monitor LOS to help increase the positive effects of good land use planning and decisions and to incorporate “smart growth” principles to the degree possible. These principles focus on more compact development and the appropriate sizing of transportation infrastructure-

#### **CALIFORNIA STRATEGIC HIGHWAY SAFETY PLAN**

RTPAs are ~~now~~ required to show a strong link between the SHSP planning processes described in title 23 U.S.C. 148 and the regional planning process. The SHSP addresses sixteen challenge areas as shown in Appendix 3C. The Glenn County 201509 RTP reviewed the SHSP in conjunction with the goals and policies developed in Chapter 3.

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

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

#### **CLIMATE CHANGE AND GREEN HOUSE GAS EMISSIONS**

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 known as the California Global Warming Solutions Act (Section 38560.5 of the Health and Safety Code). The bill establishes a cap on statewide greenhouse gas emissions and sets forth the regulatory framework to achieve the corresponding reduction in statewide emissions levels. [In 2008, SB 375 \(Sustainable Communities and Climate Protection Act\) was enacted to more specifically address the transportation and land use components of greenhouse gas emissions by 2020. The 2010 revisions to the Regional Transportation Plan Guidelines reflects the revisions to address planning requirements of SB 375 as well as other planning practices. However, the 2010 RTP](#)



guidelines states that rural non-MPOs are not subject to the provisions of SB 375, or the resultant requirements to address regional GHG targets. It is suggested that in preparing the environmental document (Chapter 6) that any GHG emissions during construction or as a result of the project be addressed and mitigated, as appropriate.

~~In January 2007, the Legislature asked the CTC to review the RTP guidelines to incorporate climate change emission reduction measures. The request emphasized that RTPs should utilize models that accurately measure the benefits of land use strategies aimed at reducing vehicle trips and/or trip length. The CTC staff established an RTP guidelines work group to assist in the development of "best practices" for inclusion in the RTP Guidelines. The Addendum to the 2007 RTP Guidelines (May 29, 2008) provides several recommendations for consideration by rural RTPAs to address GHG.~~

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

Formatted: Not Highlight

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

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

- **Goal 6** promotes coordination between economic development and land use policies including access to non-auto modes
- **Goal 7** promotes a greater use of non-auto modes such as transit to reach as many people as possible in the County with improved transit service
- **Goal 8** provides for development of a countywide system of bikeways
- **Goal 9** strives to manage traffic congestion through Transportation System Management (TSM) techniques
- **Goal 10** reduces the Demand for Single Occupant Vehicle Travel through transportation demand management (TDM) techniques
- **Goal 11** strives to improve livability in the County through land use decisions that encourage walking, transit, and bicycling

▲ The effectiveness of efforts by the RTPA to provide transportation alternatives and to implement TDM and TSM policies and strategies can be measured in terms of reductions in VMT or the

Formatted: Not Highlight

expected growth in VMT. VMT reductions and speed correlate directly with reductions in GHG emissions.

Caltrans reports VMT by County on an annual basis. Their summary report "Vehicle Miles of Travel on State Highway System" for Glenn County covering the years 1999 through 2007 shows that between 1999 and 2004 VMT increased approximately 2.1 percent (compounded) per year on State highways in the County. However, since 2004, VMT in the County has actually declined by approximately 0.4 percent per year through 2007. This reduction is attributed to a reduction in agricultural employment, higher fuel costs, and the State's declining economy.

~~A 2008 report by the Victoria Transport Policy Institute "Smart Transportation Emission Reductions - Identifying Truly Optimal Energy Conservation and Emission Reduction Strategies" - Todd Lippman, states that most current transportation emission reduction programs focus on changing vehicle and fuel type rather than the amount people drive. Mileage reduction strategies tend to be ignored because many people assume that they are difficult to implement and may harm the economic well being of consumers. However, the report also states that many high-mileage motorists would prefer to drive less and have greater travel choices, provided those choices are convenient, comfortable and affordable. As with most rural counties, non-auto modes are limited and are not generally seen as a viable alternative to the automobile for economic and geographic reasons.~~

▲ In recent years, Glenn County has experienced relative slow growth (less than 1.5 percent per year) in population and employment and is forecast to continue this trend through 2030. Based on this trend and the guidelines established in the [2010 Addendum to the 2007 RTP](#) guidelines, the County is not required to run a network travel demand model to estimate VMT. The guidelines cite the lack of road congestion and the fact that emission changes from higher-MPG vehicles will continue to help the County comply with future emission caps established by the California Air Resources Board as part of AB 32.

Formatted: Not Highlight

The Caltrans report of annual VMT for State highways and county historical population trends from the DOF were used by the consultant to calculate VMT per capita for Glenn County. In 1990, VMT per capita was calculated to be approximately 11,405 annually. In 2007, this number increased to approximately 12,430 annually or about ½ percent a year on average. Glenn County will continue to monitor population and employment and VMT growth consistent with the RTP and the County's General Plan policies to track changes in travel demand.

The Glenn County 201509 RTP recognizes that TDM and other non-auto mobility options, including walking, biking and transit require coordinated land use decisions and improved infrastructure. To this degree, the goals and policies in the RTP are consistent with the County's proposed general plan revisions to provide a balanced multi-modal transportation system that includes non-auto choices for access and mobility. Goals proposed in the 2008 GP revision and update emphasize the following:

**Goal 7.01** to develop and maintain an efficient, safe, and effective road system.

**Goal 7.02** to establish non-auto transportation modes consistent with demand and available resources.

**Goal 7.03** to provide for the orderly growth of the Willows Glenn County/Orland Haigh Field Airports and the area surrounding the airports within the identified planning boundary, and to safeguard the general welfare of the inhabitants within the vicinity of the airports and the public in general.

**Goal 7.04** to develop a comprehensive system of bikeway and pedestrian facilities to serve Glenn County

**Goal 7.05** to protect the quantity and quality of community water supplies.

**Goal 7.06** to provide quality wastewater service where appropriate to meet growth needs and allow for compact communities.

**Goal 7.07** o facilitate improvement and expansion of communication opportunities to serve County residents especially fiber-optic and wireless Internet access.

**Goal 7.08** To facilitate improvement of the power distribution and generation to serve County residents while addressing environmental and energy conservation goals.

**Goal 7.10** to support continued operation and expansion where feasible of existing rail transportation

**Goal 7.11** to reduce the County's reliance on land filling, reduce the volume of the solid waste stream, increase recovery of materials, and dispose of remaining waste in the most environmentally and fiscally responsible manner available.

The County and cities are committed to implementing these types of policies and strategies that reduce reliance on the automobile and contribute to the reduction of GHG.