

GLENN COUNTY TRANSPORTATION COMMISSION

FINAL OVERALL WORK PROGRAM FOR TRANSPORTATION PLANNING

FISCAL YEAR 2009-2010

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I. INTRODUCTION

The Glenn County Transportation Commission (GCTC) is a designated, single-county Regional Transportation Planning Agency. The public agencies that coordinate transportation planning through GCTC are the Cities of Orland and Willows, County of Glenn, California Department of Transportation, the U.S. Forest Service and the Grindstone Indian Rancheria. A map of Glenn County is attached as Exhibit "A". Since July 1983, GCTC oversees the cooperative development and implementation of transportation projects for roads, airports, public transit, and non-motorized transportation.

In 2005, GCTC updated the Regional Transportation Plan (RTP) that defines planning transportation goals and objectives that are relevant to this rural region as specified in Section 134 of Title 23 of the United States Government Code Section 650809(b). Rural areas may update their RTP every five years; GCTC began the process to update the RTP with completion by December 2010. The RTP lists specific short term and long term transportation projects to be implemented as part of an overall multi-modal plan.

The Overall Work Program (OWP) for transportation planning compliments the RTP. It is designed to respond to growth strategies adopted in local and county general plans and to reflect the desires and needs of the general public, groups that have specific mobility issues, including the elderly and handicapped and the Native American Tribal Community. Outreach to the transit dependent will be accomplished by notices and surveys distributed to bus passengers, dial-a-ride users and the clients of the Volunteer Medical Transportation Program, the senior centers and to the Grindstone Indian Rancheria. Staff will provide information to HRA (Human Resources Agency) for input from staff and clients because of the various work assistance programs; the clients usually have inadequate transportation that prevents them from obtaining gainful employment. The plan is required to be updated every five years. This Work Program details the projected planning activities and resources to be expended during Fiscal Year 2009/2010 for continuation of regional transportation planning. The Glenn County Transportation Commission assigns major planning tasks to the staff.

The Region is predominantly rural in nature with scattered small communities. Transportation and the regional economy are oriented to farming, ranching, and lumber. Forest Highway 7 (State Route 162) westward to Covelo is an existing road facility requiring major improvements with an emphasis on recreation and forestry uses. The Grindstone Indian Reservation connects with the county transportation system at County Road 305. The Intermodal movement of commodities and services are of prime importance.

II. ORGANIZATION AND MANAGEMENT

GCTC was designated as a Regional Transportation Planning Agency by the Secretary of the California Business, Transportation, and Housing Agency. The Glenn County Transportation Commission consists of six members: three members appointed by the County Board of Supervisors and three members

appointed by the City Selection Committee representing the Cities of Orland and Willows. The Glenn County Transportation Commission meets monthly alternating meeting locations between the cities of Orland and Willows.

An Overall Work Program Agreement between GCTC and Caltrans provides for preparation of an annual Work Program of planning activities and for organizational and working arrangements in regional transportation planning.

The committees supporting GCTC that provide input into the regional planning process are the following: Glenn County Regional Transit Committee (RTC), Social Services Transportation Advisory Council (SSTAC) recommends to the Regional Transit Committee, Technical Advisory Regional Transportation Improvement Program Committee, and the Glenn County Airport Advisory Committee. An organizational chart is attached as Exhibit "B".

A. Regional Transit Committee

The Regional Transit Committee consists of six representatives. The County, the City of Orland and the City of Willows each appoint two representatives. This Committee is responsible for the operations of transit services offered in Glenn County. The Regional Transit Committee considers the recommendations of the SSTAC and presents the recommendations to the Transportation Commission. The Regional Transit Committee is the governing board for Glenn Transit Service a Joint Powers Authority for transit services in Orland, Willows and the unincorporated area of Glenn County. The Joint Powers Agreement references Transportation Development Act, Government Code Section 29530 et seq, with the County and the Cities as recipients of the funds. An expansion of the membership, such as representative from the Grindstone Indian Rancheria Tribal Government would require action by the Cities of Orland and Willows and the County.

B. Social Services Transportation Advisory Council

Members of the Social Services Transportation Advisory Council (SSTAC), appointed by GCTC, represent a cross section of community interests in the Region. The members represent various neighborhoods, communities and are affiliated with various service clubs and community groups. In 2000, GCTC increased the membership to a total of 14. The additional members represent the Butte-Glenn Community College District and CalWorks. The current membership is:

Name	Representative	Organization
Gloria Ponciano	Transit Provider	Paratransit
Dudley Burrows Vickey Shively (Alternate)	Social Service Provider Rep	Health Services
Barbara Hibdon	Social Service Provider- Disabled	North Valley Services
Karen Dexter	Social Service Provider	Health Services
Terry Goodwin	Social Service Provider- Seniors	Senior Center

Darlene Friesen	Social Service Provider	Senior Center
Becky Hansen	Social Service Provider- Low Income	HRA
Leslie Collins David Allee (Alternate)	Social Service Provider- Low Income	HRA
Vacant	Social Service Provider- CalWorks	HRA
Vacant	Senior Citizen	Glenn County Residents
Wilma Olsen	Handicapped	Glenn County Schools
Mary Villalovo	Social Service Provider- Child	Dept of Children Development
Richard Miller	Butte College	Butte College
	Consolidated Transit Service Agency	Regional Transit committee

There are currently two vacancies on the Committee-representing Senior Citizens and CalWorks. Staff has contacted the Senior Center for a nomination and also advertised in the newspaper with no success. Staff has contacted HRA and should have a nominee soon.

SSTAC will consider the addition of a representative of the Grindstone Indian Rancheria; the additional representative would provide additional insight for a sizeable portion of the County. Currently, the Grindstone Indian Rancheria Tribal Government receives a SSTAC packet. In addition, the SSTAC membership includes one representative and one alternate from the Northern Valley Indian Health Services.

The Council annually reviews and recommends action for unmet transit needs in Glenn County and advises on major transit issues. In Fiscal Year 2001/2002, the Transportation Commission contracted with Nelson/Nygaard to develop a Short Range Transit Plan (SRTP) to review, analyze and recommend changes, if any, to the transit system. The SSTAC has been analyzing and recommending actions for the existing transit systems with the information from the SRTP to the Regional Transit Committee. The transit system changes would provide comprehensive service with limited funding. The SSTAC analyzed the recommendations of the Short Range Transit Plan for two of the transit programs in Fiscal Year 2002/2003 and recommended implementation for the dial-a-ride service of increased fares and a formal application process and recommended for the Volunteer Medical Transportation program of agency mileage fees equivalent to the federal mileage reimbursement and restricting coverage area.

Subsequently, GCTC contracted with Moore and Associates to complete a Transit Assessment Study, using Section 5311(f) grant funding, to provide information on Glenn Ride, the public transit system, and identify potentials for growth. The study was reviewed and support was given to the recommendations of the study—schedule adjustments to provide more frequent service to Chico and circulator routes within the two cities of Orland and Willows, installation of schedules at all bus stops, expand service to Glenn Medical Center and establish a sustainable vehicle replacement strategy.

The SSTAC also annually reviews and recommends action for unmet transit needs in Glenn County. Staff developed a user-friendly flyer describing the Unmet Needs Process, defining an unmet need and defining a reasonable to meet unmet transit need. The flyer has space for written comments that can be returned either by conventional mail or faxed or comments may be sent electronically. The flyers are available at the Senior Centers, Transit Office and City Halls. Flyers are mailed to local churches. The transit dependent frequent these locations and may readily access the information. The flyer is available in English and Spanish.

The recommendations are identified as either (a) there are no unmet transit needs, (b) there are no unmet transit needs that are reasonable to meet, or (c) there are unmet transit needs, including needs that are reasonable to meet. The SSTAC presents the recommendations to the Regional Transit Committee. The Regional Transit Committee reviews SSTAC's recommendations and recommends action to GCTC which adopts any proposed action by resolution.

C. Transportation Technical Advisory Committee (TAC)

Members of the Technical Advisory Regional Transportation Improvement Program Committee (TAC) include planning and engineering staff of the County of Glenn, Cities of Orland and Willows and a representative from the Native American Grindstone Indian Rancheria. Advisory members for the Committee are from the California Highway Patrol, U.S. Forest Service, and Caltrans, District 3.

This Committee has the responsibility to use their expertise to review, evaluate, prioritize and recommend regional projects for programming Glenn County's share of the State Transportation Improvement Program funds for the Glenn County Transportation Commission's consideration. This Committee made recommendations for the 2008 STIP cycle and other available funding from the Transportation Bonds approved in the November 2006 election and will be instrumental in the update of the RTP. This Committee will also be reviewing recommendations for the Federal Economic Stimulus and for the 2010 STIP cycle.

D. Airport Advisory Committee

The Airport Advisory Committee consists of nine members with four representing the Willows Airport, four representing the Orland Airport and one public member. The Committee is appointed by the County Board of Supervisors.

The membership is incomplete and recruiting is proceeding. The current members are:

Reggie Michaud
Gerald Kraemer

Pete Mann
Perry Bronner

Jerry Jackson
Guy Ussery

This Committee has the responsibility of developing and analyzing the aeronautical transportation planning activities for the GCTC's consideration for the aviation element of the Regional Transportation Plan, and this information is incorporated into the California Aviation System Plan (CASP), and updates to the aviation Capital Improvement Plan.

E. Rural Counties Task Force

The rural counties of California have formed a Rural Counties Task Force. A rural county is defined as having a population of 50,000 or less. Staffing for the Rural Counties Task Force is provided from its members; the staff is comprised of a chairman, vice-chairman and secretary. This group conducts bimonthly (every two months) meetings. It provides rural counties the opportunity to communicate with one another, educate rural counties on changes in state transportation planning, provides a united voice for dealing with state agencies and legislative proposals and analysis.

GCTC staff regularly attends the meetings and has obtained valuable training and contacts at the county and state level. With the increasing complexity of transportation laws, the Rural Counties Task Force has supplied a wealth of information. GCTC provides financial support to the Task Force for the continuation of the valuable service of coordination and integration of government agencies. Through the Rural Counties Task Force, GCTC will work to minimize transportation budget reductions to maintain a safe and intermodal transportation system.

III. WORK PROGRAM

The work program summarizes the transportation planning activities to be administered by GCTC during the 2009/2010 fiscal year. The work program gives direction and emphasis to specific elements of the planning process. It ensures that the process is responsive to the transportation needs and priorities of the region and the state. It is also a basis for budgeting revenues and expenditures for the various elements of the Overall Work Program.

Regional transportation planning in California is a dynamic process. It involves the collaboration of Federal, State, Tribal Governments, regional and local agencies, the private sector and the public. All involved in transportation planning have the opportunity to provide leadership in any one or more phases of the regional transportation planning program.

Transportation planning considers multiple, complex and evolving goals, objectives, plans and programs. Regional transportation planning results in the development of Regional Transportation Plans and ultimately programs the projects. Regional planning studies, activities, consensus efforts and documents provide the basis for project decisions including mode choice and general alignment. These decisions, in turn, lead to environmental and design approvals, and project delivery and construction.

The GCTC actively seeks public opinion on work programs and projects at all stages of development. The GCTC posts agendas and minutes to the County website to facilitate reaching the community. The GCTC is sending direct mailers for community feedback, such as the Unmet Transit Needs Process; clients of the subsidized taxi service and clients and drivers of the volunteer medical transport are receiving direct mailers of the public hearing schedule. Notices are also being posted in English and Spanish. The GCTC is providing notices for posting to community groups (i.e. Orland and Willows Senior Nutrition Programs and the Hamilton City Community Services District), the City of Willows and the City of Orland to provide a wider range of notification.

The Airport Advisory Committee has been an additional source of communication on transportation projects with the overall community.

Also, the SSTAC advises the GCTC in regards to transit needs. The SSTAC has members that have physical impairments and advocates for low-income, disabled and transit dependent citizens. The SSTAC is being consulted more frequently to ensure the needs of the transit dependent populace are acknowledged and addressed. Public input on transit and transportation projects is determined to be appropriate at all meetings of the GCTC. Transportation Commission Agendas are mailed to the Native American Community and Hamilton City Citizens in Action. The agendas are also provided to the two local newspapers and are published on the Internet. The SSTAC has appointed a liaison to the GCTC and that person receives the full agenda packets for the GCTC and the Regional Transit Committee and is able to discuss items with SSTAC members and with the GCTC and the Regional Transit Committee.

A. Planning Emphasis Areas

Annually, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) provide Regional Transportation Planning Agencies with planning emphasis areas that are to be considered during development of the overall work programs. The Federal Planning Factors in Title 23 of the United States Code, section 134(f) (revised in SAFETEA-LU section 6001(h)) are to be incorporated in the OWP. The eight planning factors are as follows:

- Support the economic vitality of the area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and nonmotorized users;
- Increase the security of the transportation system for motorized and nonmotorized users
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between the modes, for people and freight;
- Promote efficient system management and operation; and

- Emphasize the preservation of the existing transportation system.

During the development of the Work Element for the 2009/2010 Overall Work Program, the planning emphasis areas and eight planning factors were considered by staff. Tasks identified in each work element address the planning emphasis areas.

Recent events have caused a renewed interest in safety and security for transportation activities. Future transportation projects will be analyzed to promote the safety and security of transportation services and transportation systems. Funding from Proposition 1B provides for increased security for transit systems. Funding from the State Department of Homeland Security was secured and is being used to provide increased security for the transit buses with additional lighting and closed circuit cameras in the storage yard and on the buses.

Future transportation projects will require coordination with resource and permit agencies for timely delivery and safe projects. The environmental process will be integrated to improve the planning process. The environmental process includes communicating with emergency service providers, such as law enforcement and fire protection. The coordination efforts will readily identify sensitive areas and improve analytic techniques.

B. Regional Transportation Plan

GCTC adopted a new Regional Transportation Plan (RTP) in September 2005. For Rural Agencies, the RTP is required to be reviewed and amended, if necessary, and forwarded to the California Transportation Commission every five years. Glenn County completed the update of the RTP in August 2005. As part of the OWP, funding was provided in the OWP for 2008/2009 and additional funding will be programmed for the update of the RTP by 2010. The RTP requirements have changed considerably in the last two years with reauthorization. This will be a multi-year process. The Transportation Commission has contracted with Fehr and Peers to update the RTP with a project completion date of December 2009.

RTP projects receive funding from the State Transportation Improvement Program (STIP). The State Highway Account has limited new funds for STIP due to the State Budget Crisis. The 2008 STIP has identified some additional funding, however, with the State Fiscal Crisis, it is unclear the level of programming will be available. At this time, the California Transportation Commission, which allocates the funding for STIP, is only approving allocations for safety projects, due to the State's budget problems.

The two County Road 27 projects were removed from the STIP and replaced with one project on County Road V from County Road 29 to County Road 39 and a second project on County Road V from County Road 39 to State Route 162. The overall project would improve the local road which is used as a north-south truck alternative to State Route 45 for the transportation of agricultural products.

The City of Willows added two projects: one on Butte Street and one on Sacramento Street. These projects would improve the movement of vehicles and non-motorized traffic with the addition and repair of curb, gutter and sidewalks.

The City of Orland added an improvement project on Sixth Street (former State Route 99). This project would improve movement of vehicles and non-motorized traffic and would be complimentary to the State Route 32 Realignment project in Orland.

Other high-rated projects identified in the short range projects of the Regional Transportation Plan are on County Road D, County Road 9, County Road 200 (west of Orland) and County Road 39. All these projects were identified because of the need of improvement for goods movement and thereby increasing economic opportunities in Glenn County. Road improvement projects will also increase safety for automobile and pedestrian traffic. Automobiles will have newly constructed roads with improved markings. Pedestrians and bicycle riders will have improved shoulders to facilitate their movements.

The RTP identifies transportation projects as short range and long range or fiscally constrained and unconstrained. As already mentioned, the State budget crisis has made almost every transportation project fiscally constrained. The projects were programmed based on need for safe movement of goods and people, benefit to the area and benefit to the statewide system.

GCTC has assumed responsibility for the major transportation planning activities with support from the California Department of Transportation using State Transportation funding allocated through GCTC or direct subventions. The public will be notified of prospective changes through the newspaper, the internet, announcements before community groups, fliers and public service announcements.

A possible source for revenue would be developer impact fees for road improvements. The two incorporate cities have ~~some~~ impact fees. The City of Willows has impact fees for development at Interstate 5/State Route 162/Wood Street. The City of Orland has development impact fees. Future development within the County and the cities should contribute to development and maintenance of the road system. A planning study for the development and implementation of developer fees for transportation infrastructure in the County is being developed. The County has enacted impact fees for law enforcement such as: Sheriff, Jail, Probation and District Attorney. The next round of impact fees are proposed for parks and libraries with roads in the third set. The fees would complement future revenue sources for fiscally constrained street and road projects. The Transportation Commission will be working to receive the most from every transportation dollar.

The local streets and roads improvements are the predominate need for Glenn County residents. The continuing lack of funding only exacerbates the problems.

Federal funds are not available for local streets and roads and compliance with NEPA is not applicable.

Transit programs are complementary to road improvement projects by moving more people in fewer vehicles, thereby reducing impacts. Short and long term projects will include changes in the current programs and possible development of new programs, such as strictly ADA-compliant programs.

A Transit Assessment Study was completed in February 2009, funded by FTA Section 5311(f). The study identifies several recommendations for the fixed route system, Glenn Route. The Regional Transit Committee and the Transportation Commission have directed implementation of the First Phase. The update of the RTP will include consideration of the Transit Assessment Study and the other transit programs, dial-a-ride and volunteer medical transportation.

The First Phase of the Transit Study identifies local circulators, operating within the Cities of Orland and Willows, with a connection to Chico. Initial steps have been taken to develop an efficient circulator route in each city.

A funding source has been identified for the capital purchase of the buses for the circulator system. The funding source is Public Transportation Modernization, Improvement and Service Enhancement Program, based on Proposition 1B funds. Glenn County's allocation for two fiscal years is \$360,754. The funds would purchase six (6) buses for the circulator system, an expansion of Glenn Ride. The Transportation Commission has submitted an application for the funds. However due to the current State Budget problem, the funds are not currently available.

The RTP update will consider other forms of transportation, such as biking and walking. The County was unsuccessful with an application for a Community Planning Grant for update of the bicycle plan and incorporating a Safe Routes to School program for bicycling and pedestrian usage. Staff will be working to submit another grant application this year to address Safe Routes to School.

Glenn County suspended the update of the general plan due to budgetary constraints. It is unclear when the process will restart.

Glenn Transit Services operates a deviated fixed route system, known as Glenn Ride and this transit system could be expanded to transport more people, thereby reducing the number of vehicles on the Glenn County roadways. This program is discussed further in the document.

C. Technical Capacity

The Glenn County Transportation Commission contracts with a consultant to maintain the Pavement Management System (PMS) software. County employees are performing the tasks of road ratings, traffic counts, accident counts and traffic sign inventory.

The use of Geographic Information System (GIS) is increasing and will continue development. GCTC will have current, reliable information to base decisions for road maintenance and rehabilitation. The information could also be used to identify future transportation expansion projects. One use has been the plotting of automobile accident locations on a County base map. The accident information has been developed over the previous three-four years. The County will be monitoring the correlation between the frequency of accidents with the placement of new traffic signs. This monitoring will partially judge the effectiveness of the Hazard Elimination Studies (HES) program.

D. Pavement Management System

GCTC has been able to enhance the technical capacity of the planning process by funding the update of the Pavement Management System (PMS). The PMS contains current information regarding road conditions. GCTC contracts with an engineering firm, CHEC Management Systems, for the proprietary PMS software maintenance.

Traffic counts are being conducted and information added to the program to provide better analysis to main a safe and well-maintained road system. The traffic counts are being performed for the County, the City of Orland and the City of Willows. The County worked with Caltrans to provide traffic counts on the County roads at and near the Grindstone Indian Rancheria to assist with development of its Transportation Plan. The information assisted in keeping the roadways safe and secure for the motoring public. The availability of current information will provide the basis to evaluation how the road system is performing.

E. Geographic Information System

Another increase to technical capacity has been the development of a Geographic Information System (GIS). The information from the PMS is able to be translated for use in the GIS. The GIS has a base map of the County. Staff added the addressing to the centerline project. Funds received from the Office of Traffic Safety provided the financial basis to plot accident locations on the county road system. This is an on-going activity to provide information for safety analysis.

The GIS centerline project progressed through Fiscal Year 2007/2008 and was completed by June 2008. The road classifications will be standardized and the data field entries for the addressing attributes were also completed by June 2008.

Road sign locations are being plotted as another part of GIS. The road signs include stop signs, intersection signs, speed limit signs, etc. The sign data layer will provide another analysis tool to increase safety and security on the area roadways. An inventory of transit signs, benches and shelters has also been added.

Another transportation project for GIS mapping is the airport safety zones for the two public Airports in Orland and Willows. With increasing

populations in California, the GIS mapping of the airport safety zones would provide immediate information to ensure the protection of the airports from incompatible land uses. With the completion of the centerline project, staff would be available to accomplish this project. The purchase of the new GPS would ensure accurate information.

GCTC has started the initial structure for an Intelligent Transportation System (ITS) with the PMS and GIS. A demonstration ITS project was proposed for the Glenn Transit System, however, funding was not available. The project would be pursued when funding becomes available. With funding from Proposition 1B, GIS tracking for security and trip reliability are projects to be implemented in the near future.

As mentioned in the Technical Capacity section, the addition of scanned engineering plans, etc. will increase the usability of GIS for planners (land use and transportation), emergency providers and local government officials. The information would give a current picture of road conditions and development trends.

F. Intelligent Transportation System

Glenn County worked with Colusa County, Butte Council of Governments and Caltrans to develop a coordinated Intelligent Transportation System (ITS) Implementation Plan. Caltrans' liaison has continued to maintain the emergency contact list for the plan. A regional plan is more cost-efficient to implement and develop than three separate plans.

The ITS Plan identifies needs for the movement of goods and people in the three county area in the safest and most efficient manner. Input from various stakeholders was important in the development of a usable plan. Each county has identified a stakeholder list. The stakeholders are law enforcement agencies, emergency services, Forest Service, local government agencies, Caltrans and the Federal Highways Administration.

Intelligent Transportation System could include coordination of transit services between Butte, Glenn and Tehama Counties. The regional medical and employment needs could be better served with a regional transit system. The use of ITS would coordinate transfer points between the individual transit programs to operate as a regional system.

The tri-county ITS Implementation Plan will be a benefit by identifying common needs and common solutions and thereby reducing costs when implementing the various elements.

As part of this plan, the Transportation Commission has applied for 5311 grant funding for electronic fare medium to coordinate with B-Line, Butte County's transit system, to offer a seamless transition between the two transit systems.

G. Highway Performance Monitoring System (HPMS)

The Glenn County Transportation Commission is coordinating traffic studies and pavement condition for the three local, public agencies (County, City of Orland and the City of Willows). The information is updated on a regular schedule. The condition, performance and use of the local streets and roads are current and dependable.

H. Internet

The County has developed a website for associated departments and agencies which has a portion devoted to Transportation. The meeting agendas are regularly posted to the site. Staff also posts information regarding the unmet needs process, the transit programs and information regarding the RTIP. The Transportation site has a direct link to transit program information for ease of use by the public. This site will continue to be used for communication with the public. This technical capacity is increasing the venues to inform the general public.

I. Coordination with Non-metropolitan areas

Efforts are being made to consult with local officials in non-metropolitan areas. Transportation planning has included a representative from the Grindstone **Indian** Rancheria, on the Technical Advisory Committee and is also routinely sending monthly Transportation Commission packets for their input.

The Native American representative brought forward suggestions during the Unmet Needs Hearing for 2001/2002. The Unmet Needs were for transit services to the Rancheria and the Community of Elk Creek and the need for volunteer medical drivers from the Native American Community.

The Glenn County Regional Transit Committee authorized a one-year demonstration project to provide weekday fixed route bus service to these communities and the service commenced in October 2001. The program was eliminated after one year due to lack of ridership.

Volunteer drivers have been identified from the Native American community to transport patients for various medical appointments, especially to Colusa County and this program has experienced active participation from the Native American Community. The Grindstone **Indian** Rancheria is working on a Tribal Transportation Plan with Caltrans. Staff will be working with Caltrans and the Grindstone **Indian** Rancheria **Tribal Government** to identify transportation needs and work towards solutions to meet its needs.

J. GlennRide

A previous RTP included development of a public fixed-route bus system. The system became a reality with Glenn Ride in August 1998. The fixed-route system experienced a substantial increase in passengers every year, save one. As a public system, there are no qualifications, just payment of the fare.

The operation and management of Glenn Ride was contracted to Paratransit Services in October 2006; they have been operating the system for over two years. Previously, Glenn Transit Services staff provided the administrative

support and the drivers were provided by RUSH Personnel Services. The equipment continues to be the property of Glenn Transit Service.

Any person may use Glenn Ride for transportation within the County, to Butte County, specifically Chico, and coordinate with other transportation services, such as B-Line, Greyhound and AmTrak. Glenn Ride coordinates with Butte-Glenn Community College to provide free transportation for Glenn County students to campuses in Glenn County and Butte County. The student **are** provided with free passes each semester and Butte-Glenn Community College is billed monthly, based on student ridership.

The current RTP identifies the need for funding the fixed route system as a priority. The need for operational funds is critical, though the fixed-route system has always maintained or exceeded the minimum 10% farebox return, required by the Transportation Development Act.

The Glenn County Transportation Commission received a 5311(f) Grant for an Assessment Study of Glenn Ride of \$32,000 with a local match of \$8,000 for a total project cost of \$40,000. The study collected information regarding citizen awareness of the system, reasons for riding or not riding and identify possible solutions to increase awareness and ridership. The Assessment Study ~~will~~ also examined the possibility of future connection with the public transportation systems in Tehama and Colusa Counties. The Study was accepted in February 2008.

Glenn Ride has six (6) medium sized transit buses, ranging in age from 2002 through 2009. The buses seat 22 to 27 passengers and all have lifts to provide safe entry for people with disabilities. The two older buses , 2002 and 2003, have reached their life expectancy and will be sold; the revenue from the sales will be deposited in the depreciation fund for buses. The depreciation account is used to match federal and state funds for capital purchases for the transit program.

As part of Proposition 1B, funds were approved for the Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA). These funds are computed according to the same proportional share from the allocation of State Transit Assistance (STA) funds. The funds are available for transit capital projects, or a minimum operations part of a project for the following purposes:

- Rehabilitation, safety or modernization improvements,
- Capital service enhancements or expansions,
- New capital projects
- Bus rapid transit improvements, or
- Rolling stock procurement, rehabilitation or replacement.

On October 30, 2007, the State Controller's Office schedule of PTMISEA funding was received. Glenn County received \$230,760. The identified project is the purchase of six (6) buses, 11 passenger, to implement the Circulator systems in the cities of Orland and Willows. This project was identified in the Coordinated

Transportation Plan adopted by the Transportation Commission in September 2008. This project is further discussed below.

With the completion of the Transit Assessment Study, the Commission and the Regional Transit Committee are considering improvements to the Glenn Ride system to reduce headway and increase service. One of the elements is the creation of circulators within Orland and Willows with connection to trips to Chico.

GCTC and the Regional Transit Committee monitor the other transit programs: Glenn Transport (dial-a-ride) and the volunteer medical transportation program. All these programs are contracted to Paratransit Services for operation and management. Glenn Transit Service will continue to qualify clients and reimburse the volunteer drivers for mileage and related expenses. Paratransit Services will coordinate the rides between the clients and drivers for the Volunteer program and manage and operate the dial-a-ride program.

A second proposed change to the transit programs is to replace the Volunteer Medical Transport Program with an operation with paid drivers and dedicated vehicles. The program would also offer transportation for qualified individuals to access programs in Butte County, such as the Peg Taylor Center. An application for FTA 5317, New Freedom, was submitted. A tentative letter of approval has been received, but the final approval is dependent on action by the Federal Government.

The Glenn Transport, dial-a-ride program, is available to older citizens (over 60 years of age), people with disabilities and people of low income. The program provides transportation for qualified applicants within one and one-half miles radius of city hall of the respective city (Orland or Willows), Willows-Glenn Mobile Home Park (west of Willows), the Huggins/Cannella Drive area (west of Orland) and the Leisure Mobile Home Park (east of Orland). The cost of a one-way trip is as follows: \$1.50 for trips reserved a minimum of one day in advance and \$2.00 for same day trips. Clients pay for rides either with the use of \$6.00 punch card or exact cash to the driver; the client is required to show a valid program certification card at the time of the trip. When the circulator system is instituted, it is anticipated that the ridership for this program will diminish because the public transit system will afford a reliable service of circulating through the city every 35-40 minutes at a reduced fare.

The Glenn County Transportation Commission will continue to review all the transit programs for the ability to efficiently meet the transit needs of Glenn County.

Any changes to transit programs will be fiscally constrained by the required farebox return. All the transit programs operate with TDA funding, which requires a minimum 10% farebox return, though the Volunteer Medical Transport is a special program and is not required to meet the minimum.

K. Bicycle Plan

GCTC adopted a bicycle plan in June 1997. The bicycle plan would require an analysis to amend the plan to meet current requirements to qualify for revenue from the Bicycle Fund. The bicycle plan review should include coordination with Caltrans and adjacent jurisdictions, including Tribal Governments, to meet the safety and security needs of the public. Staff has initiated contacts with Butte and Tehama County, to coordinate the update of the Bicycle Plan, and regional bicycle enthusiasts.

The County has submitted an application for a Community Planning Grant for the development of a Countywide Bicycle Plan with an integrated Safe Routes to School program. The application was unsuccessful, however, Staff will pursue another application to address Safe Routes to School.

L. County Airports

The County has two general aviation airports. One is located in Willows, west of Interstate 5, and the other is located east of Orland, on the west side of County Road P. The Transportation Commission is dedicated to limiting development on the adjacent land to ensure continued aviation operations. GCTC is also committed to provide transportation infrastructure for the development of the industrial park at the Orland Airport.

The County has received two FAA grants: one for the update of the Master Plan for the Willows Airport and the other for security perimeter fencing for the Orland Airport. The Airport Advisory Committee and the Glenn County Transportation Commission will be active in the preparation of the master plan and the required environmental review documents (NEPA and CEQA) to retain the aviation facilities and to ensure the safety and security of the facility and its users.

The Willows Airport Master Plan is completed. The Willows Airport now has a current capital improvement plan and airport layout plan. The Orland Airport security perimeter fencing is constructed and provides increased safety and security of the Orland Airport for pilots, fueling facility and hangared airplanes. The fencing has a security gate operated by touch pad, thereby controlling access to the airport.

The general aviation airports are important to the movement of goods and people. The airports are part of multi-modal movement of goods and people. Adjacent to the Orland Airport, the County is developing an industrial park. The Airport is an important component in the economic development of the County. The Orland Industrial Park contains one successful business, Flo-Serve, **which builds water pumps and transplanted from Chico in Butte County.**

Development at either airport will be reviewed for safe operations for the pilot and the people on the ground and security of the facility from vandalism and other criminal activity.

As consideration of local circulators in the two cities progresses, the Commission, the Regional Transit Committee, the County and the future

businesses at the Orland Industrial Park should consider coordination for transit services to the Airport and the Industrial Park.

M. Community Outreach

Public Participation is required as prescribed by Title 23 Section 135 of the United State Code and Title 135 Section 450.212 of the Code of Federal Regulations. Citizens and interest groups and the traditionally under represented (i.e. elderly, disabled, low income, and minority; African American, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) involvement with planning and projects include the following activities, as appropriate: individual contact, public meetings, public notices of review periods, workshops, public surveys, public hearings, and advisory committees.

A Public Participation Plan was adopted in February 2008. This is a section of the Policies and Procedures Manual for GCTC. The maintenance of the Manual will be a continuing process as State laws change and new programs are added and changes are made in existing programs.

GCTC has increased the membership of the Technical Advisory Committee to include representation from the Native American Community at Grindstone Rancheria. Consultation with leaders from the Native American Community will be conducted on an on-going basis. Hamilton City is a small-unincorporated community in eastern Glenn County with a sizable Hispanic population. Staff will be consulting with those community leaders during the unmet transit needs process and the update of the Regional Transportation Plan to receive their input.

Glenn County has a population of approximately 28,000. The Transportation Commission has made outreach to the Spanish-speaking and Southeast Asian communities. The Transportation Commission has added a representative of the Native Americans to the Technical Advisory Committee. The Social Services Transportation Advisory Council has representatives from several organizations for the disadvantaged. Staff has regular contacts with the Community of Hamilton City. The members of the Regional Transit Committee and the Transportation Commission are in constant contact with various members of the County and bring their concerns to all discussions.

Public participation is encouraged through newspaper advertisements and postings to the County website. Staff mails transportation commission packets to interested parties such as the Grindstone Rancheria and the SSTAC members. Meeting notices are always provided to the local newspapers. The Transportation Commission utilizes the internet to publish Unmet Transit Needs Definitions in Spanish and English and the Unmet Transit Needs Public Hearing Schedule; posts meeting agendas and legal notices.

While the planning emphasis areas are included within the work elements, it should be noted that Glenn County is a rural, agricultural area with a low-density population. The level and detail of work, and the end products for each element will be consistent with the development and complexity of the region.

N. Capital Improvement Program for State Route 32

The Glenn County Transportation Commission will continue to coordinate with Caltrans and the Grindstone Tribal Government in developing a capital improvement plan for State Route 32. Development pressure had increased significantly in Orland, but has relaxed with the current housing financial crisis nationwide. State Route 32 continues to be the principal connection from Interstate 5 east to and from Chico.

Though a Transportation Concept Report was recently completed by Caltrans for State Route 32, there is no identified capital improvement program. The County will be considering the development of transportation impact fees in the near future. Caltrans did request consideration of two projects on State Route 32 for inclusion in the 2008 STIP, however, GCTC did not program the projects because they were not identified in the RTP, local roads are in serious disrepair and the State has received approximately one-third of the total STIP Allocation for Glenn County since 1998, over \$7 million, while the three local agencies have received a combined total of under \$13 million.

O. REGIONAL BLUEPRINT PLANNING

The California Department of Transportation (Caltrans) in 2005 began to promote the California Regional Blueprint Planning Program. This effort is a result of the recognition of the tremendous challenge that the State of California faces in accommodating a significant population increase over the next 20 to 50 years. At this time many areas within the state face challenges of increased traffic, housing availability, and resource supply issues. There was recognition by State agencies that there was interconnectivity of land use, transportation, resource consumption, and the environment and their impact on the quality of life of individuals within the state.

The California Regional Blueprint Program is intended to better inform regional and local decision-making, through proactive engagement of all segments of the population as well as critical stakeholders in the community, business interests, academia, builders, environmental advocates, and to foster consensus on a vision and preferred land use pattern. It is then hoped that capacity for regional collaboration and integrated planning will be built enabling regions to plan for and accommodate all of their growth and reduce sprawl. The vision is that this program will lead to an on-going framework for collaboration among regional agencies, local governments, Tribal Governments and State agencies to promote mobility, more housing and transportation choices, access to jobs, healthy communities, and a thriving economy.

For Fiscal Year 2007-2008 the California Regional Blueprint Planning Program is providing grant funding to areas not within a Metropolitan Planning Organization (MPO) boundary. An MPO in an organization such as the Butte County Association of Governments (BCAG) or the Sacramento Area Council of Governments (SACOG) and provides regional transportation planning, management or other services to the local governments it supports. The money

is being made available through a competitive grant managed by Caltrans. Glenn County is a Regional Transportation Planning Agency and represents under 50,000 population.

Glenn County has opted to apply for this money in an effort to embark on blueprint planning effort of its own. The County is located within a unique area of the North Sacramento Valley. Together, with the counties of Tehama and Colusa, Glenn County is an aggregate part of a region that is primarily rural in nature with a low population density (approximately 20 persons per square mile). Interstate 5 runs through the center of these three counties and serves as the major route for commerce and travel to other regions. None of the counties has a statistically significant population or employment center themselves; however, they are adjacent to areas which are considered regional employment and economic centers. This region is bordered by three Metropolitan Planning Organizations (MPOs): BCAG, SACOG and Shasta Regional. Given the character of the region containing Glenn, Tehama, and Colusa Counties and its location relative to neighboring MPOs, the region may be appropriately named an "in between" or "tween" region. This is reflective of the statements made above indicating that this three county region in and of itself is not statistically significant but that it does interact and impact more regionally significant areas.

P. AIR QUALITY

Air quality standards are set at both the Federal and State levels. The pollutants in Glenn County for which standards have been established include ozone and particulates (PM₁₀). The County has been designated as a non-attainment area for both of these pollutants by the State. The County is in attainment with Federal Standards. Pursuant to the California Clean Air Act of 1988, an *Air Quality Attainment Plan* for the Northern Sacramento Valley Air Basin has been adopted. The Plan is designed to achieve a reduction in basin-wide emissions and proposed control measures to be adopted to achieve mandatory reduction.

The Transportation Equity Act for the 21st Century (TEA 21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETELU) require that transportation projects and programs address air quality provisions included in the Federal Clean Air Act.

Glenn County does not exceed federal air quality standards, however, all federally funded transportation projects, or projects requiring federal approval as proposed for funding in Glenn County's Regional Transportation Plan (RTP), will not further degrade air quality and are consistent with the goals in the appropriate State Implementation Plans (SIPs).

IV. WORK ELEMENTS

WORK ELEMENT 1.01: GENERAL ADMINISTRATION

PURPOSE:

- To ensure that all administrative, review and planning responsibilities of the Glenn County Transportation Commission are met in a thorough and timely manner.
- To achieve participation by the general public and interested organizations in all aspects of the regional planning and decision making process.
- To provide information in an accessible format to the public upon request.

ON-GOING AND CONTINUING WORK ACTIVITIES:

- Provide administrative support and planning responsibilities for the Glenn County Transportation Commission (GCTC) and its advisory committees.
- Administer the provisions of the Transportation Development Act consistent with law, for receiving, reviewing, and approving claims.
- Contract for and oversee fiscal and performance audits, as required.
- Provide assistance to claimants in completing claims and resolving audit findings and/or recommendations.
- GCTC office expenses (Cost Allocation) and maintain GCTC equipment.
- Track Legislation pertinent to the transportation planning process.
- RTPA staff training, Public and Commission Members planning workshops.
- Update Policies and Procedures Manual, and Rules & Regulations to reflect legislative changes.
- Public Participation Procedures adopted by the GCTC in October 1999. GCTC will utilize the SSTAC, surveys and newspaper advertisement to increase public comments and involvement.
- Maintenance of Transportation information as part of the Glenn County website.
- Participation in the Division of Aeronautics RTPA meetings three times a year.
- Coordinate, collaborate and consult with the Grindstone Indian Rancheria Tribal Government.

BUDGET WORK ELEMENT 1.01:

REVENUE	Rural Planning Assistance	\$ 32,500
Total		\$ 32,500
EXPENDITURES		
	Legal Notices	\$1,000
	Equipment	\$1,000
	Training	\$3,000
PROFESSIONAL SERVICES	Legal	\$1,000
	Audit	\$1,900
	Staff	\$24,600
TOTAL		\$32,500

2009/2010 PRODUCTS AND APPROXIMATE COMPLETION DATES:

- Preparation of Agendas, minutes, notices, and correspondence July 09-June 10
- Prepare and process accounts payable claims and transfer of funds July 09-June 10
- Quarterly expenditure reports..... July 09-June 10
- Update Commission Policies and Procedures Manual as needed..... July 09-June 10
- Annual Report of Financial Transactions of Transportation Planning Agencies..... Sep 09
- 2008/09 Fiscal and Performance Triennial Audits..... Dec 09
- Findings of Apportionment..... May 2010
- Provide information for public dissemination for GCTC, SSTAC, and TAC through updated website, brochures, newsletters..... July 09-June 10
- Seek out opportunities to speak before public groups and Interested parties to provide information on regional issues..... July 09-June 10
- Prepare news releases for the media on issues and decisions..... July 09-June 10
- Provide technical data to interested citizens and organizations on regional issues..... July 09-June 10
- Review options for improving information dissemination to minority and low income communities..... July 09-June 10
- Review options for improving minority and low-income participation/involvement..... July 09-June 10
- Document Tribal government to government relations July 09-June 10

WORK ELEMENT 2.01: 2008 REGIONAL TRANSPORTATION IMPROVEMENT PLAN

PURPOSE:

- Meet the State planning requirements to maintain a regional transportation planning document. The Regional Transportation Planning Agencies may submit their RTPs every 5 years.
- Funding for the 2010 Regional Transportation Improvement Plan will be influenced by changes to STIP.

CONTINUED AND ON-GOING WORK ACTIVITIES:

- Provide planning, programming and monitoring of the 2008 Regional Transportation Improvement Program of projects to conform with the STIP guidelines to implement Senate Bill 45.
- Consultation with the **Grindstone** Indian Tribal Government ~~at the Grindstone Rancheria~~
- Update the projects listed on the 10 year-Capital Improvement Program (CIP) Element of the California Aviation System Plan and process applications for funding of projects and evaluate identified needs for improvements to the Glenn County Airports.
- Provide for correction of any significant differences between the RTP and the District System Management Plan and Transportation Concept Reports.
- Participating in planning process of Transportation Concept Report and incorporate changes into the RTP as appropriate.
- Utilized Regional Future Development and Transportation Project Lists to develop long-range Regional Transportation Improvement Program.
- Regional Transportation Planning includes a public hearing process for participation by the public, Indian Tribal Governments and other non governmental interest. Indian Tribal Governments require consultation.
- Maintenance of Intelligent Transportation System Implementation Plan.
- Maintenance of information for Highway Performance Monitoring System (HPMS)
- GIS maintenance of centerline information and accident data
- Scanning of improvement projects into GIS layers to document improvements
- Conduct outreach efforts to traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (i.e. African American, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) communities/groups and community leaders.

PREVIOUS AND CONTINUING WORK:

- Adoption of Regional Transportation Plan by September 2010
- Update the projects for the Regional Transportation Improvement Program and incorporate safety features for motorized and non-motorized users
- Preparation of STIP amendments for CTC.

BUDGET WORK ELEMENT 2.01

REVENUE	Rural Planning Assistance	\$ 65,600
Total		\$ 65,600
EXPENDITURES		
	GIS Maintenance Software	\$5,500
	GIS training	\$4,000
	Food and Lodging	\$1,100
PROFESSIONAL SERVICES	Consultant for RFP Update	\$30,000
	Staff	\$25,000
TOTAL		\$65,600

2009/2010 PRODUCTS AND APPROXIMATE COMPLETION DATES:

- GIS maintenance July 09-June 10
- **GIS mapping of safety zones at Orland and Willows Airports** **July 09-June 10**
- ITS Maintenance and implementation July 09-June 10
- Contract with consultant for RFP update and continue update July 09-June 10
- Collect information for HPMS July 09-June 10
- Document Tribal government to government relations July 09-June 10
- Document outreach efforts and meetings with Traditionally under-represented and under-served Populations and community leaders July 09-June 10

WORK ELEMENT 2.05: REGIONAL BLUEPRINT PLANNING

PURPOSE:

The California Regional Blueprint Program is intended to better inform regional and local decision-making, through proactive engagement of all segments of the population as well as critical stakeholders in the community, business interests, academia, builders, environmental advocates, and to foster consensus on a vision and preferred land use pattern. It is then hoped that capacity for regional collaboration and integrated planning will be built enabling regions to plan for and accommodate all of their growth and reduce sprawl. The vision is that this program will lead to an on-going framework for collaboration among regional agencies, local governments, Tribal Governments and State agencies to promote mobility, more housing and transportation choices, access to jobs, healthy communities, and a thriving economy.

ACTIVITIES COMPLETED FOR 2008/2009

- Initial presentations and outreach to Glenn County staff and elected officials
- Community survey

WORK ACTIVITIES for 2009/2010:

- Present community survey results with local jurisdictions (elected officials and staff)
- Engage other local jurisdictions within the region, inviting participation and/or coordination in regional planning efforts.
- Engage community organizations soliciting input and participation in regional planning effort
- Coordinate, consult, and collaborate with the Grindstone Tribal Rancheria Indian Government
- Conduct outreach efforts to traditionally under-represented and under-served populations such as the elderly, disabled, low-income and minority (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) communities/groups and community leaders.
- Create media advertisements, newsletters, and other outlets to raise public awareness.
- Begin to identify regional forum structure, who should be involved, and what informational or data needs exist to address regional challenges. Data may include information on land use, transportation, employment, infrastructure, hazards and the natural environment.
- Study the connections/relationships that exist between local jurisdictions in the region. This will include relationships to outside regions such as adjacent MPOs. Author a whitepaper organizing this information for participants within the regional forum.
- Once established, begin discussion within forum on modeling scenarios to analyze regional growth.
- Data collection from community outreach meetings.

Budget Work Element 2.05

REVENUES	BLUEPRINT GRANT	\$70,000
	Rural Planning Assistance	\$10,000
	TDA	\$ 8,750
TOTAL		\$88,750
EXPENDITURES	Office Expense-includes food	\$10,000
	Legal Notices	\$3,500
	Travel	\$5,500
	Staff	\$49,750
	GIS enhancement-UPLAN	\$10,000
	Consultant-Data Collection	\$10,000
TOTAL		\$88,750

2009/2010 WORK ELEMENT 2.05 PRODUCTS AND APPROXIMATE COMPLETION DATES

- Document Tribal government-to-government relations July 09-June 10
- Document outreach efforts and meetings with traditionally under-represented and under-served populations and community leaders. July 09-June 10
- Data collection from identified preferences at public Meetings Sept 09-Dec 09
- Advertisements and newsletters July 09-June 10
- Regional Forum minutes (if organization successful) July 09-June 10
- Mapping of preferred alternatives with use of UPLAN Sept 09-June 10

WORK ELEMENT 3.01: PERFORM TRANSPORTATION STUDIES AS REQUIRED

PURPOSE:

- To conduct special studies required to evaluate alternatives and to implement actions identified in the Regional Transportation Plan (RTP).

WORK ACTIVITIES:

- Preparation of documents necessary to secure funding for transportation planning projects.
- Preparation of Bid packages for approved transportation planning projects.
- Evaluation of transportation alternatives for RTP update. Include evaluation for safety of motorized and non-motorized users.
- Preparation of Updated Action Plan for Social Service Agencies providing Transportation Services in Glenn County .Maintenance of the Pavement Management System to ensure current information on road conditions, traffic counts, and traffic sign maintenance.
- Coordinate, collaborate and consult with the Grindstone Indian Rancheria Tribal Government.
- Assist with County Bicycle Plan with integrated Safe Routes to School Program if Community Planning Grant application is successful.
- ~~If grant unsuccessful, proceed with update of County Bicycle Plan.~~
- Conduct outreach efforts to traditionally under-represented and under-served populations such as the elderly, disabled, low-income and minority (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) communities/groups and community leaders.

PREVIOUS AND CONTINUING WORK:

- Completed the Aggregate Resources Management Plan and Master Environmental Assessment, December 1997
- Completed the Bicycle Master Plan for Glenn County in 1997
- Finalized the implementation of the intercounty fixed route demonstration project. Fixed route system commenced operation in August 1998.
- Finalized the coordination efforts with City of Chico and Butte County for implementation of the intercounty transportation service to be offered from Glenn County to Butte County. Commenced in August 1998.
- Continue implementing Pavement Management System for Cities and County and developing staff skills in practical Pavement Management System application.
- Continue development of the 5-year Transportation Projects Lists (Orland, Willows, Glenn County and Caltrans).

Budget Work Element 3.01

REVENUES	RPA	\$40,000
Total		\$40,000
EXPENDITURES	Office Expense	\$ 300
	Food and Lodging	\$700
	Studies for RTP Update	\$15,000
	Staff	\$24,000
TOTAL		\$40,000

2009/2010 PRODUCTS AND APPROXIMATE COMPELTION DATES:

- Update Pavement Management System..... July 09-June 10
- Development of the 5-year Transportation Project Lists..... July 09-June 10
- Bridge and culvert management systems..... July 09-June 10
- Safety analyses..... July 09-June 10
- RTP Implementation and monitoring..... July 09-June 10
- Traffic counts (ADT and hourly)..... July 09-June 10
- Pedestrian plans..... July 09-June 10
- Coordination with Caltrans on CPI for SR 32..... July 09-June 10
- Document Tribal government-to-government relations July 09-June 10
- Document outreach efforts and meetings with traditionally under-represented and under-served populations and community leaders July 09-June 10

WORK ELEMENT 4.01: COORDINATION AND COMMUNICATION BETWEEN STATE, LOCAL, AND NON-GOVERNMENTAL AGENCIES

PURPOSE:

- Continue to increase the coordination and integration of Title IV, Environmental Justice, Tribal, local, regional, inter-regional, governmental and non-governmental agencies in the State planning system.

WORK ACTIVITIES:

- Maintain ongoing contacts and communication to improve coordination of transportation planning efforts.
- Assess needs and opportunities for increased coordination and communication among local, tribal communities, state, and non-governmental agencies.
- Increase coordination between regional planning and local land use planning.
- Participate in update of General Plans to determine the impact of planned development on the regional transportation system and coordinate resolution of areas of potential discrepancy.
- Participate in the process of the State Transportation Improvement Program.
- Participate in and financially support the Rural Counties Task Force.
- Administer and coordinate community planning concepts and activities of Technical Advisory Committee for Regional Transportation Improvement Program.
- Administer and coordinate required changes resulting from SAFETEA-LU.
- Public Hearings to satisfy State and Federal planning mandates
- Public Participation in planning and related transportation training activities
- Purchase of computer hardware, software, and office equipment to facilitate ongoing and increasing activities of the RTPA.
- Need to promote, coordinate and integrate ITS activities among the transportation agency.
- Coordinate, collaborate and consult with the Grindstone Indian Rancheria Indian Government.
- Conduct outreach efforts to traditionally under-represented and under-served populations such as the elderly, disabled, low-income and minority (i.e. Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) communities/groups and community leaders.

PREVIOUS AND CONTINUING WORK:

- Interregional and Intercounty Road System--Recommendations regarding State Highway 32, 45 and State Route 162.
- Execution of the State Exchange Program Agreement funds for the Cities.

BUDGET WORK ELEMENT 4.01

REVENUE	Rural Planning Assistance	\$30,900
TOTAL		\$30,900
EXPENDITURES		
	Rural Counties Task Force	\$1,500
	Legal Notices	\$800
	Travel	\$500
	Commissioners	\$4,200
	Staff	\$23,900
TOTAL		\$30,900

2009/2010 PRODUCTS AND APPROXIMATE COMPLETION DATES:

- Explore feasible transportation options/alternatives with the current service provider and the local government non-government agencies July 09-June 10
- Facilitate communications—California Transportation Commission and Caltrans July 09-June 10
- Coordination and communication with the advisory committees implement provisions of SAFETEA-LU for the 21st Century transportation planning process July 09-June 10
- Annual Overall Work Program Draft Feb 2010
Final May 2010
- Annual Transportation Budgets Draft April 2010
Final Sept 2010
- Document Tribal government-to-government relations July 09-June 10
- Document outreach efforts and meetings with traditionally under-represented and under-served populations and community leaders July 09-June 10

WORK ELEMENT 4.02: CALTRANS ACTIVITIES WITHIN GLENN COUNTY AND WITH GCTC FOR FY 2009/2010

PURPOSE:

- To provide coordination, support and tracking for planning/project responsibilities between Caltrans, **Tribal Governments**, GCTC, County of Glenn and its local agencies.

Activity	Description	Products
System Planning	Completion of System Planning products used by Caltrans and its transportation partners.	<ul style="list-style-type: none"> • District System Management Plan • Transportation Corridor Concept Reports for the following State Routes: I-5, 162 and 45 • Transportation System Development Plan
Advance Planning	Completion of pre-programming studies (e.g.; project initiation documents such as Project Study Reports) so as to be ready to program resources for capital projects	<ul style="list-style-type: none"> • Completion of Project Initiation Documents (PIDS) for projects to be determined in coordination with GCTC • Participate in planning project related activities • Strategic studies and Scoping documents
Regional Planning	Participate in and assist with various regional planning projects and studies	Participation in the following projects and studies: <ul style="list-style-type: none"> • California Transportation Plan Update • Assist with Blueprint Planning Program • Grant Administration • Approved Overall Work Program (OWP), OWP Agreement, and appropriate amendments • Participate on various policy and technical committees related to all facets of the regional planning process • Oversight for Projects on the State Highway System (SHS) • Assist with mapping resources
Local Development Review Program	Review of all local development proposals potentially impacting the State Highway System	Assistance to lead agencies in their fulfillment of the CEQA process to ensure the identification and mitigation of local development impacts to the State Highway System.

FUNDING SOURCE/ BUDGET WORK ELEMENT

In-kind services provided by Caltrans Staff.

WORK ELEMENT 4.03 TRANSIT COORDINATION

PURPOSE:

- To support and coordinate transit programs authorized by the Glenn County Transportation Commission.
- To research sources of revenue for operation expenses and capital purchases.
- To conduct the annual "Unmet Transit Needs" process.
- To provide coordination to meet transit needs of Glenn County.

WORK ACTIVITIES:

- Administer TDA funds for authorized transit programs
- Actively pursue coordination of transportation programs with Social Service Providers, both non-government and government.
- Administer and coordinate Social Services Transportation Advisory Council.
- Coordinate with state, local and non-profit agencies to meet transportation needs for the welfare reform/access to jobs.
- To analyze current and future transit programs to maintain the safety of the passengers.
- Coordinate with the fixed route operator to increase ridership
- Analyze ridership for possible changes in the fixed route system
- Analyze ridership needs for the fixed route system in purchasing replacement equipment
- Analyze program costs for changes in fixed route system.
- **Coordinate, consult, and collaborate with the Grindstone Indian Rancheria Tribal Government**

BUDGET WORK ELEMENT 4.03

REVENUE	Rural Planning Assistance	\$37,000
TOTAL		\$37,000
EXPENDITURES	Food and Lodging	\$0
	Staff	\$29,000
	Audit-	\$8,000
TOTAL		\$37,000

2009/2010 PRODUCTS AND APPROXIMATE COMPLETION DATES:

- Annual “Unmet Transit Needs” Process Jan 10-June 10
- Provide information for public dissemination through updated website, brochures, newsletters July 09-June 10
- Seek out opportunities to speak before public groups and Interested parties to provide information on regional transit issues July 09-June 10
- Coordinate with state, local and non-profit agencies to meet Transportation needs for the welfare reform/access to jobs July 09-June 10
- Coordinate with fixed route operator to identify possible changes in Routes or times to better serve passengers July 09-June 10
- Coordinate with fixed route operator to identify appropriate equipment To meet the transit needs of Glenn County citizens July 09-June 10
- Monitor transit programs to meet minimum 10% farebox return July 09-June 10
- Manage contracts for transit services July 09-June 10
- Document Tribal Government-to-Government relations July 09-June 10

Budget Detail

Work Element	Funding	Staff	Services and Supplies	Total	% of Budget
1.01	RPA	24,600	7,900	32,500	11%
2.01	RPA	25,000	40,600	65,600	22%
2.05	RPA	5,000	5,000	10,000	3%
	TDA	8,750		8,750	3%
	BLUEPRINT	36,000	34,000	70,000	24%
3.01	RPA	24,000	16,000	40,000	14%
4.01	RPA	23,900	7,000	30,900	10%
4.03	RPA	29,000	8,000	37,000	13%
TOTAL		177,250	118,500	294,750	100%

V. SUMMARY OF FUNDING AND AGENCY EXPENDITURES

GLENN COUNTY TRANSPORTATION COMMISSION

FUNDING SOURCES FY 2009/2010

PROJECT	RURAL PLANNING ASSISTANCE	LOCAL TRANS. FUND	BLUEPRINT PLANNING	TOTAL
WE 1.01	\$32,500			\$32,500
WE 2.01	\$65,600			\$65,600
WE 2.05	\$10,000	\$8,750	\$70,000	\$88,750
WE 3.01	\$40,000			\$40,000
WE 4.01	\$30,900			\$30,900
WE 4.02	\$0			\$0
WE 4.03	\$37,000			\$37,000
TOTAL	\$216,000	\$8,750	\$70,000	\$294,750

EXPENDITURE BY RESPONSIBLE AGENCY FY 2009/2010

PROJECT	GCTC
WE 1.01	\$32,500
WE 2.01	\$65,600
WE 2.05	\$88,750
WE 3.01	\$40,000
WE 4.01	\$30,900
WE 4.02	\$0
WE 4.03	\$37,000
TOTAL	\$294,750

Glenn County

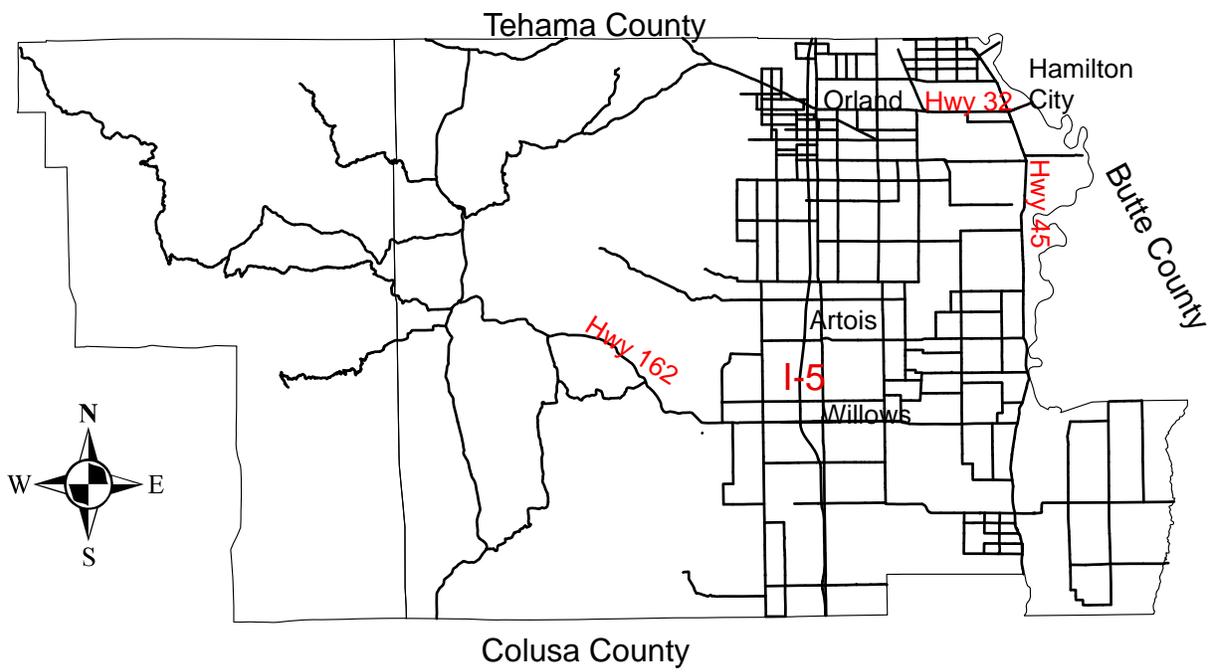
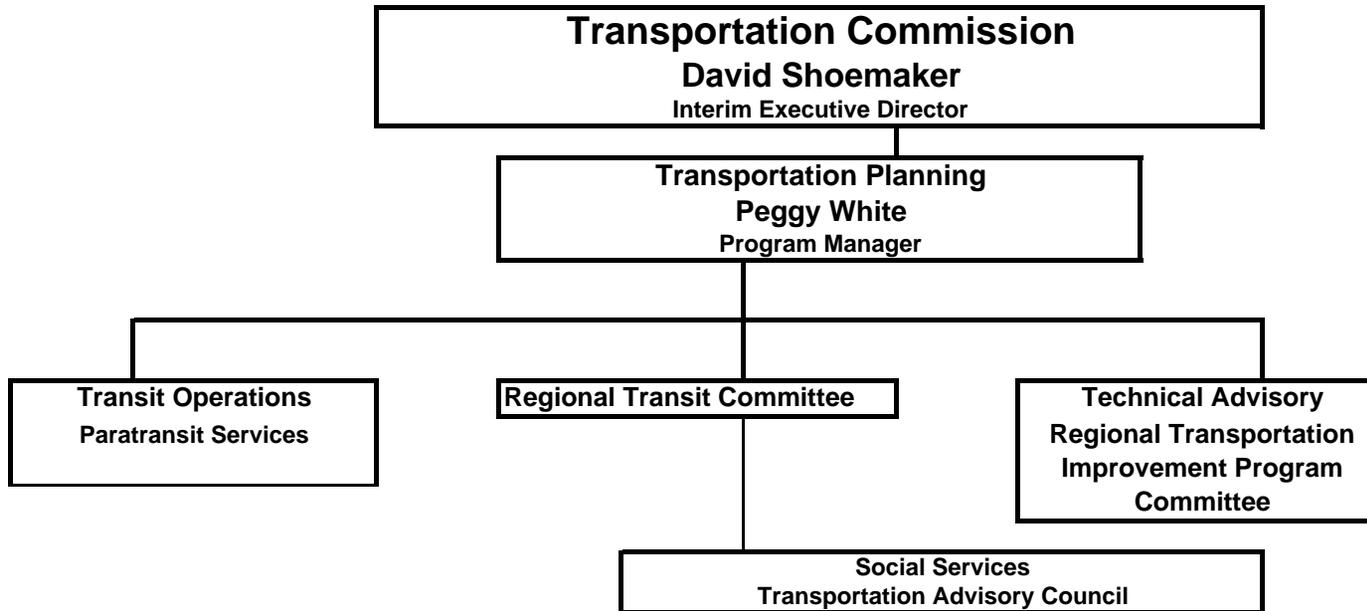


Exhibit B
Glenn County Transportation Commission
Organization Chart



GLOSSARY

OVERALL WORK PROGRAM

A work plan for transportation planning activities including estimated costs, funding sources and completion schedules.

REGIONAL TRANSPORTATION IMPROVEMENT PLAN

A list of transportation projects developed by the Regional Transportation Planning Agency (RTPA) that is incorporated into the State Transportation Improvement Program (STIP). The projects may be rehabilitation of local streets and roads, state highway projects and/or acquisition of buses for transit systems.

REGIONAL TRANSPORTATION PLAN (RTP)

A 20-year transportation planning document identifying future regional transportation needs (streets and roads and transit) and to plan how these needs can and will be met.

REGIONAL TRANSPORTATION PLANNING AGENCY (RTPA)

Oversees transportation planning and expenditure of transportation funding. The Glenn County Transportation Commission is the RTPA in Glenn County. It is established under Government Code Section 29535. It is comprised of six members: three appointed by the County Board of Supervisors and three appointed by the City Selection Committee.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

A multi-year program of transportation projects on local roads and the state highway system funded from the State Highway Account and other funding sources. The program generally occurs every two years.