



2022 Trinity County
Regional Transportation Plan

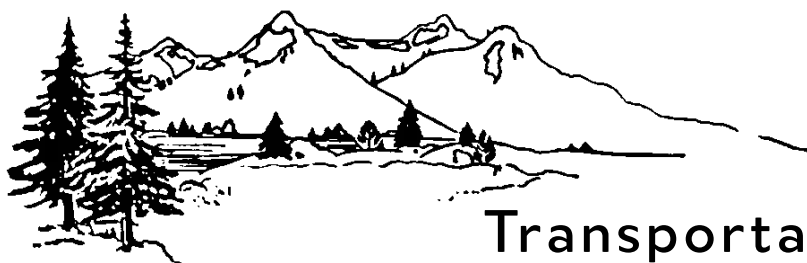
Adopted February 2023

Trinity County Transportation Commission

2022 Trinity County

Regional Transportation Plan

Report Prepared For:



Trinity County
Transportation Commission

31301 State Highway 3

Weaverville, CA 96093

Report Prepared By:

GREEN  **DOT**
transportation solutions

Table of Contents

0. Executive Summary	1	3. Policy Element	67
0.1. Introduction	1	3.1. Transportation Issues	67
0.2. Overview of Existing Conditions	2	3.2. Regional Goals, Objectives, and Strategies	70
0.3. Overview of Regional Vision	2	3.3. State Highways and Regional Roadways	71
0.4. Overview of Action Element	3	3.4. Local Roads	73
0.5. Overview of Financial Element	4	3.5. Multi-modal Transportation	74
1. Introduction	8	3.6. Public Transit	75
1.1. About the Trinity County Transportation Commission	8	3.7. Aviation	76
1.2. About the Regional Transportation Plan	8	3.11. Goods Movement	77
1.3. RTP Planning Requirements	9	3.10. Tribal Transportation	77
1.4. Climate Change and Environmental Quality	11	3.8. Tourism	78
1.5. RTP Planning Process	11	3.9. Climate Change and the Environment	79
1.6. COVID-19 Statement	15	4. Action Element	81
2. Existing Conditions	18	4.1. Project Purpose and Need	81
2.1. Setting	18	4.2. Regional Priorities	81
2.2. Population Trends	20	5. Financial Element	112
2.3. Demographics	23	5.1. Projected Revenues	112
2.4. Socioeconomic Conditions	25	5.2. Cost Summary	116
2.5. Disadvantaged Communities	28	Attachment A - Stakeholder List	A-1
2.6. Housing	31	Attachment B - Outreach Materials	B-1
2.7. Transportation	32	Attachment C - Coordination with State Wildlife Action Plan	C-1
2.8. Streets and Roads	35	Attachment D - Coordination with Stakeholders & Tribal Governments	D-1
2.9. Public Transit	50		
2.10. Active Transportation	60		
2.11. Aviation	61		
2.12. Goods and Freight Movement	63		
2.13. Water Resources	64		
2.14. Interconnectivity Issues	64		

List of Tables

Table 1.1: Community Meeting Schedule	10
Table 1.2: Native American Tribal Contacts.....	12
Table 2.1: Historical Census Populations.....	17
Table 2.2: Existing Population.....	18
Table 2.3: Existing Age of Population	20
Table 2.4: Race/Ethnicity of Trinity County in 2020	21
Table 2.5: Household Income	22
Table 2.6: Poverty Level.....	22
Table 2.7 Major Employers	23
Table 2.8: Labor Force Participation and Unemployment	24
Table 2.9: Educational Attainment 18 Years and Over	24
Table 2.10: Disadvantaged Communities – Median Household Income	25
Table 2.11 Disadvantaged Communities – Healthy Places Index	25
Table 2.12: Disadvantaged Communities – Free or Reduced-Price Meal Eligibility.....	26
Table 2.13: Housing Characteristics.....	28
Table 2.14: Median Home Value vs. Median Household Income.....	28
Table 2.15: Vehicle Ownership.....	29
Table 2.16: Mode Share.....	30
Table 2.17: Commute Patterns.....	31
Table 2.18: Existing Roadway Facilities.....	32
Table 2.19: Roadway Classifications.....	33
Table 2.20: Pavement Conditions.....	36
Table 2.21: Bridge Sufficiency Rating.....	37
Table 2.22: Existing Traffic Volumes	38
Table 2.23: Forecasted Average Annual Daily Traffic.....	39
Table 2.24: Existing Vehicle Miles Traveled.....	41
Table 2.24a: Future Vehicle Miles Traveled.....	42
Table 2.25: Truck Traffic	42
Table 2.26: Collision History.....	44
Table 2.27: Bus Schedules in Trinity County.....	52
Table 2.28: Passengers per Revenue Hour	53

Table 4.1 Roadway Projects.....	81
Table 4.2: Bridge Replacement or Rehabilitation Projects.....	85
Table 4.3: Bicycle and Pedestrian Projects.....	94
Table 4.4: Transit Projects.....	96
Table 4.5: Aviation Projects.....	99
Table 4.6: Caltrans SHOPP Projects.....	100
Table 4.7: Projects from Neighboring Counties.....	101
Table 4.8: Projects from Outreach.....	103
Table 4.9: Trinity RTP Program Level Performance Measures.....	108
Table 5.1: Projected Revenues.....	113
Table 5.2: Revenue vs. Cost by Mode.....	115

List of Figures

Figure 0.1: Project Needs by Mode	3
Figure 0.2: Short-Range Project Needs in Dollars, By Mode ..	4
Figure 0.3: Project Needs in Dollars, By Mode	4
Figure 1.1: Outline of Tribal Territories.....	13
Figure 2.1: Location Map.....	16
Figure 2.2: Historic and Existing Population	17
Figure 2.3 Population Growth Trends	18
Figure 2.4: Future Population.....	19
Figure 2.5: Demographics.....	21
Figure 2.6: Median Household Income Map	27
Figure 2.7: Mode Share	30
Figure 2.8: Map of Roadway Classifications.....	35
Figure 2.9: Heatmap of Collisions	45
Figure 2.10: Map of Collisions in Weaverville.....	46
Figure 2.11: Map of Trinity Transit Services.....	48
Figure 2.12: Map of Trinity County Airports	57

List of Appendices

Attachment A - Stakeholder List	A-1
Attachment B - Outreach Materials	B-1
Attachment C - Coordination with State Wildlife Action Plan	C-1
Attachment D - Coordination with Stakeholders & Tribal Governments ...	D-1



0. Executive Summary

0.1. Introduction

The Trinity County Transportation Commission (TCTC) is the Regional Transportation Planning Agency (RTPA) for Trinity County. TCTC is the responsible agency for regional transportation planning in Trinity County which involves the preparation of planning documents, coordinating regional priority projects, and programming State and Federal transportation funds. TCTC aims to plan, communicate, and coordinate with the residents and decision makers of Trinity County and Caltrans to provide a balanced and equitable regional transportation system. Every RTPA is required by federal law (Title CFR 450.300, Subpart B) and state law (CA Government Code Section 65080) to oversee long-range planning to perform the region's vision, goals and clearly identify the distinct transportation needs for the County.

Creating the Regional Transportation Plan (RTP) is a principal responsibility of TCTC. The RTP is a long-range planning document that acts as the basis for transportation planning in the region over a 20-year planning horizon. The RTP is required to be updated every 5 years to maintain eligibility in many of the State's funding programs. Each RTP update calibrates the region's needs based on changing demographic, political, economic, and environmental conditions.

The RTP focuses on all modes of transportation including roadway, bicycle and pedestrian, transit, freight, aviation and rail. The RTP is a cooperative process between TCTC, Caltrans, Tribal governments, stakeholders, and community members. The primary guidance for RTP development comes from the California Transportation Commission (CTC). The CTC adopted the most recent RTP Guidelines on January 18, 2017, which established the elements and development process required for the RTP. The following three elements are required by statute and encompass the framework of the Plan:

- ❖ The Policy Element (Chapter 3): The purpose of the Policy Element is to identify legislative, planning, financial and institutional issues and requirements, as well as provide the regional vision supported by a series of goals which are supported through objectives and policies.
- ❖ The Action Element (Chapter 4): The Action Element describes the programs and actions necessary to support the County's vision; the Action Element identifies transportation projected needs for Trinity County over the next 20 years, by each mode.
- ❖ The Financial Element (Chapter 5): The Financial Element identifies the current and anticipated available revenue sources to fund transportation projects and programs identified in the Action Element.

0.2. Overview of Existing Conditions

There are various factors that influence the transportation needs of a region, primarily changing demographics. In Trinity County, the population is not projected to increase significantly between now and the horizon year of this Regional Transportation Plan (2042). The focus of the planning efforts for this RTP will be to establish clear guidelines to maintain and improve the existing transportation network while increasing safety, efficiency and convenience of all modes in the region.

0.3. Overview of Regional Vision

The primary regional vision for TCTC is to maintain and provide a safe, efficient, and convenient regional transportation system for all modes including roadways, non-motorized facilities, transit, freight, aviation, and any other appropriate transportation modes that enrich the lifestyle of the residents and meet travel needs necessary for movement of people and goods throughout and within Trinity County.

Historically, the main local and regional issues have revolved around the lack of maintenance funds for existing facilities. Recent legislative efforts, specifically Senate Bill 1 signed in April 2017 to significantly increased the funding available to TCTC and local agencies for the maintenance and development of the regional transportation network. Even with new guaranteed fundings, local and regional issues continue to revolve around the maintenance of existing facilities. Additional local and regional issues include the need for non-motorized transportation modes that will provide access and connectivity among communities, health services, shopping, recreational destinations and employment centers. The following general categories of transportation issues have been identified:

1. Maintenance and improvement of the existing roadway system.
2. Improvement of non-auto transportation modes and programs that lower emissions due to vehicles, including establishing multi-modal transportation infrastructure and an adequate electric grid to be utilized by electric transit vehicles, personal electric vehicles, and electric bicycles or scooters.
3. Adherence to greenhouse gas reduction targets.
4. Promote economic development within the County.

The following thirteen (13) goals have been established and ordered to reflect the importance of regional improvement of all modes of transportation in Trinity County:

- ❖ Goal #1: Develop and maintain an efficient and safe system of streets, highways, and bridges that adhere to the existing and future needs while simultaneously promoting preservation of the environment, equitable access, and economic well-being.
- ❖ Goal #2: Support recreational travel by making it safe, easy, and inviting.
- ❖ Goal #3: Upgrade and improve roadways in order to preserve the existing regional roadway system.
- ❖ Goal #4: Increase the safety for all types of non-motorized transportation users; Increase mobility among all types of non-motorized transportation users. Support the reduction of greenhouse gases; Promote public health; Ensure disadvantaged communities have full share of program benefits; Provide a broad spectrum of projects to benefit bicyclists and pedestrians.
- ❖ Goal #5: Provide, where possible, an interconnected regional system that consists of

transportation and recreational paths and trails.

- ❖ Goal #6: Provide affordable, consistent, and efficient public transportation options that will meet user demand.
- ❖ Goal #7: Prioritize the mobility needs of County residents, visitors, and employees even with the financial constraints of state and federal transit funding.
- ❖ Goal #8: Maintain safe and efficient commercial and general aviation facilities.
- ❖ Goal #9: Provide safe and efficient movement of regional and interregional goods.
- ❖ Goal #10: For Tribal residents within the Trinity region to have safe, effective, functional transportation systems, including streets, roads pedestrian and bicycle facilities and transit.
- ❖ Goal #11: Support tourism throughout Trinity County with a quality transportation network.
- ❖ Goal #12: Consider the environment and climate change impacts in all transportation decisions.
- ❖ Goal #13: Include climate change strategies in transportation investment decisions.

0.4. Overview of Action Element

Over 400 projects have been identified in the Action Element (Chapter 4) of this document including roadway, bridge, transit, bicycle and pedestrian, and aviation projects. The following figure shows the project needs in the region by mode based on available data.

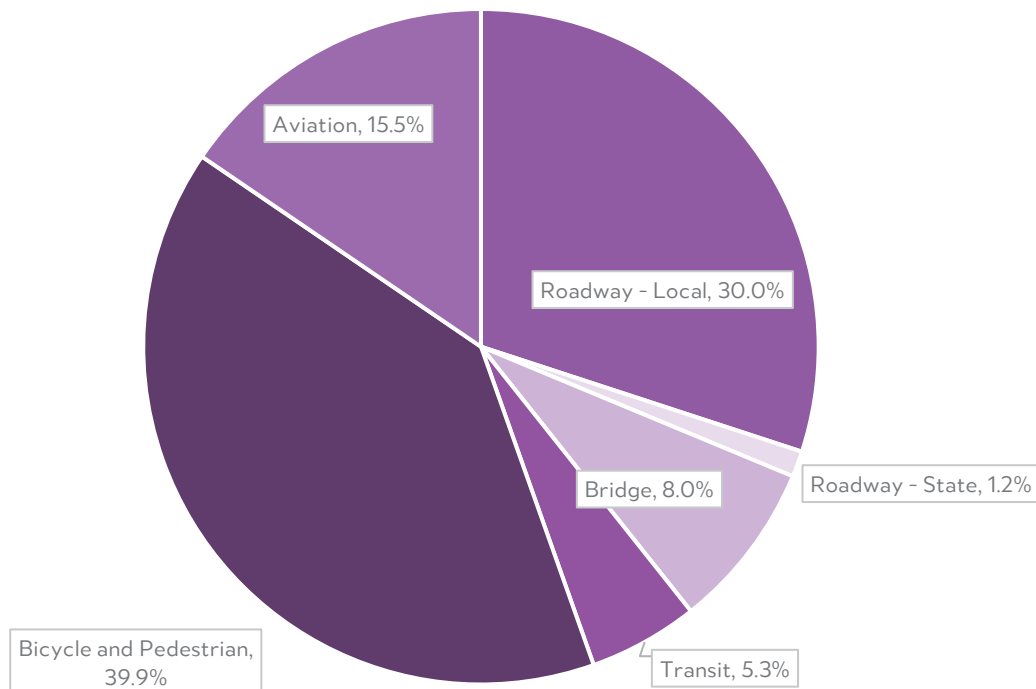


Figure 0.1: Project Needs by Mode

0.5. Overview of Financial Element

A total of approximately \$998 million has been proposed for roadway, bridge, bike/pedestrian, transit and aviation projects for the next 20-year RTP period. This only includes projects with associated cost estimates. Many projects, specifically in the long-range project lists, do not have cost estimates. There is a funding shortfall of approximately \$493 million over the 20-year RTP period. The following figure summarizes the funded project needs or funding shortfall for each mode.

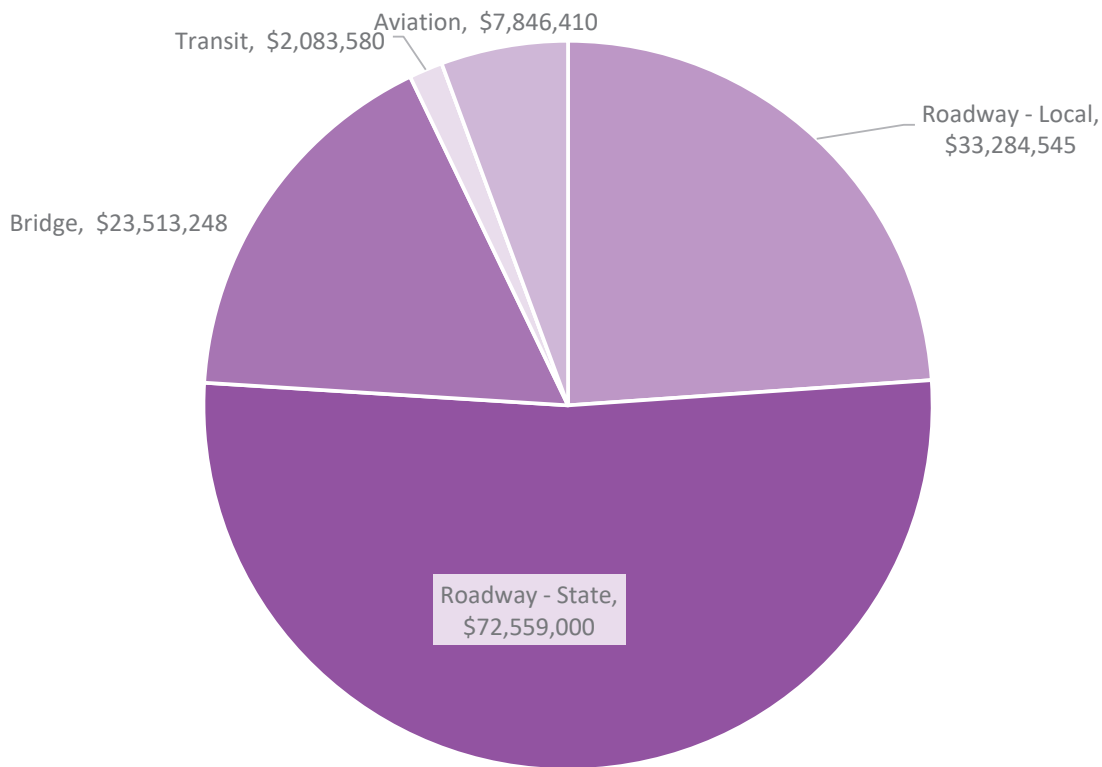


Figure 0.2: Short-Range Project Needs in Dollars, By Mode

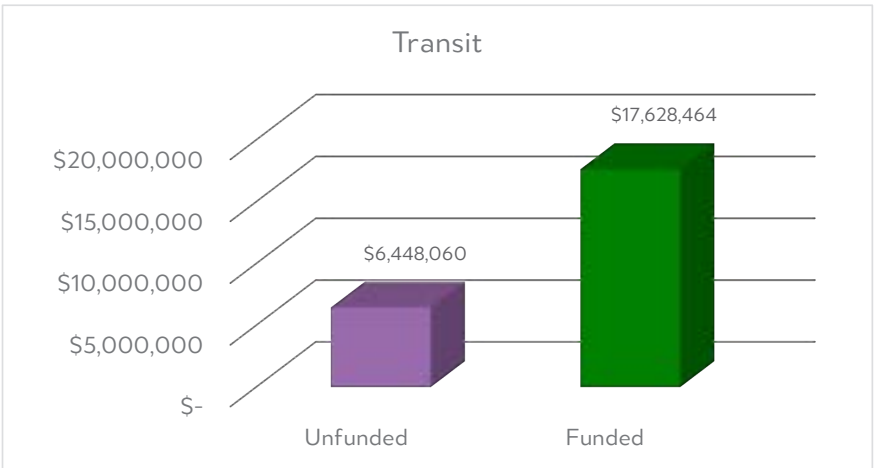
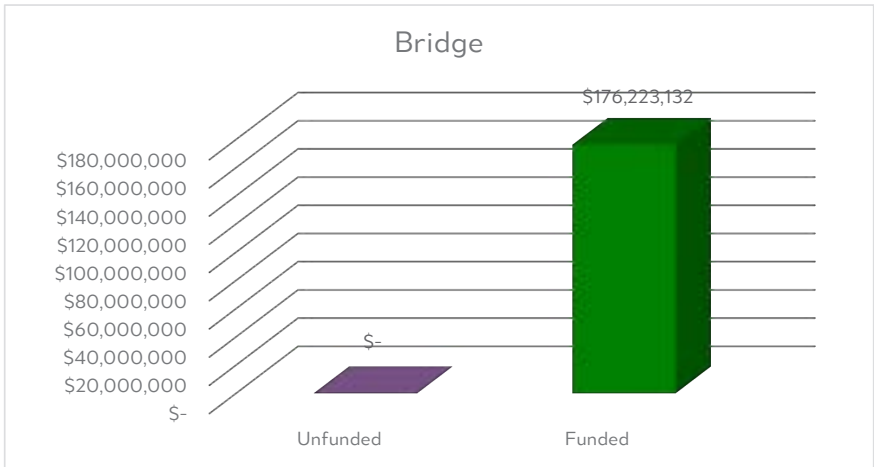
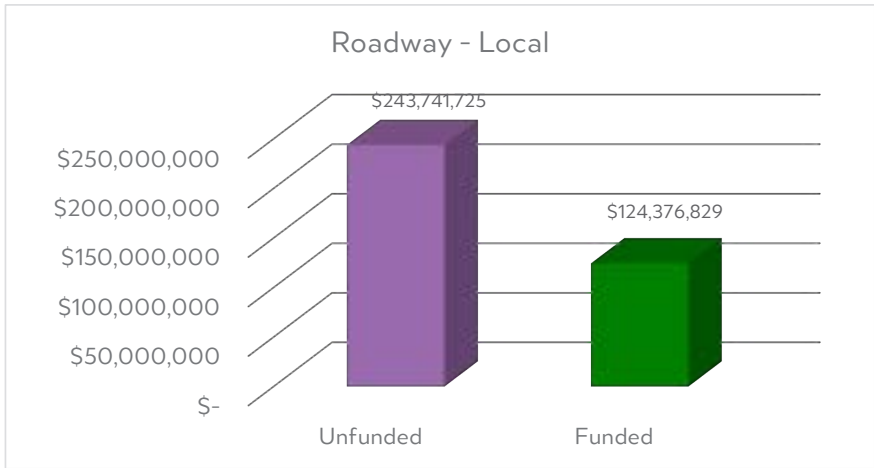




Figure 0.3: Project Needs in Dollars, By Mode



1. Introduction

1.1. About the Trinity County Transportation Commission

The Trinity County Transportation Commission (TCTC) is the designated Regional Transportation Planning Agency (RTPA) for Trinity County, California. Established by government code 29535, TCTC is responsible for managing transportation planning activities in the region. Responsibilities specific to TCTC include regional coordination, claimant funding and oversight, grant application and management, and the preparation and adoption of the Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP), and Overall Work Program (OWP).

1.2. About the Regional Transportation Plan

1.2.1. Purpose of the Plan

The RTP serves as a blueprint to guide transportation investments in the County that are financially constrained to the local, state, and federal revenues anticipated over a 20-year period. The RTP was last updated by TCTC in 2016.

The purpose of the Trinity County 2022 RTP is to provide a clear vision for future transportation investments in the region for five-year (2023-2028), ten-year (2023-2033) and twenty-year (2023-2043) planning horizons. RTPAs are required to, in coordination with Caltrans, update the RTP every four to five years as per Government Code Section 65080. The objective of the RTP is to document the current and evolving mobility landscape of Trinity County to inform the prioritization of projects and develop a planning schedule for implementation. In addition to providing a vision for the region, some of the guidelines used in the development of the policy direction, action, and funding plan for the RTP include the following:

- ❖ Provide an assessment of the current modes of transportation and examine the potential for new travel options within the region.
- ❖ Identify projected growth areas and future improvements for travel and goods movement.
- ❖ Identify document specific actions necessary to address the region's mobility and accessibility needs, establish short-term and long-term goals to facilitate these actions.
- ❖ Identify necessary transportation improvements to support the development of the Federal Transportation Improvement Program (FTIP), State Transportation Improvement Program (STIP), Regional Transportation Improvement Program (RTIP), Interregional Transportation Improvement Program (ITIP), and facilitation of the National Environment Protection Act (NEPA) integration process and identification of project purpose and need.
- ❖ Employ performance measures demonstrating the effectiveness of the transportation improvement projects in meeting the intended goals.
- ❖ Promote the consistency between the California Transportation Plan, Regional Transportation Plan and other plans developed by cities, counties, districts, California Tribal Governments, and state and federal agencies in responding to statewide and interregional transportation issues and needs.
- ❖ Provide a forum for participation and cooperation and facilitate partnerships that reconcile

transportation issues which transcend boundaries.

- ❖ Include Federal, State, and local agencies, Tribal Governments, the public, and elected officials in discussions and decision-making early in the transportation planning process.

The previous RTP for Trinity County was completed in 2016. The Trinity County Transportation Commission (TCTC) prepared this 2022 RTP update based on these guidelines consistent with the 2017 California Regional Transportation Plan Guidelines (RTP Guidelines) which were adopted by the California Transportation Commission on January 18, 2017.

1.2.2. RTP Elements

The RTP is organized into five chapters including three required sections. The three required sections include:

- ❖ The Policy Element (Chapter 3): describes the transportation issues in the region, identifies and quantifies regional needs expressed within both a short-and long-range framework, and maintains internal consistency with the financial element fund estimates. Related goals, objectives, and policies are provided along with performance indicators and measures.
- ❖ The Action Element (Chapter 4): identifies projects that address the needs and issues for each transportation mode in accordance with the policy element.
- ❖ The Financial Element (Chapter 5): identifies the current and anticipated revenue sources and funding strategies available to fund the planned transportation investments described in the action element. The intent is to define realistic funding constraints and opportunities.

1.3. RTP Planning Requirements

1.3.1. New Planning Requirements

The latest RTP Guidelines (2017) include the new federal requirements resulting in the Bipartisan Infrastructure Law which provides \$550 billion for transportation infrastructure and programs through 2026. Pursuant to 23 CFR 450.202, TCTC is required to address federal planning regulations during the preparation of the RTP, however, only items that have a direct impact on the RTP are required to be listed. TCTC also cannot program projects in the State Transportation Improvement Program that are not identified in the RTP. The new federal regulations that are required to be addressed, if applicable, in the development of the RTP include:

- ❖ Two New Planning Factors (Section 2.4) - RTPAs shall consider and implement two new planning factors added to the scope of the transportation planning process: Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and enhance travel and tourism. 23 CFR 450.206 (b)(9) and (10)
- ❖ Performance-Based Planning Approach (Section 7.2) – RTPAs are encouraged to collaborate with Caltrans to integrate the goals, objectives, performance measures, and targets described in other performance-based plans into their RTPs. The implementation timeline for States to satisfy the new requirements is two years from the effective date of each rule establishing performance measures under 23 U.S.C. 150(c), 49 U.S.C. 5326, and 49 U.S.C. 5329 FHWA/FTA. A future update of the RTP Guidelines will capture any “shoulds” or “shalls” resulting from the rulemaking process. 23 CFR 450.206; 23 CFR 450.216(f)(1) and (2)
- ❖ Assessment of Capital Investment and Other Strategies (Section 6.21) – RTPAs are encouraged

to include an assessment of capital investment and other strategies to: (1) preserve the existing and projected future transportation infrastructure, (2) provide for multimodal capacity increases based on regional needs and priorities, and (3) reduce vulnerability of the existing infrastructure to natural disasters. 23 CFR 450.324 (f)(7)

- ❖ Consideration of Public Transportation Facilities and Intercity Bus Facilities (Section 6.10) – RTPs should also consider the role of intercity bus systems, including systems that are privately owned and operated, in reducing congestion, and including transportation alternatives. 23 CFR 450.216(b)
- ❖ Interested Parties, Public Participation, and Consultation (Sections 4.4, 4.6, and 6.20) – In addition to the interested parties listed, RTPAs must also provide public ports with a reasonable opportunity to comment on the RTP. RTPAs may also consult with officials responsible for tourism and natural disaster risk reduction when developing RTPs and project lists. 23 CFR 450.210(a) and (b); 23 CFR 450.216(l)(2); 23 CFR 450.324(j)
- ❖ Optional Scenario Planning – RTPAs may use scenario planning during the development of RTPs. Scenario planning is an analytical framework to inform decision-makers about the implications of various investments and policies on transportation system condition and performance during the development of their plan. 23 CFR 450.324(i)

Other federal requirements regarding RTPs include the consideration of the following federal planning factors:

1. Support the economic vitality of the nonmetropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between (regional) transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

The development of the RTP should also correspond to the Title VI of the Civil Rights Act of 1964. This ensures that all people have equal access to the transportation planning process and that all people, regardless of their race, sexual orientation, or income level will be included in the decision-making process.

1.4. Climate Change and Environmental Quality

As established in the 2017 RTP Guidelines, RTPs must address climate change and air quality to be compliant with California Senate Bill 32 (SB 32). SB 32 expands Assembly Bill 32 (AB 32), The California Global Warming Solutions Act of 2006. AB 32 requires a state reduction in greenhouse gas (GHG) emissions to no more than the 1990 emissions levels by 2020; SB 32 requires a further reduction of GHG emissions to achieve a 40 percent reduction below 1990 levels by 2030.

The Air Quality Conformity Determination provides an analysis of the emission of pollutants from transportation sources that can be expected to result from the implementation of this Plan. This analysis must document that the projects included in the RTP, when constructed, will not lead to the emission of more pollutants than allowed in the emissions budget in the State Implementation Plan (SIP). The extent of required documentation is based on the current Federal non-attainment designation and requirements applicable to Trinity County. Trinity County is included in the North Coast Air Basin and is unclassified or in attainment with ozone, PM10 and PM2.5.

1.5. RTP Planning Process

1.5.1. Participation and Coordination

As the leading authority in the development of the 2022 RTP update, TCTC is made up of five Trinity County Supervisors with the support of a technical staff from the County's Department of Transportation. Additionally, Trinity County is served by the Social Services Technical Advisory Committee (SSTAC), whose members are appointed citizens representing transit riders, the elderly, people with disabilities and other travelers with limited mobility. The SSTAC is responsible for advising and providing transit recommendations to TCTC. These parties including other public and private interest stakeholders were included in all communication including email blasts to all community meetings in addition to other regional agencies and organizations that were contacted for information and solicited for input. These stakeholders include:

- ❖ SSTAC
- ❖ Caltrans District 2
- ❖ US Forest Service
- ❖ Native American Tribal Governments
- ❖ Trinity County Community Development
- ❖ Trinity Department of Transportation
- ❖ Trinity County Public Health
- ❖ Trinity Transit
- ❖ Weaverville Chamber of Commerce
- ❖ Trinity County HHS Adult Services
- ❖ Trinity County Sheriff Department

For the full stakeholder list, see Attachment A.

This RTP update will continue to facilitate the coordination efforts between TCTC and other governmental agencies, advisory committees, and the public.

1.5.2. Public Participation

The involvement of the public in the development process of the RTP is encouraged in the 2017 RTP Guidelines and is an important component of the planning process. Public involvement for this RTP update included the contacting of stakeholders such as Native American Tribal Governments, government agencies, advisory committees, and the public. Various outreach methods were utilized including the development of a project website, survey distribution, media and newspaper advertisements, physical flyering, and community meetings. Thoughts to entice more people to attend events in the future included providing full meals instead of snacks, tabling at preexisting events where community members were already at, and strategizing with other outreach efforts to better stagger community meetings.

The planning team held a total of 15 in-person community meetings, and provided multiple methods of advertisement to ensure that attendees could learn about it regardless of their access to technology. The first set of community meetings was held between March and May of 2022 to introduce the RTP and solicit community feedback. Table 1.1 summarizes the details of each community meeting. Maps and information pertaining to the projects and programs in the RTP were provided at each of the meetings. During the RTP Public Draft review period, additional advertisements were broadcast through media, website updates, and email blasts and public comment was encouraged during community meetings. For a full summary of the outreach meetings, see Attachment B.

Table 1.1 Community Meeting Schedule	
Meeting	Date
Community Meeting #1 - Weaverville	March 28, 2022
Community Meeting #2 - Hayfork	March 29, 2022
Community Meeting #3 - Trinity Center	May 16, 2022
Community Meeting #4 - Lewiston	May 17, 2022
Community Meeting #5 - Big Flat	May 18, 2022
Community Meeting #6 - Burnt Ranch	May 18, 2022
Community Meeting #7 - Mad River/Ruth	May 19, 2022
Community Meeting #8 - Post Mountain	May 31, 2022
Community Meeting #9 - Weaverville	Nov 1, 2022
Community Meeting #10 - Lewiston	Nov 2, 2022
Community Meeting #11 - Hyampom	Nov 3, 2022
Community Meeting #12 - Junction City	Nov 14, 2022
Community Meeting #13 - Mad River	Nov 15, 2022
Community Meeting #14 - Salyer	Nov 16, 2022
Community Meeting #15 - Trinity Center	Nov 17, 2022

Table 1.1: Community Meeting Schedule



1.6.1. *Coordination with Other Plans and Studies*

During the development of this 2022 RTP update, existing plans, policy documents, and studies addressing transportation needs and investments in Trinity County were reviewed. The reviewed documents are listed below:

- ❖ Trinity County Regional Transportation Plan 2016
- ❖ Trinity General Plan Circulation Element
- ❖ 2022 Regional Transportation Improvement Program (RTIP) for Trinity County
- ❖ 2020 Public Transit-Human Services Transportation Plan
- ❖ Active Transportation Plan
- ❖ Coordinated Public Transit-Human Services Transportation Plan
- ❖ Short Range Transit Development Plan

1.6.2. *Transportation/Land Use Integration*

This 2022 RTP update is consistent with the Trinity County General Plan Circulation Element which covers the circulation factors that play a major role in the daily life of residents in the Trinity County Community. The primary goal in the General Plan Circulation Element is to provide a safe, reliable, accessible, cost-effective and efficient transportation system that's consistent with socioeconomic and environmental needs within Trinity County. The intersection between transportation and land use is well studied in the transportation planning literature as much of the literature explores the influence of transportation facilities and networks on urban and rural development. Transportation investments can also have influential impacts on the natural environment which includes air and water quality, climate change, natural habitats and wildlife, and the preservation of open spaces. Addressing the linkage between transportation and land use is crucial to meeting TCTC's goal and ensuring that the development of this RTP update leads to transformative transportation programs and projects.

1.5.3. Coordination with the California State Wildlife Action Plan

The goals identified in the Policy Element (Chapter 3) of this Plan consider stressors identified in the State Wildlife Action Plan. The State Wildlife Action Plan (SWAP) identifies separate conservational provinces broken into subzones called ecoregions by the SWAP. Trinity County crosses through the North Coast and Klamath Region Province. In the North Coast and Klamath Region Province, Trinity County is classified within the Klamath Mountains, Northern California Coast Ranges, and Northern California Interior Coast Ranges ecoregion. The SWAP identifies sensitive species, habitat stressors, and suggested conservation goals and actions for each of the ecoregions in California. According to the SWAP, the major stressors within Trinity County are as follows:

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

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

1.5.4. Coordination with Native American Tribal Governments

Thorough coordination with local Tribal entities is critical to ensure that the RTP is a collaborative document that reflects the needs of tribal communities. Within the purview of the California RTP Guidelines (2017) is the involvement of federally recognized Native American Tribal Governments in the development of the RTP. Input from Tribes that are not federally recognized or from other “interested parties” that may have a background and/or history of Native American culture within the region is also recommended. Although there are no Federally recognized Tribes in Trinity County, there are several active Tribes in the area. Tribal contacts were included in all stakeholder outreach communication and were invited to all community events. Additionally, Tribal representatives were directly contacted by phone and email prior to the mailing of consultation letters. The Tsnungwe Tribe responded with a request for a consultation meeting with the Trinity County Transportation Commission. Based on the recommendations that came from this consultation effort, TCTC is preparing a Memorandum of Understanding with all interested Tribes for future consultation that will include multiple steps of review prior to and during the development of plans and projects. Table 1.2 lists the contact information for each tribal entity that was contacted, and Figure 1.1 displays tribal territories within Trinity County.



Table 1.2 Native American Tribal Government Contact List			
Tribal Government	Contact	Address	Phone or Email
Nor Rel Muk Nation	Sonny Hayward Chair	P.O. Box 1967 Weaverville, CA 96093	530-410-1125 cybersonnyhayward@gmail.com
Wintu Educational and Cultural Council	Tracy Foster- Olstad	PO BOX 762, Weaverville, CA	(530) 215-8285 tfoster-olstad@ncidc.org
Tsungwe Tribe	Dena Magdaleno	P.O. Box 373 Salyer, CA 95563	530-629-4758 Magdalenos@aol.com
Redding Rancheria	Molly Redmon	2000 Redding Rancheria Rd Redding, CA 96001	530-242-4516 molly.redmon@reddingrancheria- nsn.gov
Hoopla Tribe	Joe Davis	PO Box 1348 Hoopla, CA 95546	530-625-4211 x160 jgd119@humboldt.edu
Bear River Band of the Rohnerville Rancheria	Josefina Cortez, Chairwoman	266 Keisner Road Loleta, CA 95551	(707) 733-1900 josefinafrank@brb-nsn.gov josefinacortez@brb-nsn.gov
Round Valley Reservation/ Covelo Indian Community	James Russ, President	77826 Covelo Road Covelo, CA 95428	(707) 983-6126 tribalcouncil@rvit.org president@council.rvit.org
Shasta Indian Nation	Janice Crowe, Chair	P.O. Box 195 Macdoel, CA 96058	(530) 244-2742 twocrowes63@att.net janacrowe431@yahoo.com
Quartz Valley Indian Nation	Harold Bennett, Chairperson	13601 Quartz Valley Road, Fort Jones, CA 96032	(530) 468-5907
Wintu Tribe of Northern California	Gary Rickard, Chairperson	P.O. Box 995 Shasta Lake, CA	(530) 605-1726 wintu.tribe1@gmail.com

Table 1.2: Native American Tribal Contacts

1.6. COVID-19 Statement

The Trinity County Regional Transportation Plan development process began well into COVID-19, and the project team started the project ready to accommodate to changing health and safety guidelines. An amended public outreach campaign was conducted to be consistent current guidelines, and the project team conducted meetings and presentations with an in-person and virtual attendance possible. A big push for both in-person and virtual advertising and outreach was conducted to attempt to reach wider audience.

TRINITY COUNTY

Outline of Tribal Territories

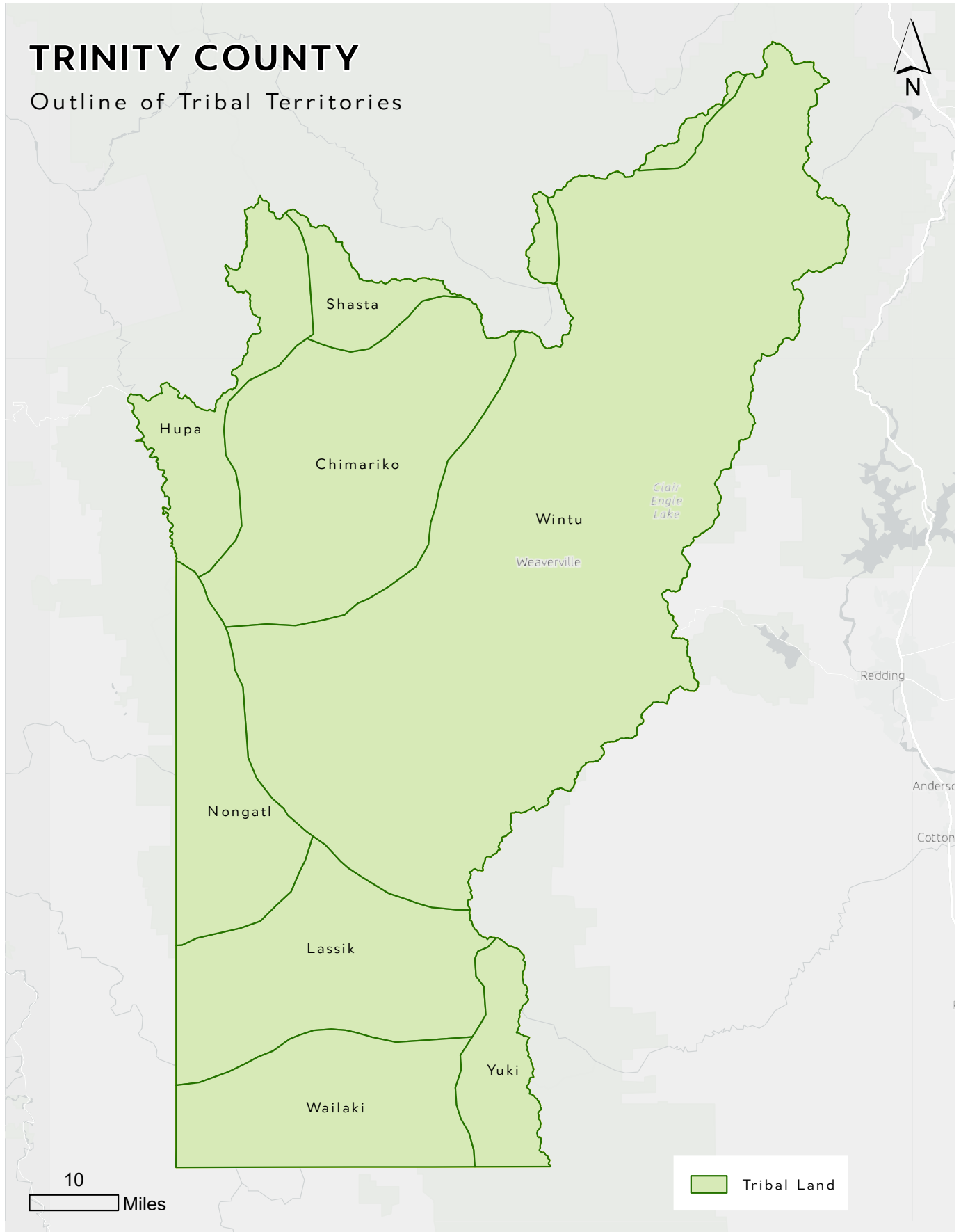


Figure 1.1: Outline of Tribal Territories



2. Existing Conditions

2.1. Setting

Trinity County is located in the lower reaches of the Cascade Range in California and is bordered by Siskiyou County to the North, Shasta County to the East, Tehama County to the Southeast, Mendocino County to the South, and Humboldt County to the West. The area is defined by mountain ranges with the Trinity Alps and scenic rivers and waterways which include the Trinity River; the third largest reservoir in California. The three major highways that transverse the County are State Route (SR) 3 running north-south, SR-36 running east-west, and SR-299 running east-west.

Trinity County covers an area of approximately 3,208 square miles. Around 75% of this area is under Federal management by the Forest Service, Bureau of Land Management (BLM), or Bureau of Reclamation. Included in this area are four national protected areas which include Mendocino National Forest, Shasta-Trinity National Forest, Six Rivers National Forest, and the Whiskeytown-Shasta-Trinity National Recreation Area. There are no incorporated cities or towns in Trinity County and the main population centers are Weaverville, Hayfork, and Lewiston. Other smaller communities in the region include: Big Bar, Burnt Ranch, Douglas City, Junction City, Salyer, Trinity Center Hyampom, Mad River, Ruth, and Coffee Creek. Figure 2.1 below displays a location map of Trinity County.

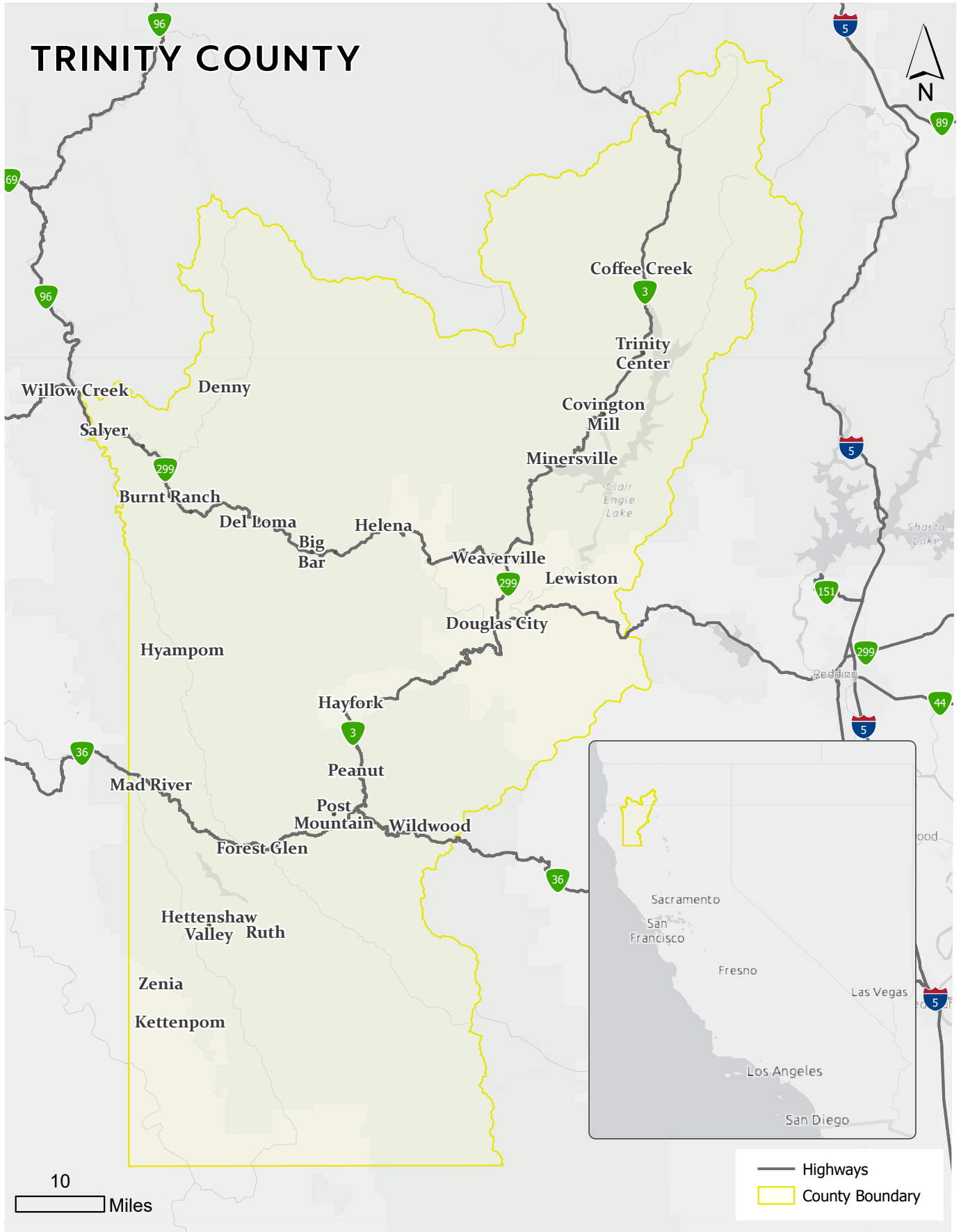


Figure 2.1: Location Map

2.2. Population Trends

2.2.1. Historic Population

Figure 2.2 shows the historical changes in population in Trinity County from 1970 to 2020. The data from the U.S. Census and California Department of Finance shows that the population increased by an average of 16% each decade. Overall, in the 50-year period, the population increased from 7,615 to 16,112.

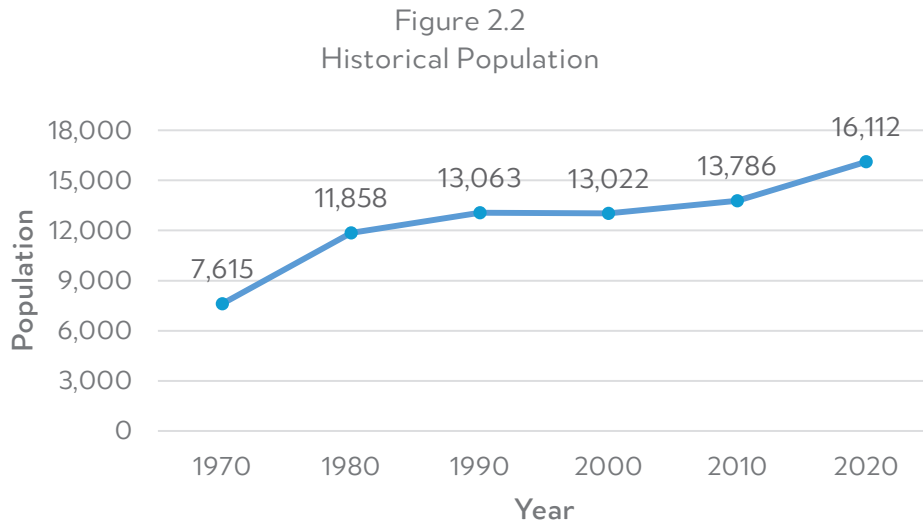


Figure 2.2: Historic and Existing Population

Table 2.1 below from the U.S. Census and California Department of Finance shows the percent change in population from 1970 to 2020. Trinity County saw significant population growth in the 1970s and 1980s, and again in 2020.

Table 2.1 Historical Census Populations of Counties and Incorporated Cities in California		
Year	Population	Percent Change
1970	7,615	-
1980	11,858	55.70%
1990	13,063	10.20%
2000	13,022	-0.30%
2010	13,786	5.90%
2020	16,112	8.50%

Source: California DOF Historical Population Estimates for City, County, and the State.

Table 2.1: Historical Census Populations

2.2.2. Existing Population

The total population in Trinity County experienced a decreasing trend, with a total decrease of about 1.2%, between 2015 and 2019. However, the US Census reported that the population increased to 16,112 in 2020. Table 2.2 presents the existing County population since 2015. While the magnitude of yearly population change may appear minute, the total decrease in population of 3.6% is largely due to the leap in 2020, but is an important indicator of ongoing changes in the region.

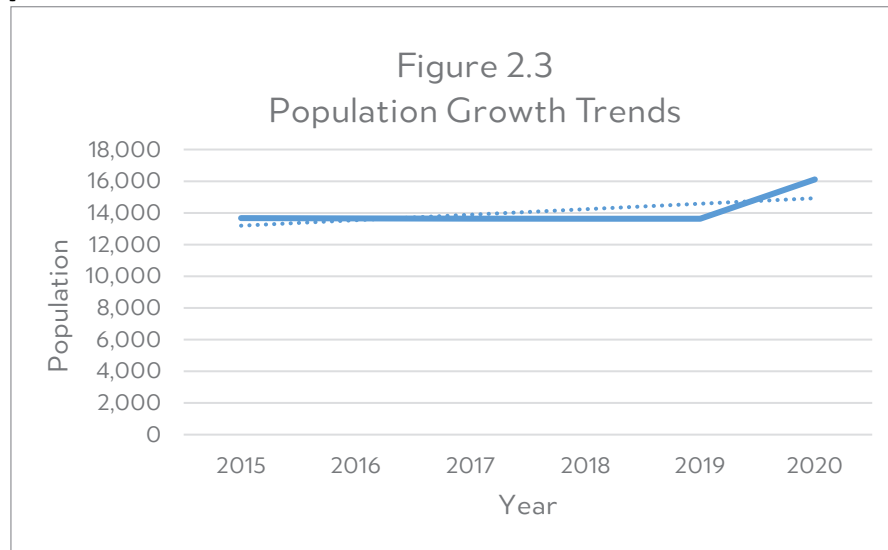
Table 2.2 Existing Trinity County Population							
Year	2015	2016	2017	2018	2019	2020	Average Change per Year
County Total	13,678	13,650	13,636	13,639	13,637	16,112	3.6%

Source: Trinity County Circulation Element.

Table 2.2: Existing Population

Figure 2.3 further emphasizes the County’s changes in population. Local estimates from each community would likely show slight deviations from this trend at the County level.

Figure 2.3 Population Growth Trends



2.2.3. Future Population

Figure 2.4 shows the population projections over the course of the 20-year Regional Transportation Plan, according to the California Department of Finance. The population between 2022 and 2042 is expected to decrease by 6.2% which is accompanied by an average annual decrease of 1.6%. Based on these projections, the population in 2022 is expected to decrease from 13,156 to 12,345 in 2042.

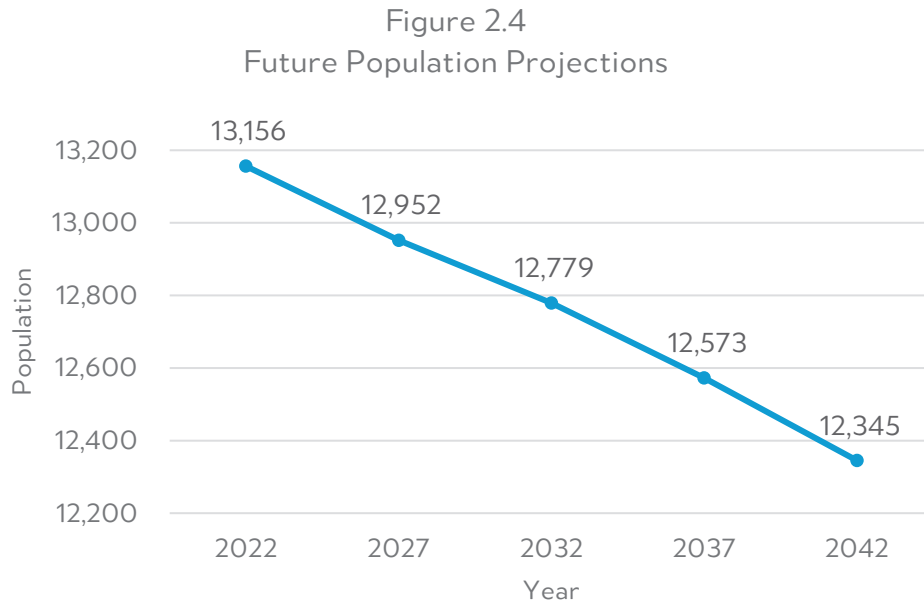


Figure 2.4: Future Population

2.3. Demographics

2.3.1. Age of Population

Data from the California Department of Finance shows that the total population in Trinity County is expected to decline during the course of the RTP. The age of the existing population skews to the slightly older age groups, however, the population in these groups is expected to decrease the most in the next 20 years (46.4% between 2022 and 2042 for 65–79-year old’s) whereas there will be an increase in younger residents during this time period who are entering into working age. Despite a decrease in the total population, the increase in residents entering working/driving age will result in increased demand on the transportation system.

Year	Total	Ages 0-4	Ages 5-17	Ages 18-34	Ages 35-64	Ages 65-79	Ages 80+
2022	13,156	627	1,650	2,319	4,242	3,220	1,098
	100%	4.8%	12.5%	17.6%	32.2%	24.5%	8.3%
2027	12,952	637	1,665	2,472	3,674	3,113	1,391
	100%	4.9%	12.9%	19.1%	28.4%	24.0%	10.7%
2032	12,779	646	1,772	2,393	3,602	2,663	1,703
	100%	5.1%	13.9%	18.7%	28.2%	20.8%	13.3%
2037	12,573	631	1,857	2,454	3,674	2,069	1,888
	100%	5.0%	14.8%	19.5%	29.2%	16.5%	15.0%
2042	12,345	632	1,870	2,557	3,825	1,619	1,842
	100%	5.1%	15.1%	20.7%	31.0%	13.1%	14.9%

Source: California DOF P-2B: Population Projections by Individual Year of Age.

Table 2.3: Existing Age of Population

2.3.2. Demographics

Table 2.4 and Figure 2.5 show that the population in Trinity County is predominantly White (71.52%) with a significant Asian population (14.29%) small American Indian and/or Alaska Native population (6.34%). There are several active tribes in Trinity County which include the Nor-Rel-Muk Wintu Nation, Tsungwe Council, Hoopa Tribe, Wintu Educational and Cultural Center, Round Valley Reservation, Shasta Indian Nation, Quartz Valley Indian Nation, and Bear River Band of Rohnerville Rancheria.

Table 2.4		
Race/Ethnicity Alone or in Combination with One or More Other Races		
Race/Ethnicity	Number	Percent
White	11,523	71.52%
American Indian and Alaska Native	1022	6.34%
Some other race	184	1.14%
Asian	2303	14.29%
Hispanic or Latino	937	5.82%
Black or African American	92	0.57%
Native Hawaiian and Other Pacific Islander	51	0.32%
<i>Total population</i>	<i>16,112</i>	<i>100.00%</i>

Source: 2020 American Community Survey 5-year Estimates.

Table 2.4: Race/Ethnicity of Trinity County in 2020

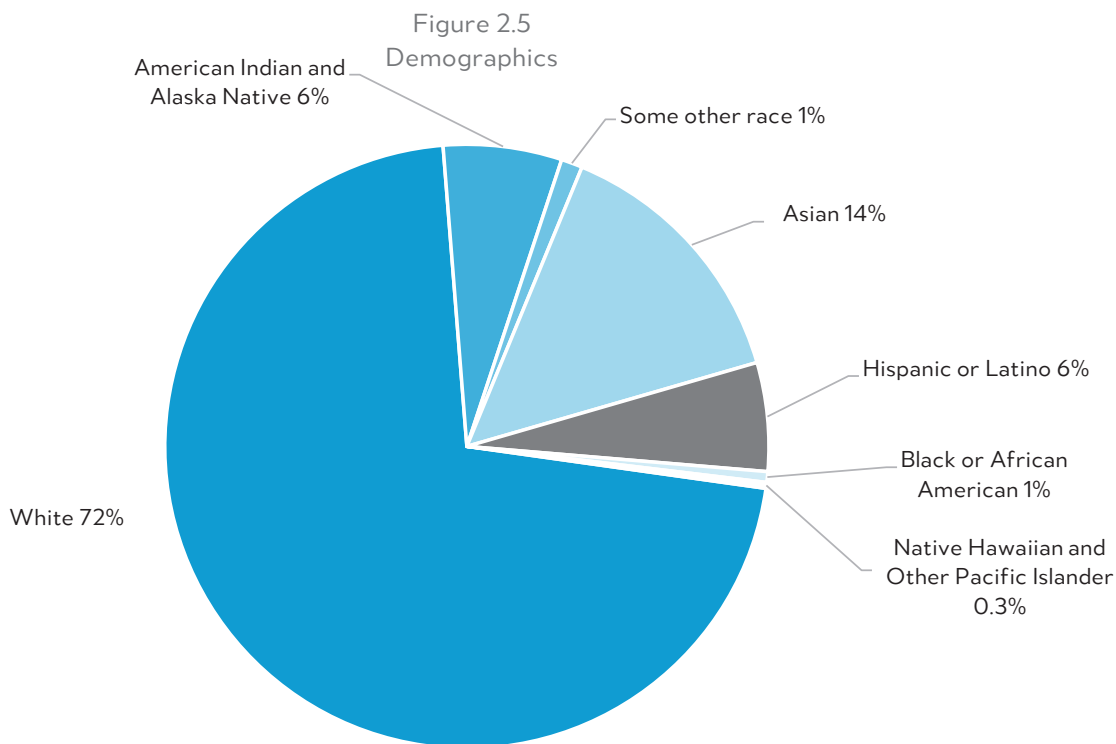


Figure 2.5: Demographics

2.4. Socioeconomic Conditions

2.4.1. Income

Table 2.5 shows the household income and median income in the past 12 months in 2019 inflation adjusted dollars in Trinity County, California, and the United States. The median income in Trinity County is 45.7% less than the state and 35% less than the country. When comparing income categories, the proportion of households in Trinity County making less than \$25,000 is significantly more than the U.S. and state average.

Table 2.5 Household Income in the last 12 months			
Total	Trinity County	California	United States
Less than \$10,000	10.70%	4.70%	5.80%
\$10,000 to \$14,999	7.40%	3.90%	4.10%
\$15,000 to \$24,999	14.30%	6.90%	8.50%
\$25,000 to \$34,999	11%	7.10%	8.60%
\$35,000 to \$49,999	16.30%	10%	12%
\$50,000 to \$74,999	17.30%	15.30%	17.20%
\$75,000 to \$99,999	7.90%	12.30%	12.80%
\$100,000 to \$149,999	9.60%	17.10%	15.60%
\$150,000 to \$199,999	4.20%	9.40%	7.10%
\$200,000 or more	1.30%	13.30%	8.30%
<i>Median Income</i>	<i>\$41,780</i>	<i>\$78,672</i>	<i>\$64,994</i>

Source: 2020 American Community Survey 5-year Estimates.

Table 2.5: Household Income

2.4.2. Poverty

Almost a fifth of the population in Trinity County lives below the federal poverty level, according to the American Community Survey. This is higher than the state and country, and with a third of households reporting an income less than \$25,000, many residents in the Trinity County could be considered low income.

Table 2.6 Poverty Level			
Place	Total Population	Population with Poverty Status	Percent Below Poverty Level
Trinity County	12,327	2,860	23.20%
California	38,589,882	4,853,434	12.60%
United States	318,564,128	40,910,326	12.80%

Source: 2020 American Community Survey 5-year Estimates.

Table 2.6: Poverty Level

2.4.3. Major Employers

According to the most recent data (April 2022), there are 4,130 people employed in Trinity County out of a labor force population of 4,300. The largest employers in the county tend to be schools as well as the county and state government (Table 2.7).

Table 2.7 Major Employers		
Employer Name	Location	Industry
County Landfill	Weaverville	Government Offices-County
County of Trinity	Weaverville	Federal Government Contractors
Dawn Hospice	Weaverville	Hospices
Douglas City Elementary School	Douglas City	Schools
Hayfork Elementary School	Hayfork	Schools
Hayfork High School	Hayfork	Schools
Hayfork Rs	Hayfork	Farming Service
Health & Human Services Department	Weaverville	Government Offices-County
Highway Patrol	Weaverville	Government Offices-State
Shasta Trinity National	Weaverville	Government Offices-State
Six Rivers National Forest	Burnt Ranch	Cabin Rentals
Southern Trinity Joint Unified	Mad River	School Districts
Trinity Alps Golf Crse-Country	Weaverville	Golf Courses
Trinity Alps Unified School District	Weaverville	School Districts
Trinity County Behavioral Health	Weaverville	Government Offices-County
Trinity County Dept-Transportation	Weaverville	Government Offices-County
Trinity County Jail	Weaverville	Government Offices-County
Trinity County Narcotics Task	Weaverville	Government Offices-County

Source: California EDD Labor Market Information, April 2022.

Table 2.7 Major Employers

2.4.4. Unemployment

According to the Employment Development Department (EDD), Trinity County has an unemployment rate of 3.7% which is slightly lower than the state of California. Other indicators of employment suggest that economic conditions are disproportionately affecting workers in Trinity County, especially as only 42.4% of the population 16 years and over is participating in the labor force. Additionally, the elderly population in the county might in part explain the low participation rate.

Table 2.8 Employment Characteristics				
Geographic Area	Population 16 years and over	Labor Force Participation Rate	Employment / Population Ratio	Unemployment Rate
Trinity County	10,630	42.40%	40.80%	3.70%
California	31,403,964	61.20%	58.90%	3.80%
United States	261,649,873	62.20%	60.00%	3.70%

Source: 2022 Employment Development Department, U.S. Bureau of Labor Statistics

Table 2.8: Labor Force Participation and Unemployment

2.4.5. Educational Attainment

The majority of adults in Trinity County have a high school degree or higher and this proportion is higher than both the state and country. However, the proportion of adults with a bachelor’s degree or higher is much lower which might change as the future population growth is projected to skew to the younger age groups.

Table 2.9 Educational Attainment 18 Years and Over				
Geographic Area	Less than High School	High School	Some College or Associate’s Degree	Bachelor’s Degree or Higher
Trinity County	6.70%	36.80%	38.00%	18.50%
California	15.40%	21.70%	31.10%	31.90%
United States	11.60%	27.30%	30.70%	30.40%

Source: 2020 American Community Survey 5-year Estimates.

Table 2.9: Educational Attainment 18 Years and Over

2.5. Disadvantaged Communities

Various competitive grant programs such as the California Transportation Commission’s (CTC) Active Transportation Program (ATP) require projects to identify the location of a project and the expected impact to Disadvantaged Communities (DAC). Funds from this grant program and similar programs can be used to support the construction of transportation projects in the region. The most recent criteria for Cycle 6 of this grant program outline that a Disadvantaged Community can be defined by the following categories:

- ❖ Median Household Income – A community will qualify as a DAC if the median income of the census tract that it is in is less than 80% of the statewide median income according to the most recent American Community Survey (ACS) Data. Currently, all five census tracts in the county qualify as a DAC under this definition (Table 2.10).
- ❖ CalEnviroScreen - An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 4.0 will qualify as a DAC. None of the census tracts in Trinity County qualify as a SB 535 DAC, however, the Round Valley Reservation is designated as a DAC and is partly located in the southern portion of the county boundaries.
- ❖ National School Lunch Program- To qualify as a DAC, at least 75% of public-school students in the project area must be eligible to receive free or reduced-price meals under the National School Lunch Program for the 2019-2020 school year. Table 2.12 shows that 8 out of 18 schools meet this definition from 2019-2020.
- ❖ Healthy Places Index - The Healthy Places Index includes a composite score for each census tract in the state. The higher the score, the healthier the community conditions based on 25 community characteristics. A census tract must be in the 25th percentile or less to qualify as a DAC. Table 2.12 shows that 3 out of 5 census tract’s quality under this definition. The county average is also much less than the 25th percentile emphasizing the need for active transportation projects in the region to increase walking and bicycling.

Other additional criteria such as the location of federally recognized tribal lands in the project area or supplemental data supporting the characterization of a community as a DAC can be used. Supplemental sources are encouraged when data from the census or CalEnviroScreen is unavailable, or the project location is in an unincorporated area.

Geographic Area	MHI
Census Tract 1.01	\$47,817
Census Tract 1.02	\$46,161
Census Tract 2	\$44,050
Census Tract 5	\$28,707
Trinity County	\$41,780

Source: 2020 American Community Survey 5-year Estimates.

** DAC as defined by ATP Guidelines (<\$60,188).*

Table 2.10: Disadvantaged Communities – Median Household Income

Geographic Area	HPI Score
Census Tract 1.01	14.45 percentile
Census Tract 1.02	44.02 percentile
Census Tract 2	20.54 percentile
Census Tract 3	4.698 percentile
Census Tract 4	No Data
Trinity County (average)	7.1 percentile

**DAC if Census Tract is in 25th percentile or less.*

Table 2.11 Disadvantaged Communities – Healthy Places Index

Table 2.12 Disadvantaged Communities* - Free or Reduced Priced Meal (FRPM) Elig			
District Name	School Name	Enrollment (K-12)	FRPM Count (K-12)
Trinity County Office of Education	California Heritage Youthbuild Academy II	79	65
Trinity County Office of Education	R.I.S.E. Academy	10	10
Burnt Ranch Elementary	Burnt Ranch Elementary	62	43
Coffee Creek Elementary	Coffee Creek Elementary	11	7
Douglas City Elementary	Douglas City Elementary	162	84
Junction City Elementary	Junction City Elementary	70	47
Lewiston Elementary	Lewiston Elementary	66	45
Trinity Center Elementary	Trinity Center Elementary	9	6
Southern Trinity Joint Unified	Hoaglin-Zenia Elementary	11	6
Southern Trinity Joint Unified	Mt. Lassic High (Continuation)	2	2
Southern Trinity Joint Unified	Southern Trinity High	26	10
Southern Trinity Joint Unified	Van Duzen Elementary	50	34
Mountain Valley Unified	Hayfork Elementary	216	174
Mountain Valley Unified	Hayfork High	84	75
Mountain Valley Unified	Valley High	4	4
Trinity Alps Unified	Alps View High (Continuation)	19	15
Trinity Alps Unified	Trinity High	315	184
Trinity Alps Unified	Weaverville Elementary	323	196

Source: California Department of Education Free or Reduced Price Meal Data 2021-2022.

** DAC if 75% or more of students are eligible for free or reduced meals.*

Table 2.12: Disadvantaged Communities – Free or Reduced-Price Meal Eligibility

TRINITY COUNTY

Median Household Income

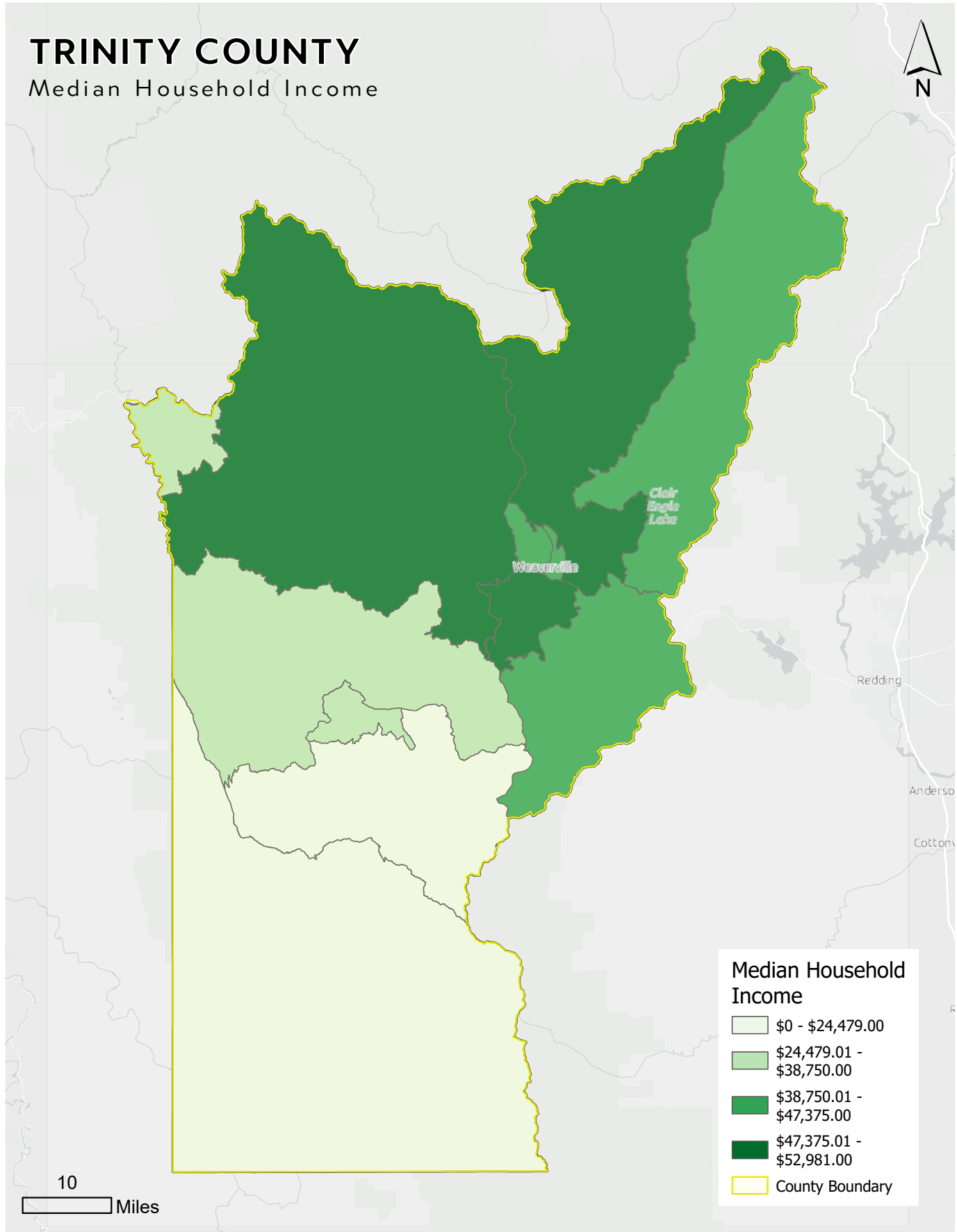


Figure 2.6: Median Household Income Map

2.6. Housing

2.6.1. Housing Characteristics

There was an estimated total of 8,918 housing units in Trinity County in 2019 (Table 2.13) of which roughly 5,939 (66.6%) are occupied. Homes in Trinity County are more likely to be vacant than households in California and the United States. Only about 8% of units are vacant in California and 12.1% are in the U.S. When examining occupied units, households in Trinity County are more likely to be owner occupied than renter occupied. This trend is similar to both the state and nation as there are more households that own their home than rent.

Geographic Area	Total Housing Units	Owner-Occupied	%	Renter-Occupied	%	Vacant Units	%
Trinity County	8,895	4,041	45.40%	1,855	20.90%	2,999	33.70%
California	14,210,945	7,241,318	51.00%	5,861,796	41.20%	1,107,831	7.80%
United States	138,432,751	78,801,376	56.90%	43,552,843	31.50%	16,078,532	11.60%

Source: 2020 American Community Survey 5-year Estimates

Table 2.13: Housing Characteristics

2.6.2. Home Value

The median value of housing units in Trinity County is roughly half the value of homes in California. In comparison to the median home value, the median income of households contributes to approximately 14% of the value of a home. This proportion is much lower at the county and state level than nationwide.

Geographic Area	Median Home Value	Median Household Income	Median Household Income as % of Home Value
Trinity County	\$285,700	\$41,780	14.60%
California	\$538,500	\$78,672	14.60%
United States	\$229,800	\$64,994	28.30%

Source: 2020 American Community Survey 5-year Estimates.

Table 2.14: Median Home Value vs. Median Household Income

2.7. Transportation

2.7.1. Vehicle Ownership

Vehicle ownership rates in Trinity County slightly vary compared to the ownership rates for California and the United States (Table 2.15). Among households who own a vehicle, ownership rates in Trinity County (93.9%) are slightly higher than California (92.9%) and the United States (91.3%) whereas there are more households who do not own a vehicle in California and the U.S.

Vehicles Available	Trinity County	California	United States
0	6.84%	7.02%	8.45%
1	32.39%	30.04%	32.49%
2	37.19%	36.96%	37.10%
3+	23.58%	25.98%	21.96%

Source: 2020 American Community Survey 5-year Estimates.

Table 2.15: Vehicle Ownership

2.7.2. Mode Share

As with other rural areas, the automobile is the primary travel mode of choice in Trinity County. A heavy reliance on private vehicles, especially single occupancy vehicles, is associated with increased congestion, local and regional air pollution, traffic injuries and fatalities, and contributes to climate change. Shifting from private vehicles to more sustainable travel modes such as bicycles, public transport, and walking in combination with denser land use development results in cascading benefits at the local and regional level such as decreased congestion and air pollution as well as increased physical activity. Table 2.16 and Figure 2.5 shows that the majority of workers in Trinity County drive to work alone (67.5%) or by carpool (8.8%). The share of workers who reported working from home (17.4%) is considerably larger than the average worker in California (5.9%) and the United States (5.2%). Historical data from previous ACS estimates prior to the pandemic also show high shares of remote work. This suggests that there is a unique potential in Trinity County to encourage the use of sustainable travel modes for non-work trips.

Table 2.16 Commute Mode Share			
Mode of Travel	Trinity County	California	United States
Drove Alone	69.50%	72.10%	74.90%
Carpool	7.60%	10.00%	8.90%
Public transportation (excluding taxicab)	1.50%	4.60%	4.60%
Walked	2.00%	2.50%	2.60%
Bicycle	1.20%	0.80%	0.50%
Taxicab, motorcycle, or other means	2.20%	1.60%	1.30%
Worked from home	16.00%	8.40%	7.30%

Source: 2020 American Community Survey 5-year Estimates.

Table 2.16: Mode Share

Figure 2.7
Commute Mode Share in Trinity County (2020)

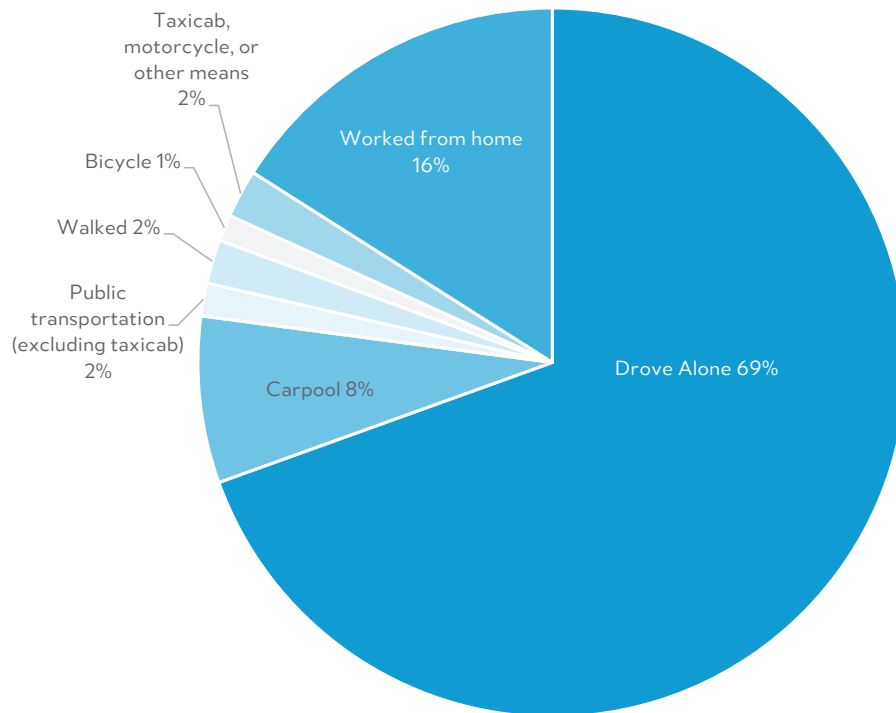


Figure 2.7: Mode Share

2.7.3. Commute Patterns

Table 2.17 shows the commuting patterns in Trinity County between various origins and destinations inside and outside of the County boundaries. 1,531 of the 3,455 employed residents in Trinity County work within Trinity County (44.3%). The remaining 56% work in other counties outside of Trinity County which includes Shasta County, Humboldt County, Sacramento County, Sonoma County, and Butte County.

		Table 2.17 Commuting Patterns						
		Destination						
		Trinity County	Shasta County	Humboldt County	Sacramento County	Sonoma County	Butte County	Other Counties
Origin	Trinity County	1,531	305	189	171	125	102	1,032
	Shasta County	348	48,090	519	1,410	625	1,591	10,434
	Humboldt County	123	590	40,817	1,019	433	285	5,408
	Sacramento County	26	958	293	418,727	4,487	2,208	249,199
	Sonoma County	12	167	218	4,072	139,123	344	76,301
	Butte County	24	1,243	205	3,541	665	54,369	20,169

Source: 2019 Longitudinal Employer-Household Dynamics.

Table 2.17: Commute Patterns

2.7.4. Air Quality

Air quality standards are set at the state and federal level through the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). The California Air Resources Board (CARB) is the lead agency in California for climate programs and oversees all air pollution control efforts to maintain air quality standards. Air quality is managed and monitored on a regional basis and therefore CARB has divided the state into 15 air basins. Trinity County is located in the North Coast Air Basin where the regional environmental regulatory agency is the North Coast Air Quality Management District (NCUAQMD). The main responsibility of NCUAQMD is to control the pollution from stationary sources. The district also develops an Annual Network Plan for Ambient Air Monitoring which discusses how air quality is monitored in the region and expected changes to the monitoring process.

Air quality standards from the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) do not classify Trinity County as an area in nonattainment for any criteria pollutants. State area designations for 10 criteria pollutants (ozone, suspended particulate matter (PM10), fine suspended particulate matter (PM2.5), carbon monoxide, nitrogen dioxide, sulfur dioxide, sulfates, lead, hydrogen sulfide, and visibility reducing particles) are set by CARB while Federal area designations for 6 criteria pollutants (ozone, PM10, PM2.5, carbon monoxide, nitrogen dioxide, and sulfur dioxide) are set by the U.S. EPA.

2.8. Streets and Roads

2.8.1. Current System

Streets and roads are the primary means of local and through travel in the region, and are essential for mobility, goods movement, public transit, pedestrians and cyclists as well as airport ground access. The term roadways include highways, streets and unpaved roads.

As shown in Table 2.18 and 2.19, there are a total of 1,883.78 miles of maintained roads in Trinity County. Most of these roads are defined as Local Roads providing access to adjoining properties and primary residences. The County of Trinity maintains and operates a total of 627.83 miles of roadway, while Caltrans maintains 198.94 miles of state highways and the National Park Service and U.S. Forest Service own and maintain 3.28 and 1,053.73 miles, respectively (Table 2.18).

Jurisdiction	Rural Road Miles	Total Miles	% Total Miles
National Park Service	3.28	3.28	0.20%
State Highways	198.94	198.94	10.60%
Trinity County	627.83	627.83	33.30%
U.S. Forest Services	1,053.73	1,053.73	55.90%
Total Maintained Miles	1,883.78	1,883.78	100.00%

Source: California Public Road Data 2019.

Table 2.18: Existing Roadway Facilities

2.8.2. Roadway Classifications

Figure 2.8 below displays the major roadways in Trinity County along with their functional classification, as designated by the Federal Highway Administration (FHWA). More broadly, roadway classifications are characterized in the following manner:

Arterials

Arterials provide the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control. The principle arterials identified in Trinity County are integrated intra-county roads connecting Trinity County to surrounding counties and cities, including cities and communities in the Central Valley and in Oregon. State Route (SR) 3, SR-36, and SR-299 are classified as major arterial roadways in Trinity County and are the main connections through and beyond the County.

Collectors

Collectors provide a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials. The FHWA further delineates collectors into major and minor collectors. Major collectors connect to arterials or regional destinations, and minor collectors generally connect local roadways to major collectors. Major collectors in Trinity County serve primarily intra-county travel serving smaller communities and countywide trip generators, such as consolidated school, shopping and recreational destinations. Trip lengths may be comparable to those of minor arterials in low density areas.

Local Roads

Local roads provide access to adjoining properties and primary residences. There is virtually no through traffic as they serve to primarily provide access to adjacent arterials and collectors. Local roads constitute the remaining roadway mileage not classified as arterial or collector in Trinity County.

Arterial	
Principle Arterial - Other	72.09
Minor Arterial	142.59
Collectors	
Major	139.24
Minor	190.69
Local	
Local	1,339.17
<i>Total</i>	<i>1,883.78</i>

Source: FHWA California Road System Classification.

Table 2.19: Roadway Classifications

Personal vehicles are the main mode of transportation used in Trinity County due to the community being primarily rural and mountainous. Trinity County contains three major state highways: SR-3, SR-36, and SR-299. SR-299 is a major arterial. SR-3, SR-36, Lance Gulch Road, Rush Creek Road and the 6.5 miles of Trinity Dam Boulevard between SR-299 and Rush Creek Road are all minor arterials. Throughout Trinity County travel primarily occurs on the state highway system, which is described in more detail below.

State Route 299 (SR-299)

State Route 299 runs east-west through Trinity County, entering over Buckhorn Summit from Redding to the east and crossing into Humboldt County near Salyer to the west. SR-299 links the communities of Lewiston, Douglas City, Weaverville, Junction City, Big Flat, Big Bar, Burnt Ranch, and Salyer, as well as several smaller communities. SR-299 carries a variety of traffic including local (intra-regional), recreational, commuter, and commercial. SR-299 has been classified as a National Forest scenic byway and is heavily utilized for access to and along the Trinity River. It is also classified as a Focus Route by Caltrans because of its importance as an inter-regional route (for both auto and truck traffic) between the Northern Sacramento Valley and the North Coast.

SR-299 also serves as the major roadway within Weaverville, connecting the more established commercial and government center on the northwest with newer commercial and employment centers to the southeast. Due to the limited roadway network, virtually all trips in Weaverville use SR-299, which (in combination with through traffic) results in SR-299 carrying the highest traffic volumes within the County, particularly during peak summer travel periods.

SR-299 has limited passing opportunities, particularly west of Weaverville. Implementation of federally mandated barrier striping on state highways in 1988 resulted in severely restricted passing opportunities. Only six passing lanes exist (four eastbound, two westbound) on SR-299 between Willow Creek and Douglas City, a stretch of 65 miles. The distance between passing lanes for



eastbound traffic is 26 miles (Hawkins Bar to Big Flat), while the distance for westbound traffic is a 52-mile gap between passing lanes (Oregon Mountain to Willow Creek).

Other roadways with similar functional classifications as the state highways in Trinity County include Interstate and U.S. Highways. Neither of these roadway types are located directly in Trinity County, but they serve as a route option for travelers in the larger region. Forest roads are also present in the county and are described in more detail below.

State Route 3 (SR-3)

State Route 3 runs north-south through Trinity County, beginning at SR-36 just south of Peanut and passing out of Trinity County over Scott's Mountain north of Trinity Lake. SR-3 passes through Hayfork, Douglas City, Weaverville, Trinity Center, and Coffee Creek as well as several smaller communities. It serves as the primary north-south roadway in the county, connecting central and northern Trinity County with the county seat of Weaverville. Between Douglas City and Weaverville, SR-3 and SR-299 are the same route (by statute, SR-299 is the assigned route number). SR-3 carries local (intra-county) traffic as well as recreational and commercial (primarily natural resource) traffic. SR-3 has sharp curves, limited passing opportunities between Douglas City and Hayfork as well as between Slate Creek and Trinity Center and is not maintained during winter months over Scott's Mountain. Within Weaverville, SR-3 provides access between the central commercial district and Weaverville Elementary School, residential areas, and the Weaverville Airport.

State Route 36 (SR-36)

State Route 36 runs east-west through the southern portion of the county, entering Trinity County near Wildwood from the east and crossing into Humboldt County west of Mad River. Other than passing through the communities of Forest Glen and Mad River, SR-36 mostly passes through undeveloped forest land. SR-36 provides access to Fortuna in Humboldt County to the west and Red Bluff in Tehama County to the east, as well as Hayfork and Weaverville (via SR-3), to Wildwood and Post Mountain, and to Southern Trinity County, including Ruth, Zenia and Kettenpom via County collector roads. SR-36 provides access for residents of Southern Trinity County who travel to Eureka for shopping opportunities. The capacity of SR-36 is limited by horizontal and vertical curves, narrow lane and shoulder widths, and by the limited passing opportunities.

Forest Service Roads

There are five National forests in Trinity County, and a number of roads within these forests provide access to a variety of activities including timber harvest, recreational opportunities, forest management activities and fire protection. Trinity County has approximately 784 miles of Forest Service Roads. In addition, there are approximately 6 miles of U.S. Fish and Wildlife service roads within the county.

TRINITY COUNTY

Roadway Functional Classification

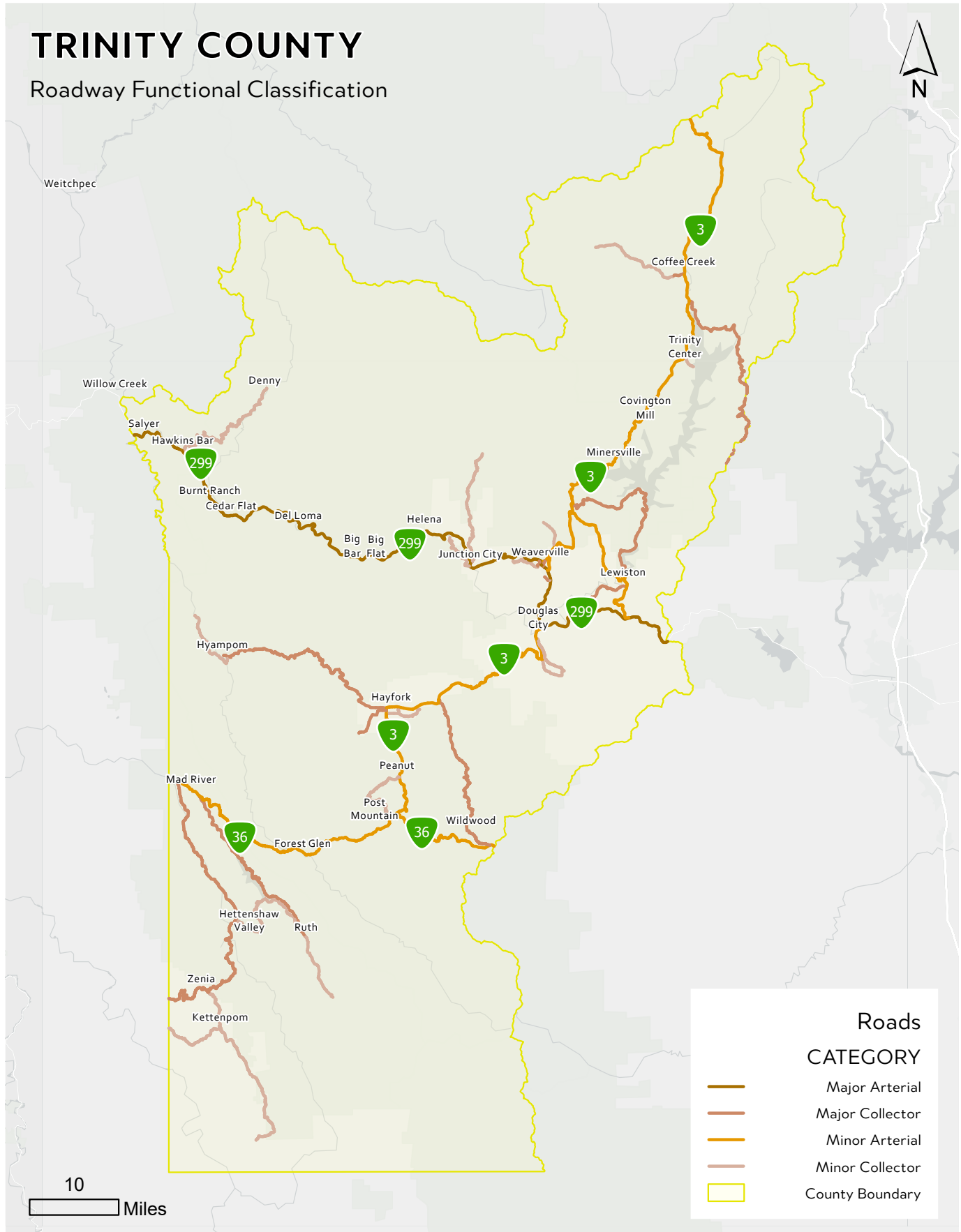


Figure 2.8: Map of Roadway Classifications

2.8.3. Pavement Conditions

Due to limited funds, many roadways have pavement conditions that are in need of repair. The average Pavement Condition Index (PCI) for roadways in Trinity County is 57 (California Local Streets & Roads Needs Assessment 2020 Update). PCI values range from 0-100, and optimally, pavement improvements will occur when PCI levels are at 66 or above. As PCI ratings lower, preventative pavement repair costs increase exponentially. With a PCI of 70 or above, preventative maintenance is relatively inexpensive at about \$4.60-\$4.85/square yard. For a PCI between 50 and 70, repair costs go up to about \$18.05-\$18.80/square yard. Once the PCI goes below 50, repair costs rise to \$28.45-\$29.73/square yard and can go up to almost \$70/square yard for roads that deteriorate to the point of needing a total reconstruction.

Table 2.20 Pavement Conditions						
	2012 PCI	2014 PCI	2016 PCI	2018 PCI	2020 PCI	Avg. Change
Trinity County	50	60	62	59	54	2.50%
Legend:	Good (71-100)	Lower Risk (61-70)	Higher Risk (50-60)	Poor (0-49)		

Source: California Local Streets and Roads Needs Assessment 2012, 2014, 2016, 2018, and 2020.

Table 2.20: Pavement Conditions

The PCI in Trinity County is in the upper part of the PCI score range deemed as “Higher Risk” (PCI of 50-60). As seen in Table 2.20, Trinity County’s average PCI rating has improved since 2012. However, once pavement reaches a PCI score of around 50, it tends to deteriorate at a much faster rate and should be addressed as quickly as possible.

2.8.4. Bridges

According to the 2020 California Streets & Roads Needs Assessment, there are 98 County-maintained bridges within Trinity County (Table 2.21). The Needs Assessment reports a Sufficiency Rating (SR) value for each bridge; bridges with values under 80 and above 50 are considered eligible for rehabilitation and bridges with a rating under 50 are considered structurally deficient or functionally obsolete and are eligible for replacement. Of the 92 bridges in Trinity County, 21 have a sufficiency rating below 80 but above 50 and are eligible for rehabilitation and 12 have a sufficiency rating under 50 and are eligible for replacement. The average SR rating for Trinity County bridges has only fluctuated from 77 to 78 since 2012, and the estimated cost for bridge needs is currently estimated at \$105 million. Bridges on rural roads are essential to the transportation network. Maintaining bridges so that the most direct route can be used to transport goods to the market is essential to being competitive in the current economy.

Table 2.21					
Bridge Sufficiency Rating (SR)					
	2012	2014	2016	2018	2020
Number of Bridges	96	96	92	92	98
Average SR	77	77	78	78	78
Structures with SR <= 80	32	32	21	21	33
Structures with SR <= 50	12	12	12	12	10
Total Bridge Need (Millions)	\$24.00	\$24.00	\$27.00	\$105.00	\$78.00

Source: California Statewide Local Streets and Roads Needs Assessment 2012, 2014, 2016, 2018, and 2020

Table 2.21: Bridge Sufficiency Rating

2.8.5. Traffic Volumes

Traffic volumes provide an indication of the daily or hourly utilization of a particular roadway facility. This level of utilization can then be evaluated relative to the ability of the roadway to accommodate traffic to yield an assessment of the quality of service experienced by motorists who use the facility.

Average annual daily traffic (AADT) volumes for Trinity County state highways are shown in Table 2.22. The data on the existing conditions of roadway volumes in Trinity County comes from the most recently published Caltrans traffic volumes for state highways (2019). As can be seen in Table 2.22, SR-299 experiences the highest Annual Average Daily Traffic (AADT) in Trinity County. SR-299 is the major arterial in Trinity County and is the main route for goods movement, tourism, and local travel in the county. Many sections of state highways in Trinity County experienced small positive and negative growth between 2015 and 2019.

Table 2.22
Historic and Existing Average Annual Daily Traffic

Segment	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	Avg. Annual Change, 2015-2019
State Route 3						
Jct. SR-36	610	610	620	480	530	-3.30%
Morgan Hill Road	2350	2350	2400	2350	2400	0.50%
Hayfork	2350	2350	2400	2350	2400	0.50%
Weaverville, North Jct. SR-299	3750	3750	3850	3350	3450	-2.00%
County Dump Road	1950	1950	2000	2300	2350	5.10%
Rush Creek Road	800	800	860	790	790	-0.30%
Trinity Center State Highway Maintenance Station	520	520	470	520	540	1.00%
Coffee Creek Road	200	200	220	330	330	16.30%
U. S. Forest Service Road to Trinity/Siskiyou County Line	130	130	140	140	130	0.00%
State Route 36						
Humboldt/Trinity County Line	1050	1050	1250	1350	1400	8.30%
Lower Mad Riv Road 501 RT	540	540	620	600	610	3.20%
Forest Glen Maintenance Station	480	480	550	540	550	3.60%
Jct. SR-3 North to Trinity/Shasta County Line	410	410	470	470	480	4.30%
State Route 299						
Humboldt/Trinity County Line	3300	3300	3100	3450	3450	1.10%
East Limits Salyer	2800	2800	2500	2600	2600	-1.80%
Burnt Ranch Road	2050	2050	1850	2100	2150	1.20%
Del Loma	2000	2000	1800	1900	1950	-0.60%
Little French CR	2000	2000	1800	1950	2000	0.00%
Bigflatcmp-Wheelgluchrd	2850	2850	2550	2400	2450	-3.50%
Weaverville, West City Limits	3450	3450	3400	2900	2950	-3.60%
Weaverville, Washington Street	10900	10900	10700	9700	9900	-2.30%
Martin/Nugget Roads	6500	6700	6600	6100	6200	-1.20%
East Jct. SR-3	4150	4250	4150	4200	4300	0.90%
Lewiston Road	4050	4050	3950	4550	4650	3.70%
New Lewiston Road to Trinity/Shasta County Line	3950	3950	3900	4400	4500	3.50%

Source: 2015 - 2019 California Public Road Data.

Table 2.22: Existing Traffic Volumes

Forecasted Traffic Volumes Traffic volume forecasts can be seen in Table 2.23. A variable formula was used to forecast average traffic based on the average annual change from 2015-2019. Roadway segments with minor increases or decreases in this time period were projected at a matching constant rate of increase or decrease. Roadways with significant average traffic increases were projected at a higher rate of increase in proportion to traffic increases experienced between 2015 and 2019. Road segments that experienced no change between 2015 and 2019 have been projected to remain constant.

Table 2.23					
Forecasted Average Annual Daily Traffic					
Segment	2022 AADT	2027 AADT	2032 AADT	2037 AADT	2042 AADT
State Route 3					
Jct. Rte. 36	484	415	357	306	263
Morgan Hill Road	2473	2599	2731	2871	2898
Hayfork	2473	2599	2731	2871	2898
Weaverville, North Jct. Rte. 299	3247	2935	2653	2398	2146
County Dump Road	2587	3148	3830	4659	5287
Rush Creek Road	767	729	693	659	614
Trinity Center State Highway	556	585	615	646	652
Coffee Creek Road	382	488	622	794	936
U. S. Forest Service Road to Trinity/Siskiyou County Line	130	130	130	130	126
State Route 36					
Humboldt/Trinity County Line	1621	2068	2640	3369	4300
Lower Mad Riv Road 501 RT	667	773	896	1038	1227
Forest Glen Maintenance Station	601	697	808	936	1107
Jct. Rte. 3 North to Trinity/Shasta County Line	525	608	705	817	966
State Route 299					
Humboldt/Trinity County Line	3661	4042	4463	4927	5440
East Limits Salyer	2447	2212	1999	1807	1700
Burnt Ranch Road	2282	2519	2781	3071	3390
Del Loma	1892	1799	1711	1627	1594
Little French CR	2000	2000	2000	2000	2040
Bigflatcamp-Wheelgluchrd	2236	1920	1649	1416	1279
Weaverville, West City Limits	2692	2312	1985	1705	1540
Weaverville, Washington Street	9318	8423	7613	6882	6475
Martin/Nugget Roads	5835	5275	4768	4310	4055
East Jct. Rte. 3	4430	4656	4894	5143	5459
Lewiston Road	5081	5890	6829	7916	9088
New Lewiston Road to	4917	5700	6608	7661	8795

Source: 2015 - 2019 California Public Road Data.

Table 2.23: Forecasted Average Annual Daily Traffic

2.8.6. Vehicle Miles Traveled

Vehicle miles of travel (VMT) is a general but robust measure of vehicle activity. It measures the extent of utilization a transportation network experienced by motorists. Although it is not a good indicator of congestion, it is a great indicator of overall vehicle activity and identifies bottlenecks or high delay “hotspot” locations. VMT is commonly applied on a per-household or per-capita basis and is a primary input for regional air quality analyses and for developing VMT rates for safety analysis. Per Senate Bill 743 (Steinberg, 2013), VMT is now the basis for transportation impact identification and mitigation under the California Environmental Quality Act (CEQA). However, jurisdictions must also ensure consistency with current land use plans, some of which still utilize Level of Service (LOS) as a primary metric. Future Regional Transportation Plan updates will be consistent with the County General Plan and will promote new developments adjacent to existing developments in order to reduce VMT and travel times.

VMT data is annually reported as part of the Federal Highway Performance Monitoring System (HPMS) program. The HPMS program uses a sample-based method that combines traffic counts stratified by functional classification of roadways by volume groups to produce sample based geographic estimates of VMT. HPMS VMT estimates are reported for each county by local jurisdiction. Population data is gathered from the California Department of Finance.

Estimates of countywide VMT for Trinity County from 2015 to 2019 are provided in Table 2.24. VMT is displayed both as a total figure and as a per-capita figure for the jurisdiction it is measured in. Dramatic changes in VMT within these jurisdictions can be attributed to roadway mile inventory changes (e.g., new or abandoned roadways).

Vehicle Miles Traveled have been projected over a 20-year lifetime of the RTP in Table 2.24a. A variable formula was used to forecast VMT based on the average annual change from 2015-2019. Roadway segments with minor increases or decreases in this time period were projected at a matching constant rate of increase or decrease. Roadways with significant average VMT increases were projected at a higher rate of increase in proportion to VMT increases experienced between 2015 and 2019. Road segments that experienced no change between 2015 and 2019 have been projected to remain constant. These overall figures were these tabulated on a per-capita basis using population projections from California’s Department of Finance. determined earlier in this chapter. Overall, VMT on roadways in Trinity County is not expected to change drastically between 2022 and 2042.

2015 VMT		2016 VMT					
Jurisdiction	Daily VMT	Pop.	VMT Per Capita	Jurisdiction	Daily VMT	Pop.	VMT Per Capita
National Park Service	30	13,678	0	National Park Service	30	13,650	0
State Highways	347,630	13,678	25	State Highways	359,450	13,650	26
Trinity County	129,630	13,678	9	Trinity County	113,280	13,650	8
U.S. Forest Service	12,350	13,678	1	U.S. Forest Service	229,830	13,650	17
Total	489,640		36	Total	702,590	-	51
2017 VMT		2018 VMT					
Jurisdiction	Daily VMT	Pop.	VMT Per Capita	Jurisdiction	Daily VMT	Pop.	VMT Per Capita
National Park Service	30	13,636	0	National Park Service	30	13,639	0
State Highways	353,390	13,636	26	State Highways	343,500	13,639	25
Trinity County	113,270	13,636	8	Trinity County	113,030	13,639	8
U.S. Forest Service	229,870	13,636	17	U.S. Forest Service	230,860	13,639	17
Total	696,560	-	51	Total	687,420	-	50
2019 VMT		Average Annual Change in VMT / Capita, 2015-2019					
Jurisdiction	Daily VMT	Pop.	VMT Per Capita	Jurisdiction	Average Annual Change in VMT / Capita, 2015-2019		
National Park Service	30	13,637	0	National Park Service	0.00%		
State Highways	350,970	13,637	26	State Highways	0.24%		
Trinity County	79,650	13,637	6	Trinity County	-9.64%		
U.S. Forest Service	207,470	13,637	15	U.S. Forest Service	21.22%		
Total	638,120	-	47	Total	5.28%		

Source: 2015-2019 California Public Road Data.

Table 2.24: Existing Vehicle Miles Traveled

Jurisdiction	2022 VMT Per Capita	2027 VMT Per Capita	2032 VMT Per Capita	2037 VMT Per Capita	2042 VMT Per Capita
National Park Service	0.002	0.002	0.002	0.002	0.002
State Highways	27.486	29.343	31.257	33.390	35.741
Trinity County	5.874	5.675	5.469	5.287	5.120
U.S. Forest Services	16.248	17.346	18.477	19.738	21.128
<i>Total</i>	<i>50</i>	<i>52.36543</i>	<i>55</i>	<i>58.41225</i>	<i>62</i>

Table 2.24a: Future Vehicle Miles Traveled

2.8.7. Truck Traffic

Table 2.25 shows truck traffic in Trinity County expressed as a percent of the total traffic per roadway segment. Similar to the overall AADT, SR-299 experiences the highest rate of truck AADT in Trinity County. In the segments of SR-299 that experience the most truck traffic, trucks make up over 10% of the total vehicles on the road. From 2015 to 2019, SR-3, SR-36 and SR-299 have not significantly changed in total truck AADT levels.

Segment	2015	2016	2017	2018	2019
State Route 3					
Jct. SR-36	4.20%	4.20%	4.20%	4.20%	4.16%
Morgan Hill Road	10.79%	10.79%	10.79%	10.79%	10.77%
Weaverville, North Jct. SR-299	5.08%	5.08%	5.08%	5.40%	5.41%
Trinity Center State Highway Maintenance Station	7.31%	7.31%	7.31%	7.31%	7.31%
U. S. Forest Service Road	12.14%	12.14%	11.33%	25.33%	25.33%
Trinity/Siskiyou County Line	4.50%	5.50%	5.71%	5.71%	5.38%
State Route 36					
Jct. SR-3 North	3.42%	3.42%	3.52%	3.42%	3.56%
Trinity/Shasta County Line	3.03%	3.03%	2.98%	3.03%	2.98%
State Route 299					
Weaverville, West City Limits	8.74%	8.74%	8.74%	8.74%	8.74%
Weaverville, Washington Street	3.43%	3.43%	3.43%	3.43%	3.43%
East Jct. SR-3	7.07%	6.97%	7.08%	6.46%	6.73%
New Lewiston Road	11.41%	11.42%	11.42%	11.42%	11.42%

Source: 2015 - 2019 California Public Road Data.

*** Each AADT is an average of up to 5 traffic count locations.*

Table 2.25: Truck Traffic

2.8.8. Safety

Traffic collision data is collected by the Transportation Injury Mapping System (TIMS) developed by UC Berkeley and contains collision data from the Statewide Integrated Traffic Records System (SWITRS). This database collects and processes data from traffic collisions all across the state of California. The most recent data available is from 2020 and the summary tables provide information for the entire state, state highways, and individual counties and cities. Accident totals are provided for accidents resulting in injuries, fatalities, and property damage in addition to other accident information such as whether pedestrians or bicyclists were involved. Table 2.26 shows the traffic collision data between 2017 and 2020 for Trinity County. The data shows that traffic collisions year over year have very little variation and that collisions involving motorcyclists are the most common.

The main cause for a majority of the traffic collisions is a vehicle collision that resulted in a vehicle being run off of the road or hitting an object. Current roadway conditions that exist in Trinity County are some of the main factors in causing these types of traffic accidents. These include narrow road and shoulder widths, limited passing opportunities, and horizontal and vertical curves.

In relation to the total County population in 2020, the number of injury crashes per capita is relatively low which is to be expected due to the small population of the rural county. Nevertheless, an increasing trend in injury crashes suggests the need to address safety issues along roadways in the county. Some of the main safety needs include wider roads and shoulders, guardrails, and high visibility striping.

Figures 2.9 and 2.10 below display the collision areas in Weaverville and Trinity County as a whole. The majority of collisions occur throughout SR-299 in Weaverville and some segments of SR-3.

Table 2.26 Collision History					
Route	Total Collisions	Fatal Collisions	Motorcycle Collisions	Pedestrian Collisions	Bicycle Collisions
2017					
SR-3	8	0	4	0	0
SR-36	7	0	1	0	0
SR-299	25	2	6	0	1
<i>2017 Total</i>	<i>40</i>	<i>2</i>	<i>11</i>	<i>0</i>	<i>1</i>
2018					
SR-3	13	1	4	1	0
SR-36	11	1	6	1	0
SR-299	34	2	3	0	0
<i>2018 Total</i>	<i>58</i>	<i>4</i>	<i>13</i>	<i>2</i>	<i>0</i>
2019					
SR-3	16	4	2	0	0
SR-36	3	0	1	0	0
SR-299	39	4	6	2	1
<i>2019 Total</i>	<i>58</i>	<i>8</i>	<i>9</i>	<i>2</i>	<i>1</i>
2020					
SR-3	17	2	2	0	0
SR-36	6	0	2	0	0
SR-299	35	2	5	1	0
<i>2020 Total</i>	<i>58</i>	<i>4</i>	<i>9</i>	<i>1</i>	<i>0</i>
<i>Total</i>	<i>214</i>	<i>18</i>	<i>42</i>	<i>5</i>	<i>2</i>
<i>Source: Berkley TIMS.</i>					

Table 2.26: Collision History

TRINITY COUNTY

2011-2021 Collision Heatmap

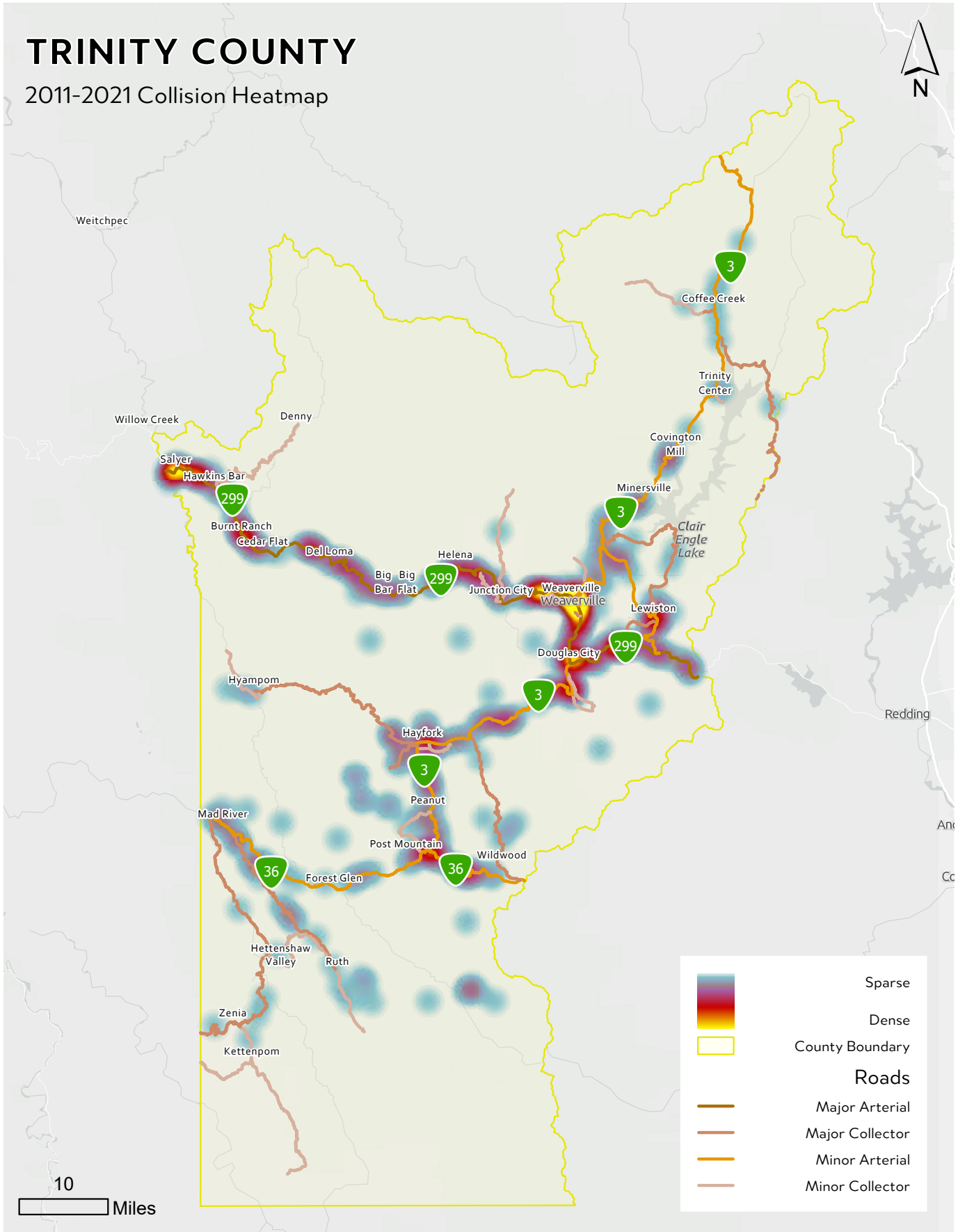


Figure 2.9: Heatmap of Collisions

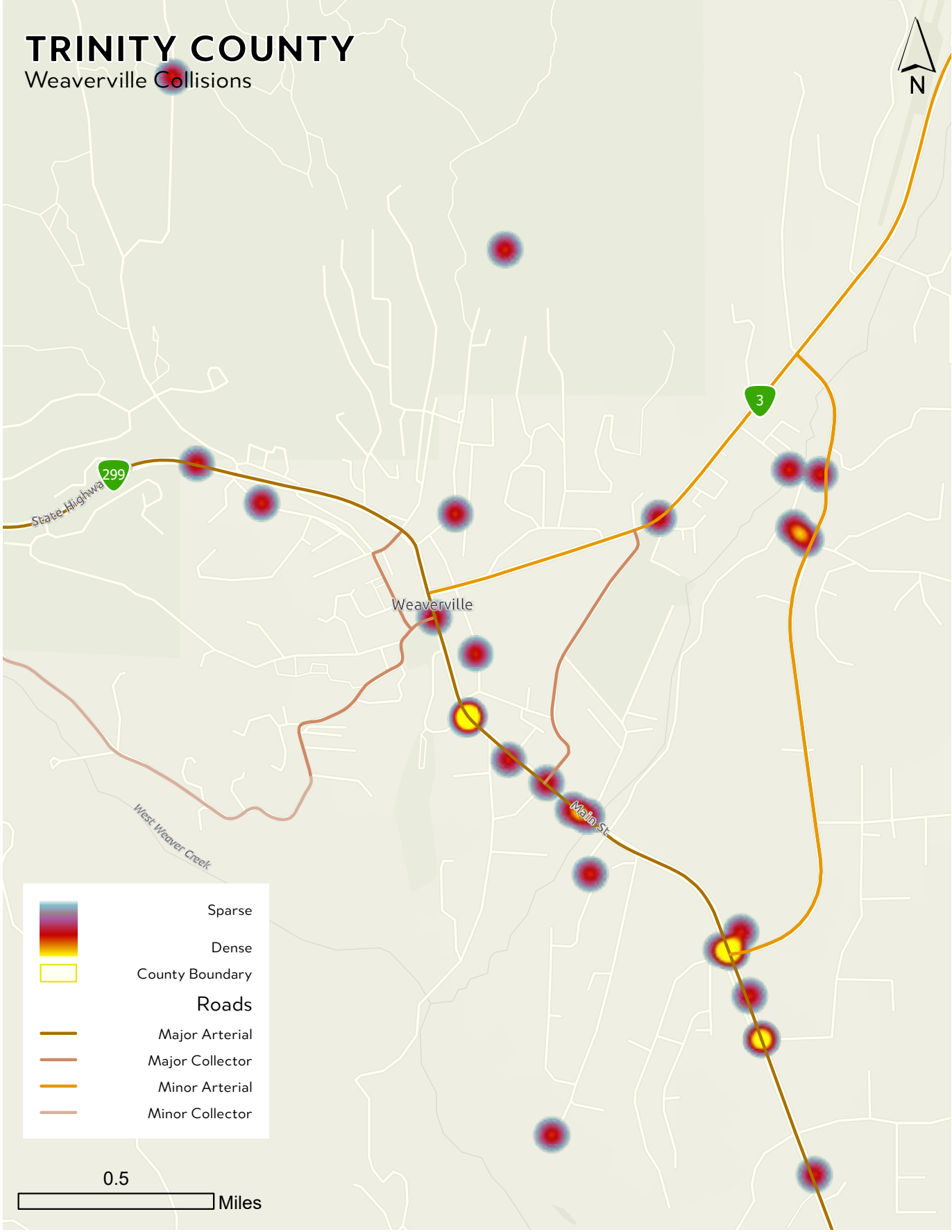


Figure 2.10: Map of Collisions in Weaverville

2.9. Public Transit

2.9.1. Trinity Transit

The Trinity County Department of Transportation (TCDOT) administers public transportation services within Trinity County. Transit service is branded as “Trinity Transit” and has been operating since 1988. This service has been very effective and has filled a critical gap that was identified in the California Statewide Rural Intercity Bus Study in 2008, and included as a service need in the California Statewide Rural Intercity Bus Study Update in 2018.

Trinity Transit provides a link for residents of the sparsely-populated, geographically-dispersed, and rural Trinity County. By providing connections to the urban areas of Eureka, Redding, and beyond, Trinity Transit connects riders to medical and social service providers, budget-friendly shopping options, family and friends, education opportunities, and the national transportation network. Trinity Transit currently operates four routes with Weaverville as the hub of operations. These routes operate between the communities of Douglas City, Hayfork, Junction City, Lewiston, Redding, Weaverville, and Willow Creek. Service between these communities includes fixed-route service and inter-city lines.

Routes

The Willow Creek route is an essential intercity service to Humboldt County. The 120-mile route provides morning and afternoon service five days a week with timely connections to Humboldt Transit Authority. It is defined by mountain ranges, extreme weather, and construction delays. Trinity County residents utilize this route to travel to Arcata, Eureka, and beyond, in pursuance of less-expensive shopping, educational opportunities, social and medical appointments, and the Arcata Transit Center.

The Redding route is an extension of the Willow Creek route, and serves as an essential intercity route connecting Interstate 5 in the Sacramento Valley and Highway 101 on the northern Pacific Coast. This is a critical link in California’s Interregional Corridor Area 3, North Coast -Northern Nevada. The 90-mile route provides morning and afternoon service five days a week. It is defined by mountain ranges, including Buckhorn pass at over 3,000 elevation, extreme weather, and construction delays. The Redding route allows passengers to attend social and medical appointments, access less-expensive shopping, explore educational opportunities, connect to Redding’s Downtown Transit Center, and much more.

The Lewiston route stays within the boundaries of Trinity County and has a morning, mid-day, and afternoon service. The community of Lewiston utilizes Trinity Transit to access services in Weaverville, Redding, and Eureka. This route serves as a “feeder” route allowing passengers to make timely connections to the intercity routes mentioned above.

The Hayfork route has a morning, mid-day, and afternoon service. The rural community of Hayfork utilizes Trinity Transit to access services in Weaverville, Redding, and Eureka. This route also serves as a “feeder” route. Figure 2.11 depicts the system map with each transit line and service area. Table 2.27 provides route schedules and other transit service characteristics.



Fares

Trips within the same community (e.g., origin and destination in Weaverville) have a fare of \$1 and fares increase with distance for each additional stop along the line with the highest fare being \$10. Reduced fares are available for veterans, students, children (6-11), seniors (65+), and disabled persons.

Ridership

Ridership for Trinity Transit has slightly decreased between 2015 and 2020 (Table 2.28).

TRINITY COUNTY

Transit Routes

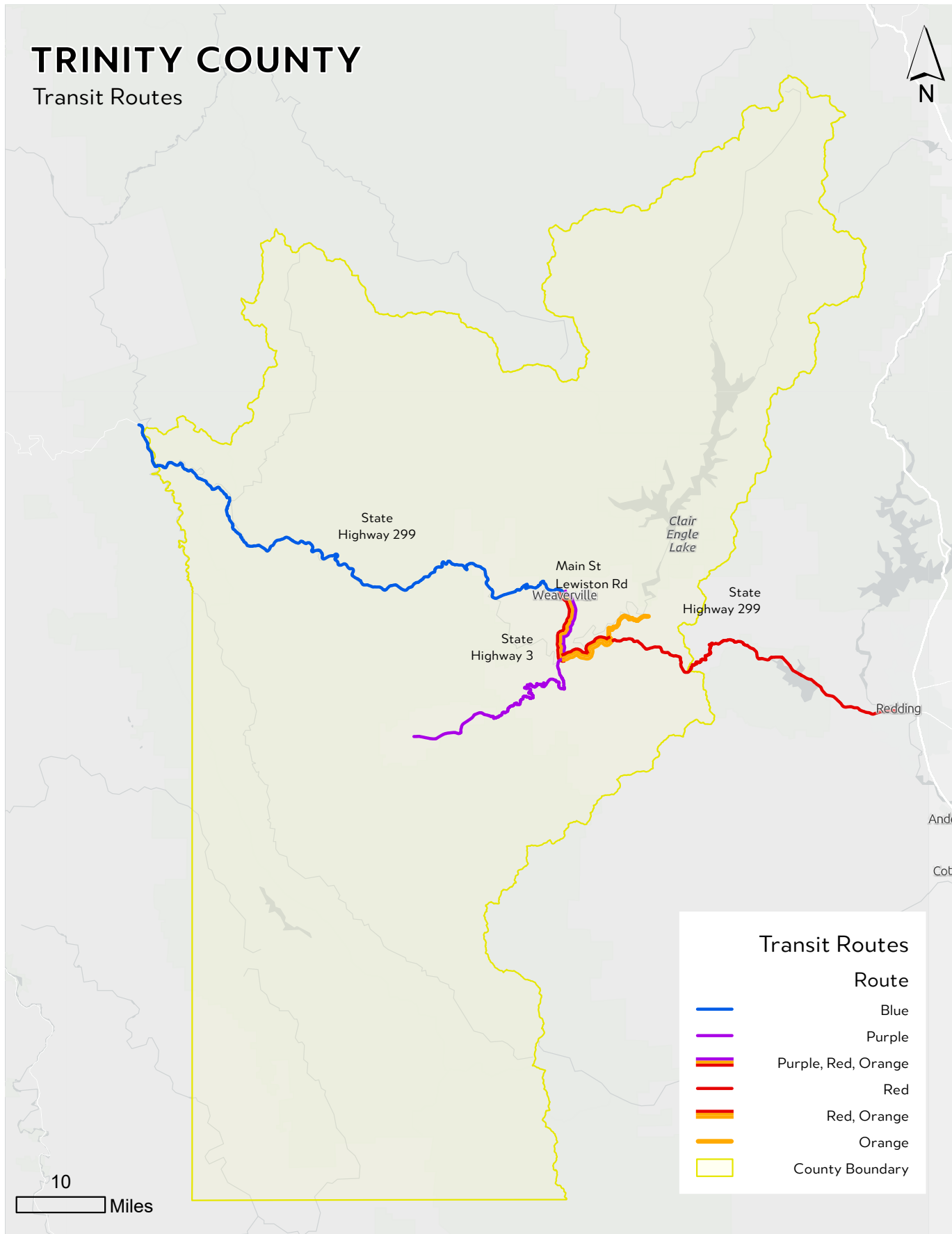


Figure 2.11: Map of Trinity Transit Services

**Table 2.27
Bus Schedules in Trinity County**

Weaverville to Willow Creek - Blue Route				
Weekday Westbound			Weekday Eastbound	
<i>WEAVERVILLE</i>			<i>WILLOW CREEK</i>	
Chevron Mini Mart (on Hwy 3)	7:25 AM	2:30 PM	Willow Creek @ Hwy 299 96	9:15 AM 4:45 PM
			Panther Rd.	9:16 AM 4:46 PM
Hwy 299 & Martin Rd (near Burger King)	7:30 AM	2:35 PM	<i>SALYER</i>	
			Early Bird	9:18 AM 4:48 PM
Main Street Auto	7:32 AM	2:37 PM	Salyer	9:23 AM 4:53 PM
Weaverville Library	7:35 AM	2:40 PM	<i>BURNT RANCH / HAWKINS BAR</i>	
			Hawkins Bar (Hwy 299 across from trailer park)	9:30 AM 5:00 PM
<i>JUNCTION CITY</i>			Burnt Ranch Store (across Hwy)	9:36 AM 5:06 PM
Junction City Cafe	7:47 AM	2:52 PM	Burnt Ranch Post Office (across Hwy)	9:37 AM 5:07 PM
Power House Rd.	7:50 AM	2:55 PM	<i>DEL LOMA</i>	
Big Foot Campground	7:52 AM	2:57 PM	Del Loma RV Park	9:53 AM 5:23 PM
Trinity Canyon Lodge (across Hwy)	7:54 AM	2:59 PM	<i>BIG FLAT / BIG BAR</i>	
East Fork Rd. (Helena)	7:57 AM	3:02 PM	Big Bar (across from old market)	10:01 AM 5:31 PM
Pigeon Point (across Hwy)	7:57 AM	3:02 PM	Hwy 299 Corral Bottom	10:02 AM 5:32 PM
			Big Flat @ TAP Store	10:06 AM 5:36 PM
<i>BIG FLAT / BIG BAR</i>			<i>JUNCTION CITY</i>	
Big Flat @ Trinity River Rafting	8:07 AM	3:12 PM	Pigeon Point	10:15 AM 5:45 PM
Big Bar Ranger Station	8:09 AM	3:14 PM	East Fork Rd. @ turnout (Helena)	10:15 AM 5:45 PM
Big Bar @ old market	8:10 AM	3:15 PM	Trinity Canyon Lodge	10:19 AM 5:49 PM
<i>DEL LOMA</i>			Big Foot Campground	10:21 AM 5:51 PM
Del Loma RV Park (across Hwy)	8:20 AM	3:25 PM	Power House Rd (across Hwy)	10:23 AM 5:53 PM
<i>BURNT RANCH / HAWKINS BAR</i>			Junction City Store	10:26 AM 5:56 PM
Burnt Ranch Post Office	8:35 AM	3:40 PM	<i>WEAVERVILLE</i>	
Burnt Ranch Store	8:36 AM	3:41 PM	Weaverville Library	10:37 AM 6:07 PM
Hawkins Bar @ Denny Rd.	8:42 AM	3:47 PM	Mill Street @ CSD sign	10:39 AM 6:09 PM
<i>SALYER</i>			Hwy 299 Martin Rd (near Burger King)	10:42 AM 6:12 PM
Salyer Store (across from store)	8:49 AM	3:54 PM		
Early Bird (across Hwy)	8:53 AM	3:58 PM		
<i>WILLOW CREEK</i>				
Panther Rd. (across Hwy)	8:55 AM	4:00 PM		
Willow Creek @ Hwy 299 & 96	8:57 AM	4:02 PM		

Weaverville To Redding - Red Route

Weekday Eastbound			Weekday Westbound		
<i>WEAVERVILLE</i>			<i>REDDING</i>		
Chevron Mini Mart (on Hwy 3)	7:15 AM	11:00 AM	Canby Rd. Transfer Ctr. (Mt Shasta Mall)	10:15 AM	3:30 PM
Weaverville Library	7:20 AM	11:05 AM	Turtle Bay @ Riverfront Park	10:20 AM	3:35 PM
Mill Street @ CSD sign	7:22 AM	11:07 AM	RABA Transit Center	10:30 AM	3:45 PM
Hwy 299 & Martin Rd (near Burger King)	7:25 AM	11:10 AM	<i>OLD SHASTA</i>		
<i>DOUGLAS CITY</i>			Old Shasta (post office area)	10:41 AM	3:56 PM
Douglas City Park & Ride	7:34 AM	11:19 AM	<i>FRENCH GULCH</i>		
<i>TRINITY DAM</i>			French Gulch (north side Hwy 299)	10:05 AM	4:07 PM
Trinity Dam Blvd. (south side Hwy 299)	7:46 AM	11:31 AM	<i>TRINITY DAM</i>		
<i>FRENCH GULCH</i>			Trinity Dam Blvd. (north side Hwy 299)	11:07 AM	4:22 PM
French Gulch (south side Hwy 299)	8:02 AM	11:47 AM	<i>DOUGLAS CITY</i>		
<i>OLD SHASTA</i>			Indian Creek Lodge	11:17 AM	4:32 PM
Old Shasta @ Buell Alley	8:13 AM	11:58 AM	Douglas City Park & Ride	11:19 AM	4:34 PM
<i>REDDING</i>			<i>WEAVERVILLE</i>		
RABA Transit Center	8:24 AM	12:09 PM	Hwy 299 & Martin Rd. (near Burger King)	11:27 AM	4:42 PM

Optional Drop Off Stops
Turtle Bay
Canby Rd. Transfer Ctr. (Mt. Shasta Mall)
Shasta College

Optional Drop Off Stops
Main Street Auto
Weaverville Library
Chevron Mini Mart (Hwy 3)



Lewiston to Weaverville - Orange Route				
Weekday Westbound			Weekday Eastbound	
	Mon - Fri	Wed		
LEWISTON			WEAVERVILLE	
Trinity River R.V. Park	by request		Chevron Mini Mart (Hwy 3)	12:00 PM 5:00 PM
Bridge R.V. Park	by request		Trinideli	12:01 PM 5:01 PM
Maxwell's Market	6:30 AM	1:00 PM	Trinity Hospital	by request
Lewiston Hotel	6:30 AM	1:00 PM	Weaverville Library	12:05 PM 5:05 PM
Lewiston Mini Mart	6:33 AM	1:03 PM	Mill Street @ CSD sign	12:07 PM 5:07 PM
Lewiston Post Office	6:34 AM	1:04 PM	Washington St @ True Value	12:07 PM 5:07 PM
Community Center	6:35 AM	1:05 PM	Mountain View & Hwy 299	12:08 PM 5:08 PM
First & Fremont St.	6:36 AM	1:06 PM	Hwy 299 & Martin Rd. (near Burger King)	12:10 PM 5:10 PM
Lewiston Rd. & Goose Ranch Rd.	6:39 AM	1:09 PM	Whispering Pines	12:12 PM 5:12 PM
Bucktail Subdivision	by request		Health & Human Services	12:14 PM 5:14 PM
Lewiston Rd & Browns Mtn. Rd.	6:40 AM	1:10 PM	DOUGLAS CITY	
Lewiston Rd & Ponderosa Pines	6:43 AM	1:13 PM	Douglas City Park & Ride	12:19 PM by request
Lewiston Rd & Old Highway	6:44 AM	1:14 PM	Indian Creek Lodge	12:21 PM 5:20 PM
DOUGLAS CITY			Vitzthum Gulch	12:22 PM 5:21 PM
Hwy 299 & Poker Bar	6:47 AM	1:17 PM	Poker Bar Rd.	12:23 PM 5:22 PM
Steelbridge Rd.	6:49 AM	1:19 PM	LEWISTON	
Indian Creek Lodge	6:50 AM	1:20 PM	Lewiston Rd & Old Highway	12:26 PM 5:25 PM
Douglas City Park & Ride	by request		Lewiston Rd & Dirt Rd.	12:27 PM 5:26 PM
WEAVERVILLE			Lewiston Rd & Browns Mtn. Rd.	12:39 PM 5:29 PM
Hwy 299 & Martin Rd (near Burger King)	7:00 AM	1:30 PM	Bucktail Subdivision	by request
			Lewiston Rd & Goose Ranch Rd.	12:31 PM 5:30 PM

Optional Drop Off Stops
Health & Human Servives
Chevron Mini Mart (on Hwy 3)
DMV
Weaverville Library
Main Street Auto
Trinity Hospital

Optional Drop Off Stops
First & Fremont
Community Center
Lewiston Mini Mart
Trinity River R.V. Park
Maxwell's Market
Lewiston P.O.

It is common for the Hayfork line to pick up Lewiston passengers in Weaverville who then transfer to the Lewiston Line in Douglas City.

Weaverville to Hayfork - Purple Route					
Weekday Southbound			Weekday Northbound		
<i>WEAVERVILLE</i>			<i>HAYFORK</i>		
Chevron Mini Mart (on Hwy 3)	12:00	17:00	Hayfork Library	6:30 AM	1:03 PM
Trinideli	12:01	17:01	Post Office (in front of restaurant)	6:31 AM	1:31 PM
Trinity Hospital			Frontier fuel (across Hwy)	6:33 AM	1:33 PM
Weaverville Library	12:05	17:05	Frontier Village	6:35 AM	1:35 PM
Mill Street @ CSD sign	12:07	17:07	Big Creek Road	6:36 AM	1:36 PM
Washington St. @ True Value	12:07	17:07	Wildwood Road (east side)	6:38 AM	1:38 PM
Mountain View & Hwy 299	12:08	17:08	Barker Valley Road	6:39 AM	1:39 PM
Hwy 299 & Martin Rd (near Burger King)	12:10	17:10	Summit Creek Road	6:40 AM	1:40 PM
Whispering Pines	12:12	17:12	Carr Creek	6:41 AM	1:41 PM
Health & Human Servives	12:14	17:14	Hayfork Summit	6:49 AM	1:49 PM
<i>DOUGLAS CITY</i>			<i>DOUGLAS CITY</i>		
Douglas City Park & Ride	12:19	17:19	B Bar K Road	7:03 AM	2:03 PM
Douglas City Garage	12:21	17:21	Douglas City Garage (across Hwy)	7:09 AM	2:09 PM
B Bar K Road	12:27	17:27	Douglas City Park & Ride	7:11 AM	2:11 PM
<i>HAYFORK</i>			<i>WEAVERVILLE</i>		
Hayfork Summit	12:41	17:41	Hwy 200 & Martin Rd (near Burger King)	7:19 AM	2:19 PM
Carr Creek	12:49	17:49			
Barker Creek Road	12:50	17:50			
Barker Valley Road	12:51	17:51			
Wildwood Road (west side)	12:52	17:52			
Big Creek Road (west side)	12:54	17:54			
Frontier Village	12:55	17:55			
Frontier Fuel	12:56	17:56			

Optional Drop Off Stops
Wiley's Market (across Hwy)
Post Office (across Hwy)
Hayfork Dairy
Hayfork Library

Optional Drop Off Stops
Health & Human Services
DMV
Main Street Auto
Trinity Hospital
Weaverville Library
Weaverville Post Office
Hwy 299 & Washington St
Chevron Mini Mart (Hwy 3)

Table 2.27: Bus Schedules in Trinity County



Table 2.28 Passengers per Revenue Hour						
Transit Mode	FY 2015/2016	FY 2016/2017	FY 2017/2018	FY 2018/2019	FY 2019/2020	Change from FY 2015/2016 to FY 2019/2020
Bus	3.1	3	2.9	3	2.9	-6.50%

Source: National Transit Database Agency Profiles 2015, 2016, 2017, 2018, and 2019.

Table 2.28: Passengers per Revenue Hour

2.9.2. Social Service Transportation Providers

Golden Age Center (GAC)

The Golden Age Center provides demand-response rides for community members 55 years of age or older, or to those who are disabled. The bus service is scheduled to run Tuesday-Thursday from 10am-3pm with occasional trips on Fridays. On Tuesdays, most rides entail transporting seniors to the Golden Age Center on Tuesday where the GAC serves lunch.

Human Response Network (HRN)

The Human Response Network provides fuel vouchers and Trinity Transit passes to County residents to assist in getting to medical or social services appointments. Users must qualify by income. The HRN also provides fuel reimbursement for qualified volunteer drivers that take clients to appointments.

American Cancer Society

The American Cancer Society chapter in Redding provides transportation to cancer-related medical appointments for residents in Trinity County as part of the American Cancer Society Road to Recovery Program. Rides are provided through volunteer drivers who receive mileage reimbursements.

Roderick Senior Center (RSC)

The Roderick Senior Center (RCS) is located in Hayfork and provides services to seniors 60 years of age or older in Trinity County. Services include home delivered meals, meals in house, and Health Insurance Counseling Advocacy Program (HICAP) to assist the elderly with health insurance questions. Transportation services include home-delivered meals, shopping, and banking and hair appointments. Demand-responsive service is available for medical appointments locally and to Weaverville or Redding when needed. Fees are not required but RCS suggests a donation fee of \$0.50 each way for service within Hayfork, \$25.00 for a roundtrip to Weaverville, and \$35.00 for a roundtrip to Redding. The RCS relies on volunteer drivers and operates in-house. Funding includes federal AAA, State of California AAA, fundraisers and donations.

Trinity County Behavioral Health (TCBH)

Clients of Behavioral Health may receive rides to and from Behavioral Health appointments if they do not have another mode of transportation. This is a demand response service only for qualifying clients of Behavioral Health.

Trinity County Health and Human Services (HHS)

The HHS department provides transportation assistance to qualifying residents with Trinity Transit passes, transportation reimbursement, and direct rides. The HHS department maintains a fleet of 16 vehicles ranging from small cars to SUVs that are available for HHS staff to provide rides for qualifying clients. Trips are provided on an ‘as-needed’ basis. The HHS also oversees the CalWORKS program, where a driver typically transports 3-5 clients daily to various jobs. The Child and Adult protective Services program within the HHS provides monthly trips to out-of-county destinations in addition to daily rides within the county.

Southern Trinity Health Services (STHS)

Southern Trinity Health Services provides transportation services to all residents and visitors to the southern portion of Trinity County including Hayfork and Ruth. It is requested that passengers reserve a seat ahead of time so that the driver can plan the route based on the ride demand. The service connects users to Eureka/Fortuna with stops dependent on rider needs.

2.9.3. *Connections to Other Transit Systems*

Trinity Transit connects to several neighboring transit systems. The systems are described below, including the type of service, communities they directly serve, and where the transfer point is with Trinity Transit.

Amtrak

- ❖ Heavy rail route of national bus and rail network
- ❖ Secondary connections: Los Angeles, Portland, Seattle, and communities in between
- ❖ Transfer point: Redding

Greyhound

- ❖ Regional bus service connecting to a national network
- ❖ Secondary connections: communities in California, Oregon, Washington, and British Columbia
- ❖ Transfer point: Redding

Humboldt Transit Authority

- ❖ Fixed-route bus service
- ❖ Secondary connections: Arcata, Eureka, Trinidad, McKinleyville, Fortuna, Garberville, and other Humboldt County locations
- ❖ Transfer point: Willow Creek

Redding Area Bus Authority

- ❖ Fixed-route bus and paratransit service
- ❖ Secondary connections: Redding, Anderson, Shasta Lake
- ❖ Transfer point: Redding

Sage Stage

- ❖ Fixed-route bus service
- ❖ Secondary connections: Alturas, Klamath Falls, Bieber, Adin, Reno
- ❖ Transfer point: Redding

2.9.4. *Zero-Emission Buses*



Innovative Clean Transportation Regulation Overview

The California Air Resource Board's (CARB) Innovative Clean Transportation (ICT) regulation sets a goal for public transit agencies in California to transition from conventional buses to zero-emission buses (ZEBs) by 2040. The regulation requires a gradual increase of an agency's percentage of bus procurements to be ZEBs. For Small Transit agencies, 25% of all new bus purchases must be zero-emission by 2026 and 100% by 2029. Agencies have the opportunity to request waivers that allow purchase deferrals in the event of economic hardship or if zero-emission technology cannot meet the service requirements of a given route.

Challenges with Zero-Emission Buses in Trinity County

There are a number of challenges that TCDOT faces in converting to an all-ZEB fleet, especially in accordance with CARB ICT regulation purchasing requirements and schedule. Considerable funding will be required to complete the ZEB transition, which presents a significant challenge. ZEBs are more expensive to purchase than conventional vehicles and new infrastructure is required to operate and maintain the vehicles. Continued financial support at the local, state, and federal level to offset the capital cost of this new infrastructure is imperative.

Beyond cost barriers, TCDOT must also ensure that available zero-emission technologies can meet basic service requirements. Trinity Transit operates lengthy intercity routes defined by mountain ranges, extreme weather, and frequent construction delays, increasing the performance and range required in a ZEB. Currently, TCDOT is planning for a transition based on existing service and ZEB technology. Due to range limitations, current battery-electric technology cannot support Trinity Transit's current service. Fuel cell electric buses (FCEBs) have a higher range, but the capital and operation costs are substantially more.

TCDOT will also need to consider resiliency as ZEBs are deployed. Battery-electric buses (BEBs) are reliant on electric charging, a power outage at the depot may mean that it would not be possible to provide scheduled service for those who depend on it. In addition, in recent years, Trinity County has experienced an increase in power outages year-round due to storms, high winds, heat waves, and wildfires. If these trends continue, as expected, this will only exacerbate the need for TCDOT to have a strategy to charge buses during power outages.

2.10. Active Transportation

2.10.1. Weaverville Basin Trail System

The Weaverville Basin Trail System has approximately 54 miles of trails in the Weaverville Community Forest (WCF). The WCF is maintained through a collaborative effort among the RCD, the USFS, and the BLM. There are several trailheads located in Weaverville neighborhoods, but they do not provide connectivity across the community as a whole, mostly due to the presence of major highways bisecting the community. As a result of this, these trails are almost exclusively used for recreation.

2.10.2. Bikeways

Trinity county has the following bike facilities: The community of Hayfork contains the Hayfork II TE Bike Lane connecting to Forest Avenue, the Class III bikeway on Morgan Hill Road, the Class II bikeways on SR3, Hyampom Road, Morgan Hill Road, and the Class I bikeway on Oak Avenue. In Junction City there is a Class II bikeway along Red Hill Road. Lewiston contains a Class I bikeway along Lewiston Road and Fremont Street. In Weaverville there are the Weaverville Class II bikeways on SR 3 and SR 299, and the Weaverville Class 1 bikeway from Lowden Park to Weaverville Elementary School.

Additionally, the Douglas City Park and Ride access for Trinity Transit contains an unofficial bike path. This Park and Ride system has a pathway used by students to access Douglas City Elementary School from the Douglas City Store Parking lot. This system lacks a bike parking facility.

2.10.3. Pedestrian Access and Trails

There are a few Active Transportation paths and trails in Trinity County. This list includes the sidewalk to Weaverville Elementary School, The Trinity Village Pedestrian path crossing the South Fork Trinity River Bridge on Denny Road, the Lance Gulch Road (East Connector), the Ewing Reservoir Area, and the Hyampom trails that are maintained by USFS and the Watershed Research and Training Center. Additionally, there are a variety of paths located in the Hayfork Community Wetlands Trails system.

2.11. Aviation

Trinity County owns and operates five public airports for general aviation use. Due to the extremely rural nature of Trinity County, many residents, especially those in more isolated communities, rely heavily on local airports for transportation. The airports are a big draw for tourists, businesses, and seasonal residents, and bring in significant revenue for the County. The County's airports are a crucial resource during extreme weather events such as fires or floods.

2.11.1. Hayfork Airport F62

The Hayfork Airport is centrally located in the community of Hayfork and is classified in the 2002 Trinity County General Plan as a Community Airport. Hayfork Airport is one of three county owned airports that offers hangar leasing. The airport is unattended and does not have a fix-based operator. Hayfork Airport consists of a single two-way runway, Runway 07, and Runway 25. The runway is lit and is approximately 4,155 feet in length and 60 feet wide and lays at an elevation of 2321 feet. As of 2016, the airport has 18 chained tie-downs for aircrafts. The airport does not have fueling services and does not have aircraft rescue or firefighting services.

2.11.2. Hyampom Airport H47

The Hyampom Airport is located within the remote community of Hyampom in the western portion of the County. The airport is classified in the 2002 Trinity County General Plan as a Community airport. Hyampom Airport is unattended with no fixed-based operator or control tower. Hyampom Airport consists of a single two-way asphalt runway, Runway 14 and Runway 32. The runway is approximately 2,280 feet in length and 60 feet wide with no runway lighting. As of 2016, the airport has 17 tie downs for aircrafts. The airport is closed at nights except for medical emergency situations and experiences seasonal closures due to winter conditions. Hyampom airport is one of the two airports in the region that meets Federal Aviation Administration (FAA) requirements, but the airport is not in the National Plan of Integrated Airport Systems (NPIAS) and is therefore ineligible for federal fundings.

2.11.3. Ruth Airport

Ruth Airport is located in the southern portion of the County south of Ruth Lake and on the west bank of the Mad River. The airport is classified in the 2002 Trinity County General Plan as a Community-Recreation airport and used for General Aviation. The airport is unattended and does not have a fix-based operator or control tower. Ruth Airport consists of a single two-way asphalt runway, Runway 13 and Runway 31. The runway is approximately 3,500 feet in length and 50 feet wide with no runway lighting, and only has ten chained tie-downs for aircrafts. The airport is closed at nights and experiences seasonal closures due to winter conditions. Ruth Airport is a part of the National Plan of Integrated Airport Systems (NPIAS) and is eligible for federal funding.

2.11.4. Trinity Center Airport

The Trinity Center Airport/James E. Swett Field is located in the community of Trinity Center in the scenic northern portion of the County and lies on the cusp of Trinity Lake. Along the west of the runway, there are homes with private access to the runway in the rear of the homes.

Trinity Airport is classified in the 2002 Trinity County General Plan as a Community-Recreation airport and used for General Aviation. The airport is unattended and does not have a fix-based

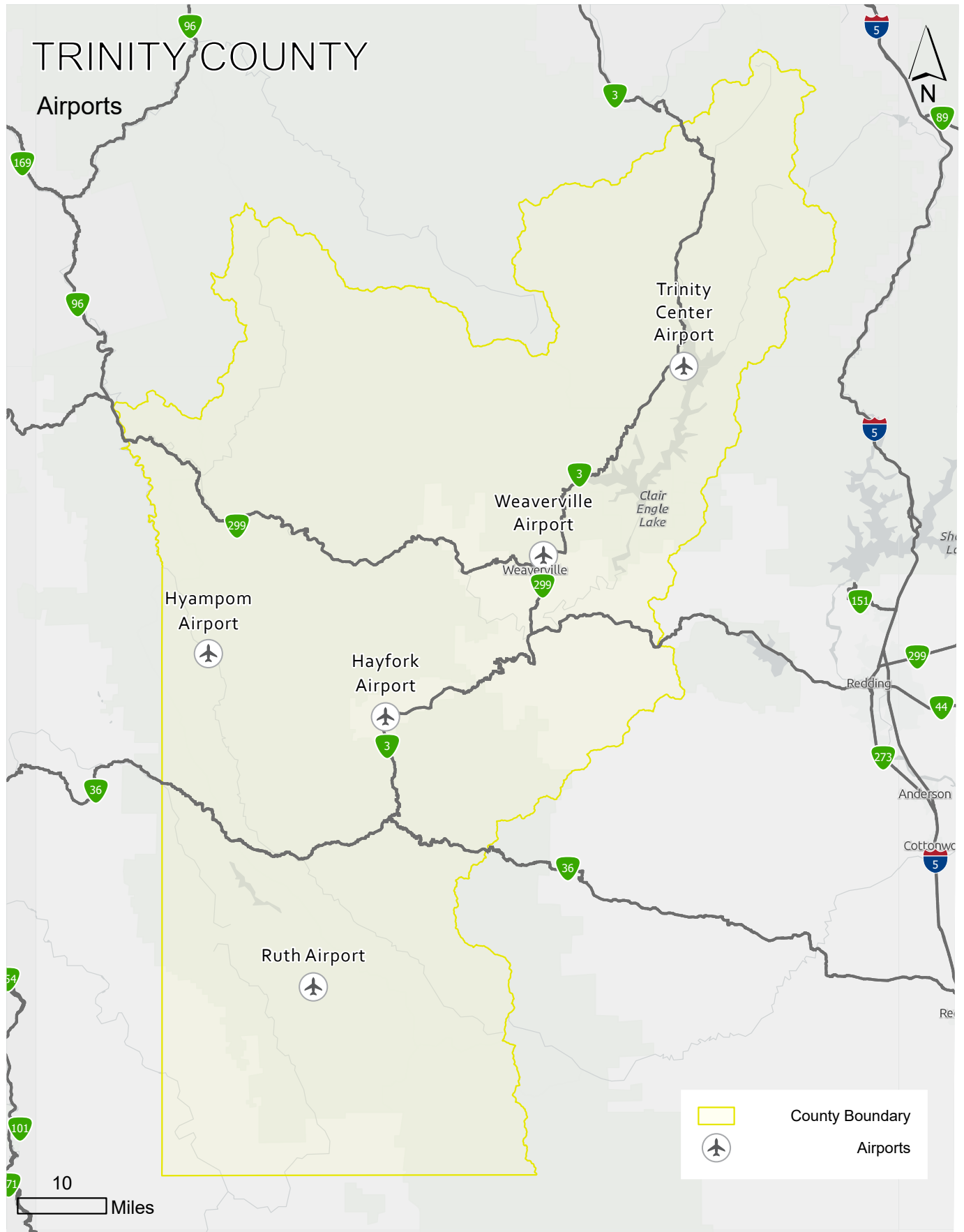


Figure 2.12: Map of Trinity County Airports

operator or a control tower. The Trinity Center Airport consists of a single two-way asphalt runway, Runway 14 and Runway 32. The runway is 3,215 feet in length and 50 feet wide. According to the 2016 Trinity Regional Transportation Plan, the airport has 50 chained tie-downs for aircrafts. Trinity Center Airport currently does not meet Federal Aviation Administration (FAA) standards and site improvements are necessary to meet FAA requirements.

2.11.5. Weaverville Airport/Lonnie Pool

The Weaverville-Lonnie Pool Airport is located in Weaverville, the most populous community in Trinity County. Weaverville-Lonnie Pool Airport is classified in the Trinity County General Plan as a Community-Recreation airport and is used for General Aviation. The airport is unattended and does not have a fix-based operator. Weaverville Airport consist of a single one-way asphalt runway, Runway 18 and Runway 36. Runway 18 is utilized for departure and Runway 36 is for arrivals. The runway is approximately 3,380 feet in length and 50 feet wide with runway lights. The airport has 29 tie downs, nine hangars, and 15 based aircraft. Weaverville-Lonnie Pool Airport currently does not meet Federal Aviation Administration (FAA) standards and is ineligible for federal funding.

2.11.6. Lake Mountain Landing Strip

Lake Mountain Landing Strip is not a County owned or operated airstrip and is therefore operated by a private entity. The landing strip is extremely remote in the southernmost portion of the County, east of Eel River and south of the community of Zenia on Old Schoolhouse Road.

2.12. Goods and Freight Movement

The most effective movement of goods within and out of the Trinity region are trucks and aviation. The U.S. and State Highway system forms the foundation for goods movement with local pick-up and delivery using the comprehensive roadway network. The main goods movement corridors in and out of Trinity include SR 3 which provides goods movement north and south throughout the county to Weaverville, Hayfork, Post Mountain, Coffee Creek, Trinity Center, and Peanut areas, and connects the county to SR-36. SR-36 provides goods access for Mad River, Post Mountain, and Wild Wood. SR 299 is considered a high emphasis route providing access to areas east and west in the county bringing goods to Willow Creek, Salyer, Trinity Village, Burnt Ranch, Del Loma, Big Bar, Helena, Junction City, Weaverville and Douglas City. SR-299 also connects to Interstate 5, which contributes to a greater access to goods and freight.

2.12.1. Goods Movement Issues in Trinity County

Goods movement in and through Trinity County is subject to disruption from frequent events such as traffic collisions, wildfires, landslides, flooding, winter conditions, roadway construction and other unforeseen circumstances. SR 299 and SR 36 can act as alternative routes for each other under certain conditions, but rural communities will continue to have access issues.

2.12.2. Truck Parking

Trinity County has two available truck parking facilities within the County. According to the California Statewide Truck Parking Study, Trinity County has sufficient truck parking facilities to meet current demand. However, the County will continue to assess this resource should additional truck parking become a necessity.

2.13. Water Resources

Trinity County is an inland County without access to the coast. Trinity County's main water resources are lakes, rivers, streams, and snow. There are 105 lakes located in the County. The largest lake and most used lake for commercial activity in the region is Trinity Lake. Fishing and tourism help the local economy in this area due to the numerous water activities available in Trinity Lake. Trinity Lake boasts 147 miles of shoreline and is the 3rd largest reservoir in California. Other water resources include Trinity Dam, Trinity Powerplant, Lewiston Dam and Lake, Judge Francis Carr Powerhouse, Whiskeytown Dam and Lake, Lewiston Powerplant, Trinity River Fish Hatchery, and Clear Creek Tunnel.

2.14. Interconnectivity Issues

Trinity County is rural in nature and therefore has connectivity challenges that involve and affect roadway, transit, and non-motorized transportation. The region is physically isolated from most of California by the mountainous terrain covering much of the County.

2.14.1. Roadways

The major roadways for interregional travel within and through the Trinity region are integrated inter-county roads connecting Trinity County to surrounding counties and cities, including cities and communities in the Central Valley and in Oregon. SR-3, SR-36, and SR-299 are classified as major arterials in Trinity County. I-5, SR-139, U.S. 97, and SR-89 are principal arterials for this area. Roadways give Trinity access to both the coast and to major connecting roadway systems that can take them to Oregon, Redding, and Sacramento.

2.14.2. Transit

Trinity Transit provides public transit services in Trinity County. Public transit services are available to ten of the communities in the County, except the communities in the northern and southern portions of the county. Trinity Transit provides a link for residents of the sparsely-populated, geographically-dispersed, and rural Trinity County. By providing connections to the urban areas of Eureka, Redding, and beyond, Trinity Transit connects riders to medical and social service providers, budget-friendly shopping options, family and friends, education opportunities, and the national transportation network.

Trinity County public transit services are not operating at the level of service that can meet the needs of residents. According to the American Community Survey, 2.4% of workers in Trinity County had no vehicle available to them in 2019. The goal of Trinity County public transit services is to maintain a level of service that will provide and fulfill the regional transportation need in Trinity County.

Although many small, rural communities are served by Trinity Transit, residents without vehicles may have a difficult and unsafe trip reaching the closest transit stop. If utilizing non-motorized transportation to reach transit stops, many residents must cross or travel along a major highway without the safety of intersection controls, crosswalks, sidewalks or bicycle lanes.

2.14.3. Aviation

The two major airports in the region are Trinity Center and Weaverville-Lonnie Pool. According to the 2016 RTP, Trinity Center Airport estimated that there are 5,500 annual flight operations while Weaverville-Lonnie Pool Airport annual flight operation estimate was 3,380. There are currently no commercial flights to or from Trinity County, the closest commercial airports offering flights to and from San Francisco are the California Redwood Coast-Humboldt County Airport located in McKinleyville and the Redding Regional Airport. Current prices from McKinleyville to San Francisco are about \$175 for a round-trip flight and around \$440 for a same-week flight. Current prices from Redding to San Francisco are \$209 round trip and around \$400 for a same-week flight.

2.14.4. Goods Movements

Interstate 5, SR-3, SR-36, and SR-299 are critical goods movement routes for the region, but limit access for vehicles with three or more axles, due to narrow roadway widths and sharp turns. SR-299 is the primary east-west goods route in northern California, connecting U.S. 101 on the Pacific Coast to Interstate 5. The majority of SR-299 is a two-lane, windy highway with sparse passing lanes. SR-299 was recently upgraded by Caltrans in the latest State Transportation Operation Protection Program (SHOPP) cycle to accommodate STAA (Surface Transportation Assistance Act) trucks, which are longer than typical California legal trucks. However, aside from this update there are still barriers to goods movement and truck traffic is limited on SR-3 and SR-36. Additionally, there are no designated Rest Areas off of the highways in Trinity County, although there are frequent large pull-off's that may serve as adequate places to pull over. In the event that SR-299 became unpassable due to a closure, trucks have limited options for alternative routes within the county. The limited options for regional and interregional goods movement pose a significant constraint to the region's economy and mobility. Several projects identified in the Action Element of the RTP will improve goods movement in the region when implemented.

2.14.5. Non-Motorized Transportation

The Weaverville Basin Trail System, which is used primarily for recreation, links the community of Weaverville to Monument Peak.

Weaverville is the only community in the region with an established sidewalk network. However, the sidewalks throughout the town need improvements for gap closures, connectivity, and ADA improvements. The County is working to create improvements for pedestrians along CA-299 and other recommended improvements that include the implementation of bike lanes where feasible. This design technique has great potential for rapidly and inexpensively expanding and closing gaps in the active transportation network, particularly in small town and rural environments with relatively narrow rights-of-way.



3. Policy Element

The purpose of the Policy Element is to identify legislative, financial, planning, and institutional issues and requirements within Trinity County. Consistent with the 2017 RTP Guidelines, the Policy element is intended to:

- ❖ Describe important transportation issues in the Trinity County region.
- ❖ Identify regional needs for short-term (0-5 years), mid-term (5-10) and long-term (11-20 years) planning horizons (Government Code Section 65080 (b)(1)).
- ❖ Maintain internal consistency with the Financial Element and STIP fund estimates.

The Policy Element describes transportation issues in the Trinity County region, California, and the United States and provides goals, objectives, and policies to assist in setting transportation priorities. The Policy Element from the 2016 Trinity County RTP was used as the baseline for the new Policy Element. Current policies and objectives have been updated to align with new and current legislation and planning strategies. The 2022 Policy Element accommodates Senate Bill 743 (SB 743) and new transportation planning strategies mandated by SB 743, including the transition from Level of Service (LOS) to Vehicle Miles Traveled (VMT) as a metric for roadway effectiveness and emphasizes methods to reduce vehicle use and increase active transportation and transit use to reduce greenhouse gas emissions.

In addition, this RTP is consistent with the Trinity County General Plan Circulation Element (2002) and existing community plans.

3.1. Transportation Issues

3.1.1. Federal Issues

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

Infrastructure Investment and Jobs Act

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA), also known as the “Bipartisan Infrastructure Law” into law. The IIJA provides \$550 billion from 2022 through 2026 into infrastructure including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. \$350 billion of the funding will make a once-in-a-generation investment in highway programs.

3.1.2. Statewide Issues

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

Preservation of the State’s Transportation Infrastructure

The current state of California’s transportation system is rapidly deteriorating due to increased demand and reliance. The increased demand is negatively affecting the operational efficiency of the transportation system and therefore impeding the state’s ability to support mobility, economy, and the environment. Insufficient funding is the leading factor in California’s ability to preserve and maintain existing transportation infrastructure. The state’s transportation infrastructure and system are crucial to the economic well-being of the state.

Senate Bill 743

Former California Governor Brown signed Senate Bill (SB) 743 (Steinberg, 2013), which creates a process to change the way that transportation impacts are analyzed under the California Environmental Quality Act (CEQA). Specifically, SB 743 requires the Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to Level of Service (LOS) for evaluating transportation impacts. In 2018, the CEQA Guidelines were amended to include alternative criteria and under CEQA auto delay (slowed traffic congestion) is no longer to be considered a significant impact. Under CEQA, transportation impacts related to air quality, noise, and safety must be analyzed when appropriate. SB 743 also amended congestion management law to allow cities and counties to opt out of the LOS standards only within certain infill areas. The updated 2017 RTP Guidelines have established Vehicle Miles Traveled (VMT) as the metric to replace LOS.

Senate Bill 1 and the Impact on the Transportation Funding

In 2016, several bills that would alter the financial outlook for transportation fundings for the upcoming decade were debated within the State Legislature. The results of those legislative efforts were culminated in the Governor’s signing of Senate Bill 1 (SB1) on April 28, 2017. In November of 2018, California’s Proposition 8 (Prop 8) was defeated, which aimed to repeal SB 1.


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

SB 1 created the following new and augmented programs that can be categorized under the California Transportation Commission (CTC) guidelines:

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

California Electric Vehicle Mandate

On September 23, 2020, Governor Newsom signed Executive Order N-79-20, establishing a State goal that 100% of in-state sales of new passenger vehicles and trucks in the State will be zero-emissions by 2035. The Executive Order establishes that 100% of medium to heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. The order also sets a goal for the State of California to transition to 100% zero-emission off-road



vehicles and equipment by 2035, where feasible. Transit fleets are also subject to the California Air Resources Board’s (CARB) Innovative Clean Transit Rule, which requires that 25% of new vehicles in small fleets to be zero-emission by 2026, and all new vehicles by 2029. Trinity Transit is in the planning stages of implementing electric bus services throughout the region.

Regional and Local Issues

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

The following general categories of transportation issues have been identified:

1. Maintenance and improvement of the existing roadway system.
2. Rehabilitation of existing bridges.
3. Improvement and expansion of non-motorized transportation facilities.
4. Establishing an adequate electric grid that can be utilized by electric transit vehicles, personal electric vehicles, and electric bicycles.
5. Adhere to greenhouse gas reduction targets.
6. Promote economic development within the region.

Economic development efforts should include Transportation Planning agencies in their planning decisions to ensure transportation infrastructure and programs adequately account for the increased demand on the system. The Trinity County Transportation Commission (TCTC) will maintain roadways to enable recreational tourism and industrial and commercial activity. TCTC will work with partners to promote recreational activities such as hiking, camping, bicycling, and general tourism. Elements of the transportation system related to industrial and commercial activity include the following:

- ❖ Road systems with adequate structural strength to support goods movement on a regular basis.
- ❖ Adequate road width to support the travel and tourism industry.
- ❖ Airport facilities to support fire suppression.

3.1.3. *Climate Change and Gas Emissions*

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

- ❖ Emphasize transportation investments in areas where desired land uses indicated in the City or County general plan may result in Vehicle Miles Traveled (VMT) reduction or other lower impact use.
- ❖ Recognize the rural contribution towards GHG reduction for counties that have policies that support development within their cities and protect agricultural and resource lands.
- ❖ Consider transportation projects that increase connectivity or provide other means to reduce VMT.

The effectiveness of efforts by TCTC to provide transportation alternatives and to implement policies and strategies consistent with State and national goals of reducing GHG emissions can be measured in terms of reductions in Vehicle Miles Traveled (VMT) or expected growth in VMT. Additionally, a successful transition to a zero-emissions transit fleet correlates directly with reductions in GHG emissions. Caltrans reports VMT by County on an annual basis.

Trinity County has experienced minimal population change in the past two decades and is forecasted to steadily decline into the future. As seen previously in Section 2.7.7 Historic and Existing Vehicle Miles Traveled, in recent years VMT has decreased on all roadways within the Trinity County region since 2015. The VMT on state highways in the region has increased from 25.42 in 2015 to 25.74 in 2019, for an average annual increase of 0.24%. The CMT on Trinity County roadways has decreased from 9.48 in 2015 to 5.84 in 2019, for an average annual decrease of 9.24%. The VMT of U.S. Forest Service roadways has increased from 0.90 in 2015 to 15.21 in 2019, for an average annual increase of 21.22%. Overall, VMT on all roadways in the Trinity County region has increased by an average annual rate of 5.28% between 2015 and 2019.

Trinity County will continue to monitor population and employment and VMT growth that is consistent with the RTP, RTP performance measures, and the County's general plan policies to track changes in travel demand.

3.2. Regional Goals, Objectives, and Strategies

The comprehensive goals, objectives, and policies that have been developed for this RTP meet the needs of the region and are consistent with the regional vision and priorities for action, which will set the framework for carrying out roles and responsibilities of TCTC and assists them in their decision-making process for transportation investment. These objectives are intended to guide the development of a transportation system that is balanced, multi-modal, and will maintain and improve the quality of life in Trinity County.

The goals, objectives, and policies for each component of the Trinity County transportation system are below:

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

The goals, objectives, and policies set forth in this Plan are consistent with the policy direction of the TCTC, the Trinity County General Plan Circulation Element, and the updated California Transportation Plan (CTP 2050). The RTP aligns with the CTP's recommendations including the fix it first ideology, improved transit and multi-modal mobility, enhanced transportation equity, improved transportation resiliency and expanding safe and convenient active transportation options.

3.3. State Highways and Regional Roadways

3.3.1. Primary Issues:

With low traffic volumes and minimal population growth, expanding the traffic capacity of roadways is not a priority. Safety and operational improvements and maintenance of the existing system to ensure connectivity are of central importance. According to the Transportation Injury Mapping System (TIMS) from 2011-2021, Trinity County experienced 830 collisions. The collision rates that resulted in injury is 19 times higher than the fatality rate in the County. Addressing high collision and injury rates is an important step in addressing the overall roadway safety of the region. In addition to safety, maintaining regional roadways and connectivity to nearby Humboldt and Shasta Counties is a critical concern for the region.

Goal #1:

Develop and maintain an efficient and safe system of streets, highways, and bridges that adhere to the existing and future needs while simultaneously promoting preservation of the environment, equitable access, and economic well-being.

Objective: Identify and prioritize improvements to the roadway system.

Policy 1.1:

Prioritize roadway projects according to pavement condition and safety and operational deficiencies, including required maintenance and repair, in the most cost-effective manner given available resources.

Objective: Maintain roadways at acceptable safety standards.

Policy 1.2:

Utilize traffic analysis or studies to assess if roadways are operating at an acceptable VMT standard. If an acceptable VMT standard is not met, strategies or improvements to the condition should be a priority.

Objective: Provide and maintain sufficient lane widths and passing zones where feasible to enhance the safety of existing county roads and State Highways.

Policy 1.3:

Construct turnouts and safe passing zones where feasible and possible.

Policy 1.4:

Support efforts made by Caltrans to construct turnouts and safe passing zones on State Highways within the County.

Objective: Improve funding availability from State and Federal resources.

Policy 1.5:

Advocate for funding for projects in the Trinity County region.

Policy 1.6:

Pursue Federal and State grant fundings to support the rehabilitation and reconstruction of County roadways.

Goal #2:

Support recreational travel by making it safe, easy, and inviting.

Objective: Work with Caltrans to increase safety along SR-299, SR-3 and SR-36 which serve as the main routes for travelers and tourists throughout the region.

Policy 2.1:

Support SR-299, SR-3 and SR-36 improvements to address road condition problems.

Policy 2.2:

Support safety improvement projects on SR-229, SR-3 and SR-36.

Objective: Increase safety and accessibility to recreational facilities for active transportation users.

Policy 2.3:

Support safe bicycle and pedestrian access improvements to State and National Parks, trails, and other recreational facilities.

3.4. Local Roads

3.4.1. Primary Issues:

Pavement maintenance and safety improvements are and continue to be the highest priority for the local roadway system in Trinity County.

Goal #3:

Upgrade and improve roadways in order to preserve the existing regional roadway system.

Objective: Prioritize maintenance needs by continuing to use the Pavement Management System (PMS) and by maintaining an overall Pavement Condition Index (PCI) of 65 or above.

Policy 3.1:

Develop a PMS and roadway inspection schedule as recommended in the PMS Report.

Policy 3.2:

Prioritize roadway maintenance projects based on the PMS and Roadway Data Analysis Report.

Objective: Accept new roads into the locally maintained road system only when they meet the criteria established by the County and when financial means exist to support both maintenance and snow removal.

3.5. Multi-modal Transportation

3.5.1. Primary Issues:

In Trinity County, there is a need to enhance non-motorized transportation facilities for all types of users. Existing pedestrian and bicycle facilities are either non-existent or lack safety including wider shoulders, wayfinding signage, and safe crossing areas. During the public engagement process, various communities within Trinity County suggested creating additional facilities for non-motorized transportation users to improve multi-modal accessibility.

Goal #4:

Increase the safety for all types of non-motorized transportation users; Increase mobility among all types of non-motorized transportation users. Support the reduction of greenhouse gases; Promote public health; Ensure disadvantaged communities have full share of program benefits; Provide a broad spectrum of projects to benefit many types of bicyclists and pedestrians.

Objective: Compete a network of bicycle and pedestrian facilities that are feasible, fundable, and will serve bicyclists' and pedestrians needs.

Policy 4.1:

Continue to seek funding for bicycle and pedestrian facilities through regional, state, and federal funding programs and encourage multi-jurisdictional funding applications.

Policy 4.2:

Encourage new bicycle and pedestrian improvements that are environmentally feasible and do not negatively impact the environment.

Policy 4.3:

Coordinate with responsible agencies and key stakeholders in Trinity County to ensure that appropriate opportunities for bicycle and pedestrians' connections are planned, constructed, and maintained.

Objective: Improve the regional bicycle network connectivity.

Policy 4.4:

Support bicycle improvement projects to expand and complete the existing regional bicycle network.

Policy 4.5:

Promote bicycle projects that will connect local facilities to the regional bicycle network.

Goal #5:

Provide, where possible, an interconnected regional system that consists of transportation and recreational paths and trails.

Objective: Increase safety through wayfinding signage, traffic control, and maintenance of bicycle and pedestrian facilities.

Policy 5.1:

Pursue projects and funding programs that will facilitate the implementation of improved, maintained and controlled bicycle and pedestrian facilities.

3.6. Public Transit

3.6.1. Primary Issues:

Trinity County public transit services are not operating at the level of service that can meet the needs of residents. According to the American Community Survey, 2.4% of workers in Trinity County had no vehicle available to them in 2019. The goal of Trinity County public transit services is to maintain a level of service that will provide and fulfill the regional transportation need in Trinity County.

Goal #6:

Provide affordable, consistent, and efficient public transportation options that will meet user demand.

Objective: Expand and maximize county-wide transportation and inter-county services and connections.

Policy 6.1:

Encourage the development of a multimodal transportation network between and among transit stops and communities that would provide for better connectivity to community services.

Policy 6.2:

Support transit services that can provide connections to regional services outside of the County.

Objective: Prioritize and support public transit programs and projects that are identified in the Unmet Transit Needs process and have been determined as “reasonable to meet”.

Policy 6.3:

Continue to pursue transit funding for capital and operational transit expenses.

Policy 6.4:

Ensure that the Transit Development Plan is regularly updated so that transit needs and opportunities are consistently identified and pursued.

Goal #7:

Prioritize the mobility needs of County residents, visitors, and employees, even with the financial constraints of state and federal transit funding.

Objective: Provide life-line transportation for transit-dependent people.

Policy 7.1:

Ensure that public transit services are consistent with the Americans with Disabilities Act.

Policy 7.2:

Adhere to the transit needs of disadvantaged communities including elderly populations, minority communities, the disabled, and low-income communities.

3.7. Aviation

3.7.1. Primary Issues:

Improvements are necessary to the regional aviation facilities in Trinity County to continue and aid in economic and development opportunities. Regional airports are also a critical to firefighting and emergency response. At minimum, maintenance of general aviation facilities is necessary.

Goal #8:

Maintain safe and efficient commercial and general aviation facility.

Objective: Promote the safe, orderly, and efficient use of airport and airspace and compatible land uses as addressed in the updated Airport Land Use Plan.

Policy 8.1:

Support land use decisions that discourage or prevent development in the vicinity of the airport that may present significant public safety issues.

Policy 8.2:

Implement Airport Capital Improvement Projects as funding allows with priority for projects which are required to improve the safety of the airport.

3.11. Goods Movement

3.11.1. Primary Issues:

Freight movement is vital function of the roadway network in Trinity County since the region does not have a rail line nor marine shipping ports. Trucking is the primary method of goods movement in the region which generates a significant portion of traffic volume along the state highway system. SR-299 is the primary east-west goods route in northern California, connecting U.S. 101 to Interstate 5. Other trucking routes along SR-3/SR36 connect to Butte County and Siskiyou County.

Goal #9:

Provide safe and efficient movement of regional and interregional goods.

Objective: Improve conditions for the movement of goods in and out of the region.

Policy 9.1:

Place a high level of importance on maintenance projects which will ensure efficient goods movement.

Policy 9.2:

Support projects that improve safety for all users on goods movement routes.

Policy 9.3:

Promote roadway designs that will allow for safe movement of larger freight and STAA trucks.

Policy 9.4:

Support projects that will increase official safe truck parking along trucking routes.

Policy 9.5

Consider applying for Trade Corridor Enhancement Program (TCEP) funding.

3.10. Tribal Transportation

3.10.1. Primary Issues

Coordination with local tribes to ensure that transportation needs are met is critical. There are several active tribes in Trinity County that have ancestral territory within the County and that navigate the County's roadway systems. Additionally, tribes have important cultural resources that may be affected by certain proposed projects. It is critical for Trinity County to coordinate with tribes through various methods to ensure sufficient opportunities to provide input.

Goal #10:

For Tribal residents within the Trinity region to have safe, effective, functional transportation systems, including streets, roads pedestrian and bicycle facilities and transit.

Objective: Implement activities and plans in a knowledgeable, sensitive manner while being respectful of Tribal sovereignty.

Policy 10.1:

Consult with and involve Tribes in the development of planning documents.

Policy 10.2:

Provide Tribes with information regarding various Federal, State and local transportation grant programs for which they may qualify.

Objective: Establish clear, ongoing and open communication with Tribes.

Policy 10.3:

Meet with Tribes to review the status of the government-to-government relationships and exchange information, as appropriate.

Policy 10.4:

Establish a dedicated tribal liaison at the County that will ensure that extensive coordination and communication with Tribes is maintained, and utilize cultural resource monitors in ancestral land.

Policy 10.5:

Establish an MOU for future consultation that will include multiple steps of review prior and during project duration.

Objective: Provide a transportation network that safely and sufficiently provides access between Tribal lands and their surrounding communities.

Policy 10.5:

Coordinate with Tribes to consider financial partnership on projects and grants that serve Tribal lands.

Policy 10.6:

Coordinate with Tribes and surrounding communities to identify any concerns of safety within the region.

3.8. Tourism

3.8.1. Primary Issues:

Tourism in Trinity County is a critical source of revenue for the county. Many come to recreate in the County's Trinity Alps, fish or boat along the Trinity River, or explore its expansive forest. Supporting tourism through a healthy and accessible transportation system will benefit the region.

Goal #11:

Support tourism throughout Trinity County with a quality transportation network.

Objective: Provide and maintain a safe and efficient transportation system.

Policy 11.1:

Provide connections from transportation hubs to tourist attractions.

3.9. Climate Change and the Environment

3.9.1. Primary Issues:

In California, transportation accounts for 37% of Greenhouse Gas Emissions. Transportation strategies to reduce GHG emissions include reducing, managing, and eliminating non-essential trips, through smart-land use, ITS, demand management and market-based manipulation strategies. It is important that the regional transportation and land-use decision makers pursue projects that adhere to adopted state strategies and regional efforts to meet greenhouse gas emissions reduction targets.

Goal #12:

Consider the environment and climate change impacts in all transportation decisions.

Objective: Promote transportation policies and projects that actively reduce greenhouse gas emissions and support a healthy environment.

Policy 12.1:

Minimize environmental impacts of transportation projects.

Policy 12.2:

Evaluate transportation projects based on their ability to reduce GHG emissions in the region.

Goal #13:

Include climate change strategies in transportation investment decisions.

Objective: Invest in transportation projects and prioritize planning efforts that will contribute to California GHG reduction targets set forth in Assembly Bill 32 and Senate Bill 375.

Policy 13.3:

Promote projects that can demonstrate to reduce GHGH emissions, such as active transportation projects, transit improvements, and alternative fuel programs.

Policy 13.2:

Prioritize alternative transportation methods.

Policy 13.3:

Observe and consider new technologies and opportunities to implement energy efficient and alternative transportation infrastructure.

Objective: Reduce GHG emissions from transportation related sources in the Trinity County region.

Policy 13.4:

Comply with state and federal climate change regulations and standards.

Policy 13.5:

Consider GHG emissions in every transportation improvement project.



4. Action Element

4.1. Project Purpose and Need

This chapter presents a plan to address the needs and issues for each transportation mode, in accordance with the goals, objectives and policies set forth in the Policy Element. It is within the Action Element that projects and programs are prioritized as constrained (0-5 years), and unconstrained (6-10 years and 11-20 years) transportation improvements, consistent with the identified needs and policies. The projects are based on the existing conditions, the forecasted future conditions, and the transportation needs as discussed throughout the Existing Conditions and Policy Element and are consistent with the Financial Element.


4.2. Regional Priorities

The RTP guidelines require that an RTP “provide a clearly defined justification for its transportation projects and programs”. This requirement is often referred to as the Project Intent Statement or the Project Purpose and Need. Caltrans’ Deputy Directive No. DD 83 describes a project’s “Need” as an identified transportation deficiency or problem, and its “Purpose” is the set of objectives that will be met to address the transportation deficiency. Projects for each type of transportation mode are divided into financially constrained and financially unconstrained improvements. Financially constrained projects are funded over the short-range periods (0-5 years) as demonstrated in the Financial Element. The financial constraint is defined as revenues that can reasonably be assumed to be available for identified projects. The unconstrained project list (6-10 and 11-20 years) are considered longer term lists of projects that would provide benefit to the region without a clearly identified and available funding source. It is prudent to develop projects in the long-range project lists in the event funding should become available. To appropriately adjust cost estimates for inflation, the original cost estimate year was taken and applied with 13.4% escalation based the California Construction Cost Index. For the Trinity region, each project listed in the RTP project lists contributes to system preservation, capacity enhancement, safety, and/or multimodal enhancements. These broad categories capture the intended outcome for projects during the life of the RTP and serve to enhance and protect the livability of residents in the region.

4.2.1. Maintenance and Improvement Emphasis

In Trinity County, the large majority of limited available funding is focused on maintaining existing facilities across all modes. Multimodal improvements for the transit system, aviation facilities, bikeway and pedestrian facilities, and the goods movement system will serve to implement a balanced multimodal transportation network, improve air quality, and help accommodate future travel demand in the region. Should a capacity increasing project become a regional priority, it shall be initiated only when fully or largely funded by revenue sources that otherwise could not be used for maintenance activities. Other capital projects can only be implemented after new funding sources become available to allow full funding of ongoing maintenance responsibilities. The region has limited capacity to fund large projects even when outside funding is available.

4.2.2. Maintain Connectivity to Humboldt, Shasta and Siskiyou Counties



Maintaining the connections to Humboldt County via State Route (SR) 36 and SR-299, Siskiyou County via SR-3, and Shasta County via SR-299 is necessary to maintain regional connections to key destinations outside of Trinity County. These connections are critical for the economy, health and safety of the residents and visitors to Trinity. Of special concern are major roadway blockages due to severe storms. Past storms have brought significant damage to the roadway system, which is especially critical for communities with one ingress and egress.

4.2.3. Regionally Significant Projects

In addition to typical roadway maintenance projects, a large concern from community members and stakeholders was regarding significant damage to critical roadways during major storms. Community members in isolated areas are significantly affected from roadway closures or damages that affect line of sight or traffic flow, as many communities have one way in and one way out. The severe number of storm damage repair projects is taking precedent over other improvement projects in the competition for funding. Identified storm damage repair projects include Underwood Mountain Road, Denny Road, Trinity Alps Road, Canyon Creek Road, Coffee Creek Road, Hyampom Airport Road, Betts Road and East Side Road. All storm damage repair projects are scheduled to be constructed by 2027. Other general improvements that were identified during meetings were bicycle and pedestrian connectivity improvements in all communities, improved transit access, and safety improvements on SR-299 such as turn pockets, truck climbing lanes and shoulder improvements.

4.2.4. Transportation Safety

Addressing transportation safety in a regional planning document can improve health, economic and quality of life issues for users of the transportation network. In the past, transportation safety has been addressed in a reactionary state. There is a need to establish methods to proactively improve the safety of the transportation network. In response to this, California developed a Strategic Highway Safety Plan (SHSP). This plan sets forth one primary safety goal: reduce roadway fatalities to less than one fatality per one hundred million vehicle miles traveled (VMT).

The SHSP focuses on 15 “Challenge Areas” with respect to transportation safety in California. For each Challenge Area, background data is provided, a specific goal is established, strategies are considered to achieve that goal, and institutional issues which might affect implementation of that goal are discussed. The policy element of this RTP includes safety goals and objectives that comply with the California Strategic Highway Safety Plan as well as the regional safety needs. Transportation improvement projects that specifically address safety for all types of transportation modes are included in the project list tables in this chapter.

4.2.5. Trinity County Strategies to Prepare for Climate Change

The Trinity County region is facing more hazardous weather and weather-related events in the coming decades due to climate change, and the County has already seen damaging effects from extreme weather events such as severe storms, flooding and fires. Potential hazards to the transportation infrastructure include more intense storms leading to more roadway damage, wildfires, flooding and debris flows, all of which are expected to increase in frequency and severity. The Trinity County Climate Adaptation Plan (2011) identified that increased storm severity would contribute to flooding and erosion, particularly in areas where severe fires have affected slopes, leading to failing roadway systems. Proposed solutions included the following:

- ❖ Promote culverts and bridges that are appropriately sized to handle increased storm flows.

- ❖ Implement road decommissioning and improvement projects to address sediment impairments.

4.2.6. *Transportation Security/Emergency Preparedness*

Transportation security and emergency preparedness addresses issues associated with large-scale evacuation due to a natural disaster or terrorist attack. In order for emergency preparedness to be fully effective, the transportation network must be multimodal. Fires, flooding and large storms may destroy or compromise bridges or roadways, which is why having multiple routes and modes of transportation is ideal. The best preventative measure for emergency preparedness would be to maintain and improve roadways, airport facilities, bicycle and pedestrian facilities and public transit services. The majority of short- and long-range projects identified for the region have an emphasis on maintenance and operational improvement. In addition to maintaining facilities vital for safe evacuation in the region, emergency preparedness involves training and education, planning appropriate responses to possible emergencies, and communication with the County Office of Emergency Services.

The most likely emergency scenarios include forced evacuation due to wildfire, floods, or mudslides/ landslide from severe storms. Trinity County has already experienced severe storms and wildfires that have caused severe damage to the County's roadway system.

Efforts to prepare Trinity County residents for natural disasters include the formation of evacuation notification centers through the County Office of Emergency Services. The County's Emergency Operations Plan (2019) includes an Immediate Action Checklist for the County to use as guidance for necessary steps during an emergency. Additionally, Trinity County has many Facebook groups that notify residents of emergency situations and promote evacuation orders.

4.2.7. *Transportation Systems Management*

Transportation systems management (TSM) is a term used to describe low-cost actions that maximize the efficiency of existing transportation facilities and systems. Urbanized areas can implement strategies using various combinations of techniques. However, in rural regions such as Trinity, many measures that would apply in metropolitan areas are not practical.

With limited funding, the Trinity region must look for the least capital-intensive solutions. On a project basis, TSM measures are good engineering and management practices. Many are already in use to increase the efficiency of traffic flow and movement through intersections and along highways. Long-range TSM considerations can include:

- ❖ Signing and striping modifications.
- ❖ Parking restrictions.
- ❖ Installing or modifying signals to provide alternate circulation routes for residents.
- ❖ Re-examining speed zones on certain streets.

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

4.2.8. Intelligent Transportation Systems (ITS)

ITS, as defined in law, refers to the employment of “electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.” The implementation of ITS is a priority for the U.S. Department of Transportation. A key component of that nationwide implementation is the National ITS Architecture, a framework devised to encourage functional harmony, interoperability, and integration among local, regional, State, and Federal ITS applications. ITS includes technology improvements which enhance the safety and reliability of roadways. Common examples include Highway Advisory Radio (HAR) and Changeable Message Signs (CMS) which provide travelers roadway closure information on detours, road closures and weather conditions. CMS notifies travelers of seasonal roadway closures. In Trinity County, Caltrans maintains Closed Circuit TV Cameras (CCTV), and Roadside Weather Information Systems (RWIS) to monitor snow conditions on mountain passes. The HAR and CMS systems are used to alert drivers of roadway closures, delays, and chain requirements.

4.2.9. Project Lists

As a method of developing responses to the transportation needs and issues discussed in the earlier portions of this document, this RTP includes a list of transportation system improvements for each mode of transportation applicable to the Trinity region. Projects for each type of transportation facility are divided into financially constrained (short range) and financially unconstrained (mid range and long range) improvements. All short range project cost estimates reflect “year of construction” dollars. Large format project list tables can be viewed in Attachment E.

4.2.10. Roadway Projects

Table 4.1 displays Short, Mid and Long Range roadway projects for the region. These projects are constrained (have identified funding) and unconstrained (do not have identified funding). The expected total cost is approximately \$33.3 million for short range constrained projects (2022-2027), \$53.6 million for unconstrained mid-range (2028-2032), and \$156.7 million for long-rang (2033-2042). Rehabilitating roads, repairing storm damage and maintaining safe, interregional connectivity are the most important projects for the region. An additional \$72,559,000 of short range Caltrans projects are programmed on State Highways in the Trinity County region. Project estimates were developed with a formula to account for annual inflation based on their anticipated date of construction.

Table 4.1 Roadway Projects Short Range (2022-2027)						
Lead Agency	Project Type	Project Description	Location	Funding Source	Cost	Const. Year
TCDOT	Annual Roadway Maintenance (2022-2027)	Annual pavement maintenance on County Roads	County wide	RSTP/RMRA		All
Caltrans	Downriver Turnouts	Add EB and WB Turnouts at PM 21.6/22.6	Downriver	STIP-RIP	\$ 750,000	2024
Caltrans	Turning Lane	Turn lane on Hwy 299 to School House Rd	Burnt Ranch	STIP	\$ 1,000,000	2026
TCDOT	Repair storm damage	Underwood Mtn Rd PM 1.95	Burnt Ranch	OES/FEMA/RMRA	\$ 1,149,720	2027
TCDOT	Repair storm damage	Denny Road PM 3.7-12.5	Burnt Ranch	OES/FEMA/RMRA	\$ 6,385,368	2027
TCDOT	Bridge wet ford over Shock Creek	Bridge wet ford over Shock Creek	Hayfork	DFW/RMRA	\$ 2,211,000	2027
TCDOT	Repair slipouts and cracked pavement	Lower South Fork Rd PM 10.5	Hyampom	OES/FEMA/RMRA	\$ 309,540	2027
TCDOT	Repair storm damage	Hyampom Airport Road various loc	Hyampom	OES/FEMA/RMRA	\$ 2,137,300	2027
TCDOT	Repair bank failure, restore riverbank	Canyon Creek Road PM 0.75	Junction City	OES/FEMA/RMRA	\$ 1,967,790	2027
TCDOT	Repair slipouts and cracked pavement	Trinity Dam Blvd PM 22.9	Lewiston	ER/RMRA	\$ 375,870	2027
Caltrans	Turnouts or passing lanes Salyer - J City	Trinity Dam Blvd PM 22.9	Salyer	STIP/ITIP	\$ 1,600,000	TBD
TCDOT	Culvert replacement, resurface road	Carrville Loop Road PM 0.55	Trinity Center	OES/FEMA/RMRA	\$ 36,850	2027
TCDOT	Repair slipouts and cracked pavement	East Side Road PM 2.4-3.6	Trinity Center	ER/RMRA	\$ 582,230	2027
TCDOT	Realign tight curve - PM 2.5	Realign tight curve - PM 2.5	Weaverville	LOCAL/RMRA	\$ 368,500	2027
TCDOT	Repair slipouts and cracked pavement	Ruth-Zenia Road PM 3.2 & 6.7	Zenia	OES/FEMA/RMRA	\$ 691,306	2027
TCDOT	Reconstruction - PS&E & RW	Wildwood Rd PM 11.6-9.7 Phase 1	Ruth	STIP	\$ 1,400,300	2027
TCDOT	Surface Treatments	High Friction Surface Treatments on Rush Creek Road	Lewiston	HSIP	\$ 1,692,152	2027
TCDOT	Gaurdrail	Guardrail - 0.07 mi N. of Rush Crk. Rd.	Lewiston	HSIP	\$ 147,400	2027
TCDOT	Sediment Control	Sediment Reduction Oregon St PM 1.4 - 4.1	Weaverville	RMRA/5C	\$ 145,926	2027
TCDOT	Sediment Control	Sediment Reduction Valdor Rd PM 0.1 - 2.06	Junction City	RMRA/5C	\$ 110,550	2027
TCDOT	Sediment Control	Sediment Reduction Upper Rd PM 0.0-0.6	Junction City	RMRA/5C	\$ 36,850	2027
TCDOT	Sediment Control	Various sediment control projects 1-2/year	County-Wide	DFW/INMFS	\$ 737,000	2027
<i>Short Range Total</i>					\$ 23,835,652	

**Table 4.1
Roadway Projects**

Lead Agency	Project Type	Project Description	Location)	Funding Source	Cost	Const. Year
		Mid Range (2028-2032)				
TCDOT	Annual Roadway Maintenance (2028-2033)	Annual pavement maintenance on County Roads	County wide	RSTP/RMRA		All
Caltrans	Apron paving	Pave apron at the entrance to Tangle Blue Road off of SR 3	Sr 3	TBD	TBD	TBD
Caltrans	Trinity SR 3 Turnouts Phase 2	Install turnouts at various locations along SR 3 between Weaverville and Trinity Center	Weaverville & Trinity Center	TBD	TBD	TBD
Caltrans	Oak Rd Left Turn Lane	Install Left Turn Lane on SR 3 at Oak St in the town of Hayfork	Hayfork	STIP-RIP	\$ 1,000,000	2028
Caltrans	Passing Lane Extensions	Extend the EB and WB passing lanes at the base of the grade to Trinity Dam Blvd.	Lewiston	TBD	TBD	TBD
Caltrans	Left Turn Lane	Install Left Turn Lane on SR 3 at Wildwood Rd	Mad River	TBD	TBD	TBD
TCDOT	Underwood Mountain Rd Traffic Calming and paving	Traffic calming on Underwood Mountain Road coming from the north towards the community center	Hyampom	TBD	TBD	TBD
TCDOT	Regular Culvert Maintenance	County-wide	County wide	TBD	TBD	TBD
TCDOT	Brush Clearing	Guy Covington Drive	Trinity Center	TBD	TBD	TBD
TCDOT	Hettenshaw Road Drainage Control and Maintenance	Reshape Hettenshaw Road to prevent water pooling and preventative maintenance	Mad River	TBD	TBD	TBD
TCDOT	Reconstruction/Construction - PM 0 to 1.0 (new intersection/Bridge)	Reading Creek Rd.	Douglas City	STIP	\$ 7,000,000	TBD
TCDOT	Campbell Ridge Roadway Rehabilitation	Roadway rehabilitation on Campbell Ridge.	Salyer	TBD	TBD	TBD
Caltrans/TCDOT	Intersection Improvements	Underwood Mtn Rd Improve intersection	Burnt Ranch	STIP	TBD	TBD
TCDOT	Reconstruction - PS&E, RW & Con	Wildwood Rd. PM 9.7-7.0 Phase 2	Wildwood	STIP/FLAP	\$ 14,807,000	2033
Caltrans/TCDOT	Intersection Improvements	Hennessey Rd Improve intersection	Burnt Ranch	STIP	TBD	TBD
Caltrans/TCDOT	Intersection Improvements	Veterans Hall Rd- Improve intersection	Burnt Ranch	STIP	TBD	TBD
Caltrans/TCDOT	Turnouts	Turnouts or passing lanes SR 3 Trinity Center to Coffee Creek	Trinity Center	STIP	\$ 7,289,000.00	TBD
Caltrans/TCDOT	Climbing Lane Extension	Oregon Mountain west of Weaverville Extend eastbound and westbound truck climbing lanes (PM 47.8 - 51.1)	SR 299 (PM 47.8 - 51.1)	STIP/ITIP	TBD	TBD
TCDOT	Fountain Ranch Roadway Repair	Roadway repair	Salyer	TBD	TBD	TBD
TCDOT	Zenia Bluff Rd Roadway Repair	Permanent repair to the large distortions in the pavement due to land movement under the road.	Mad River	TBD	TBD	TBD
TCDOT	Canyon Creek Road Rehabilitation	Rock stabilization and road widening on Canyon Creek Road.	Junction City	TBD	TBD	TBD
FHWA	Rehabilitate and Pave Road from East Fork Road (Post Mile 8) to SR 299 in Shasta Co.	East Side Road/ Trinity Mountain Road	Trinity Center	FLAP/STIP	TBD	TBD
TCDOT/USFS	Roadway rehabilitation, emergency access improvement and maintenance in Salyer and Burnt Ranch	Repair storm damage and improve maintenance for regular and emergency use of county and Forest Service roads throughout Burnt Ranch and Salyer, especially Hennessey Road which is the escape route for Burnt Ranch and South Fork Road when Highway 299 is closed.	Salyer & Burnt Ranch	TBD	TBD	TBD

Table 4.1 Roadway Projects						
Lead Agency	Project Type	Project Description Mid Range (2028-2032) continued	Location)	Funding Source	Cost	Const. Year
Caltrans/TCDDOT	Turn Lane	SR 299/Sky Ranch Rd		STIP	TBD	TBD
Caltrans/TCDDOT	Turnouts or passing lanes Salyer - J City	SR 299 downriver	Salyer	STIP/ITIP	TBD	TBD
Caltrans/TCDDOT	Capacity Expansion	SR 299 in Weaverville (PM.50.62-53.43)	Weaverville	STIP	TBD	TBD
TCDDOT	Roadside Sign Replacement	Replace signs throughout the County	Countywide	TBD	\$ 100,000	TBD
Caltrans	Intersection Improvement	SR-299 / SR-3	Douglas City	TBD	TBD	TBD
Caltrans/TCDDOT	Intersection Improvement	Safety Improvements at Wallen Ranch Rd/SR 299	Hawkins Bar	STIP	\$ 1,400,000	TBD
TCDDOT	New left-turn pockets for local roads intersecting SR-299	Addition of left-turn pockets on SR-299 in Junction City and Burnt Ranch	Burnt Ranch Junction City	TBD	TBD	TBD
Caltrans/TCDDOT	Shoulder and horizontal curve improvements necessary for STAA Access	SR-299 (PM 12.4 - 12.7 and 20.5 - 20.6)	SR-299	STIP/ITIP	TBD	TBD
TCDDOT	Center Street two-way street from Court to SR-3	Widen to Center Street 2 lane 2-way from Court to SR-3	Trinity center	LOCAL/RMRA	\$ 428,800	2032
TCDDOT	Roadway Maintenance and paving	Trinity Pines Road, Rattlesnake Road, Chrome Mines Road	Post Mountain	TBD	TBD	TBD
TCDDOT	Roadway Maintenance	Double chip seal on Westridge Road and County Road 354, Post Mountain Road	Post Mountain	TBD	TBD	TBD
TCDDOT	Van Duzen Road Rehab	Rehabilitate 3.6 miles	Mad River	TBD	TBD	TBD
TCDDOT	Turnaround at end	Turnaround at end - Oregon Street	Weaverville	LOCAL/RMRA	\$ 107,200	2032
TCDDOT	Intersection control improvements at SR-299 and Weaver Bally Road	Installation of traffic signal or roundabout (project was previously proposed at Forest Ave. and Garden Gultch Street, but relocated to SR-299 and Weaver Bally Rd)	Weaverville	TBD	TBD	TBD
TCDDOT	Pavement Rehab/Reconstruction	Pavement Rehab/Reconstruction	Various	STIP/RMRA	\$ 21,440,000	2032
TCDDOT	Ruth-Zenia Road Rehab	Rehabilitate sections of Ruth-Zenia Rd.	Zenia	TBD	TBD	TBD
					<i>Mid Range Total</i>	<i>\$ 53,572,000</i>

Table 4.1 Roadway Projects						
Lead Agency	Project Type	Project Description Long Range (2033-2042)	Location)	Funding Source	Cost	Const. Year
TCDOT	Reconstruction - PS&E, RW & Con	Wildwood Rd. PM 7.0-5.0 Phase 3 (FLAP segment)	Mad River	STIP/FLAP	\$ 15,262,600	2033
5CC	Sediment Control	Various sediment control projects 1-2/year	County wide	DFW/MMFS	\$ 1,139,000	2033
TCDOT	Reconstruct and widen PM 6.0-10.0	Canyon Creek Road (STIP share)	Junction City	STIP	\$ 11,390,000	2033
TCDOT	Reconstruct and widen PM 6.0-10.0	Canyon Creek Road (FLAP share)	Junction City	FLAP	\$ 57,888,000	2040
TCDOT	Pavement Rehab/Reconstruction	Various roads in County	Various	STIP/RMRA	\$ 22,780	2033
CALTRANS/TCDOT	Merge Lane	Hwy 3 Merge Lane	Trinity Center	STIP	\$ 4,824,000	2040
TCDOT	Reconstruction - PS&E, RW & Con	Wildwood Rd. PM 7.0-5.0 Phase 3	Hayfork	STIP/FLAP	\$ 22,512,000	2040
CALTRANS/TCDOT	Improve Intersection	SR 299/Washington St.	Weaverville	STIP	\$ 804,000	2040
TCDOT	Annual Roadway Maintenance (2034-2043)	Annual pavement maintenance on County Roads	County wide	RSTP/RMRA	TBD	TBD
TCDOT	Lewiston Road PM 4.8-2.6	Rehabilitation	Lewiston	Caltrans SHOPP	\$ 1,366,800	2033
TCDOT	Traffic Calming on Washington Street	Traffic Calming	Weaverville	LOCAL/RMRA	\$ 482,400	2040
Caltrans	Intersection Improvements	Washington St & SR 299 Intersection Improvement	Weaverville	TBD	TBD	TBD
Caltrans	Lefthand Turn Lane	Install Left Turn Lane on SR 3 at Summit Creek	Hayfork	TBD	TBD	TBD
Caltrans	Lefthand Turn Lane	Install Left Turn Lane on SR 3 at Deerlick Rd	Douglas City	TBD	TBD	TBD
Caltrans	Add Passing Lane	Hayfork Summit Passing Lane	Hayfork	TBD	TBD	TBD
Caltrans	Focus Route Shoulder Widening	Achieve focus route concept shoulders	SR 299	TBD	TBD	TBD
Caltrans/TCDOT	Curve realignment, passing lanes - various locations	SR-3 Hayfork Summit	Hayfork	STIP	\$ 3,500,000	TBD
TCDOT	Intersection Improvements	Improve intersection-Wallen Ranch Rd	Hawkins Bar	STIP	TBD	TBD
TCDOT	Rehab/Reconstruction	Pavement Rehab/Reconstruction	Various	STIP/RMRA	\$ 16,080,000	2040
TCDOT	Veterans Hall Rd- Improve intersection	Burnt Ranch	Burnt Ranch	STIP	\$ 1,400,000	TBD
TCDOT	Hennessey Rd Improve intersection	Burnt Ranch	Burnt Ranch	STIP	\$ 1,400,000	TBD
TCDOT	Rehabilitation	Lewiston Road PM 0-2.6	Lewiston	STIP	\$ 2,251,200	2040
TCDOT	Traffic Calming	Traffic Calming on Washington Street	Weaverville	LOCAL/RMRA	\$ 482,400	2040
TCDOT	Trinity Dam Blvd & Rush Creek Rd	Shoulder widening and pullouts	Lewiston	STIP	TBD	TBD
TCDOT	Pavement Rehab/Reconstruction	Pavement Rehab/Reconstruction	Various	STIP/RMRA	\$ 16,080,000	2040
					<i>Long Range Total</i>	\$ 156,885,180
					Total County	\$ 234,292,832

Table 4.1 Roadway Projects



4.2.11. Bridge Projects

Table 4.2 displays constrained and unconstrained bridge projects for the region. The expected total cost is approximately \$23.5 million for short range constrained projects (2022-2027), \$42.4 million for unconstrained mid-range (2028-2032), and \$44.4 million for long-range (2033-2042). Project estimates were developed with a formula to account for annual inflation based on their anticipated date of construction.

**Table 4.2
Bridge Projects**

Funding Source	Lead Agency	Project Type	Project Description	Location	Cost	Const. Year
Short Range (2022-2027)						
STIP	TCDOT	Reconstruction	Wildwood Rd, PM 11.6-9.7 Phase 1 Reconstruction - PS&E & RW	Ruth	\$ 1,400,300	2027
DFW/IRMRA	TCDOT	Bridge	Bridge wet ford over Shock Creek on Summit Creek Road	Hayfork	\$ 2,211,000	2027
HBP	TCDOT	Bridge Replacement	Replace Bridge #5F-0001 at Grass Valley Creek at Fawn Lodge Road	Lewiston	\$ 1,786,488	2027
HBP	TCDOT	Bridge Replacement	Replace or Rehab Bridge 5C-164 on Price Creek Road	Big Bar	\$ 2,137,300	2027
HBP	TCDOT	Bridge Replacement	Replace Bridge #5C-162 on Corral Bottom Road	Big Bar	\$ 11,792,000	2027
HBP	TCDOT	Sealing	Bridge deck seals and joint seals	Various	\$ 854,920	2027
HBP	TCDOT	Rock Slope Protection	Rock Slope Protection	Various	\$ 1,105,500	2027
HBP	TCDOT	Paint Bridges	Paint Bridges	Various	\$ 442,200	2027
HBP	TCDOT	Bridge Replacement	Replace Bridge #5C-036 on Lorenz Road	Weaverville	\$ 1,783,540	2027
Short Range Total					\$ 23,513,248	
Mid Range (2028-2032)						
TCDOT	TCDOT	Bridge Replacement	Replace Bridge #5C-207	Lewiston	\$ 6,036,700	2033
Caltrans SHOPP	5CC	Culvert Replacement	Replace culvert @ SR 3 at East Weaver intersection fish passage	Weaverville	\$ 2,278,000	2028
Caltrans SHOPP	5CC	Fish Passage Replacement	Replace crossing for fish passage at Sidney Gulch	Weaverville	\$ 2,278,000	2028
Caltrans SHOPP	5CC	Culvert/Fish Passage Replacement	Replace culvert for fish passage at SR 299 / Garden Gulch	Weaverville	\$ 2,278,000	2028
FEMA/State Flood Mitigation	TCDOT/FHWA	Culvert Replacement	Bucktail Bridge Replacement on Browns Mtn Road	Lewiston	\$ 9,460,534	2033
STIP	TCDOT	Intersection Improvement	Improve Intersection according to ICE at SR 299/Weaver Bally Road	Weaverville	\$ 4,783,800	2033
HBP	TCDOT	Bridge Replacement	Replace Bridge #188 over Van Duzen River	Mad River	\$ 4,756,464	2033
HBP	TCDOT	Bridge Replacement	Replace Bridge #5C-193 over East Fork Hayfork Creek	Hayfork	\$ 6,150,600	2033
HBP	TCDOT	Bridge Replacement	Replace Bridge # 5C-025 at East Fork Stewarts Fork-Guy Covington	Trinity Center	\$ 4,360,092	2033
Mid Range Total					\$ 42,382,190	

**Table 4.2
Bridge Projects**

Funding Source	Lead Agency	Project Type	Project Description	Location	Cost	Const. Year
Long Range (2033-2042)						
SHOPP	Caltrans	Culvert/Fish Passage Replacement	Replace culvert for fish passage at Garden Gulch	Weaverville	\$ 3,216,000	2028
RMRA/5CC	5CC	Culvert/Fish Passage Replacement	Bridge-Fish passage improvement at Forest Ave	Weaverville	\$ 1,608,000	2042
HSIP	TCDOT	Guard Rails/Retaining Walls	Guardrails and retaining walls	Various	\$ 9,648,000	2042
HSIP	TCDOT	Striping	High Visibility Striping	Various	\$ 9,648,000	2042
HBP	TCDOT	Bridge Replacement	Replace Bridge # 5C-85 Salt Creek Bridge	Salt Creek Bridge	\$ 6,715,008	2042
HBP	TCDOT	Bridge Rehabilitation	Rehab Old Lewiston Bridge Bridge #5C-032 or make ped only	Lewiston	\$ 1,608,000	2042
HBP	TCDOT	Bridge Replacement	Replace Bridge #5C-207 on Brown's Mountain Road	Lewiston	\$ 8,522,400	2042
HBP	TCDOT	Bridge Replacement	Replace Bridge #5C-191 on Hettenshaw Road	Zenia	\$ 3,466,848	2042
<i>Long Range Total</i>					\$ 44,432,256	
Total County					\$ 110,327,694	



4.2.12. *Bicycle and Pedestrian Projects*

The following table shows the Short Range, Mid Range and Long Range bicycle and pedestrian needs in the region. A total of \$248.2 million in bicycle and pedestrian needs have been identified in Trinity County. However, no projects were included in the Short Range project list due to the County's lack of capacity over the next five years. Staffing and resources are currently dedicated to storm recovery projects. The unconstrained Mid Range (\$27.6 million) and Long Range (\$220.7 million) have long lists of projects for the County to pursue once the County has more capacity to pursue funding opportunities. The most substantial and consistent source of funding for bicycle and pedestrian projects is the Active Transportation Program (ATP), which is a highly competitive and underfunded grant program. Because the ATP is a discretionary grant program and not a stable guaranteed funding source, it is difficult to correctly anticipate future funding allocations. However, should the County wish to pursue other funds, programs such as the second round of Clean California are offering funds for bicycle and pedestrian infrastructure projects. Project estimates were developed with a formula to account for annual inflation based on their anticipated date of construction.

Table 4.3 Bicycle and Pedestrian Projects						
Lead Agency	Project Type	Project Description	Location	Funding Source	Cost	Const. Year
N/A	N/A	N/A	N/A	N/A	0	N/A
<i>Short Range (2022-2027)</i>						
<i>Short Range Total \$ -</i>						
<i>Mid Range (2028-2032)</i>						
TCDOT	Bike Path	Rehabilitation and Class 1 Bike Lane Trinity Dam Blvd to Lewiston Elementary	Lewiston Road PM 4.8-5.8	STIP	\$ 1,768,800	2027
Caltrans/TCDOT	Bike/Ped Trail	Construct a Bike/Ped Trail in Trinity Center between Airport Road and Trinity Lake KOA.	Trinity Center	TBD	TBD	TBD
Caltrans/TCDOT	Traffic Calming, Pedestrian Facilities, and Two-Pedestrian Facilities	Traffic Calming, Pedestrian Facilities, and Two-Way Left Turn Lane	Big Flat	TBD	TBD	TBD
TCDOT	Traffic calming, road diet	Narrow roadways and street calming to reduce speeds through Burnt Ranch	Burnt Ranch	ATP	TBD	TBD
TCDOT	Bike Path	Bike parking - 10 lockers	County-wide	LTF	\$ 410,040	2033
TCDOT	Bike Path	Bike parking - 40 racks	County-wide	LTF	\$ 364,480	2033
TCDOT	Bike Path	Share the Road signs	County-wide	LTF	\$ 227,800	2033
TCDOT	Bike Path	Bikeway Guide	County-wide	ATP	\$ 136,680	2033
TCDOT	Bike Path	Promote bicycle safety to elementary schools	County-wide	ATP	\$ 341,700	2033
WBTC/DOT	Bike Path	Class 1 - Lee Fong Park to Industrial Park	Weaverville	ATP	\$ 5,695,000	2033
Caltrans	Bike Path	Class II Extend from HS to Frontier Village	SR3 - Hayfork	ATP	\$ 3,334,992	2033
Caltrans	Bike Path	Forest Ave. to Big Creek Rd.	SR 3 - Hayfork	ATP	\$ 4,032,060	2033
TCDOT	Multi-use Path	Multi-modal trail connecting Douglas City to Weaverville.	Douglas City, Weaverville	ATP	TBD	TBD
Caltrans/TCDOT	Complete Streets	Downtown Weaverville Complete Streets	Weaverville	TBD	TBD	TBD
TCDOT	Bike Path	Class I - Lowden Park Bike and Ped Path at Lowden Park/Browns Ranch Rd	Weaverville	STIP	\$ 3,425,040	2028
Caltrans/TCDOT	Bike Path	Construct Sidewalk & Class II Bike Lane on SR 299 from East Weaver Creek to Tops Shopping Center	Weaverville	STIP/ATP	\$ 1,929,600	2028
TCDOT	Bike Path	Class III Wvl Elem School to Brannan St	Weaverville	ATP	\$ 1,139,000	2033
TCDOT	Bike Path	Class III Ridge Rd & Rd Hill Rd to THS	Weaverville	ATP	\$ 1,139,000	2033
TCDOT	Bike Path	Class III Waterworks Ave to Willo St	Weaverville	ATP	\$ 1,139,000	2033
TCDOT	Trail	Feasibility Study	Shasta-Trinity Trail	Federal Discretionary Grants	\$ 227,800	2033
Caltrans/TCTC	Sidewalk	Construct Sidewalk	SR 3 - Weaverville Elementary to Washington St.	ATP	\$ 2,278,000	2033
<i>Mid Range Total \$ 27,588,992</i>						

**Table 4.3
Bicycle and Pedestrian Projects**

Lead Agency	Project Type	Project Description	Location	Funding Source	Cost	Const. Year
Long Range (2033-2042)						
TCDOT	Oregon Mountain Bikeway	Bike network connection from Oregon Mountain to Junction City.	Junction City	TBD	TBD	TBD
TCDOT	Bike Path	Class I Circulation Trail around Airport Fence	Hayfork	ATP	\$ 8,040,000	2040
TCDOT	Bike Path	Class I - Around the Lake Trail Feasibility Study	Trinity Lake	ATP	\$ 1,125,600	2040
Caltrans	Bike Path	Class II Bottom Oregon Mtn to JC	Junction City	ATP	\$ 6,377,328	2040
TDOT/HUM	Trail	Concept feasibility study for Historical Trail	Trinity and Humboldt County	Federal Discretionary Grants	\$ 1,125,600	2040
Caltrans/TCTC	Bike Path	Construct Sidewalk & Class II Bike Lane	SR 299 Tops Shopping Center to Industrial Park Way	STIP/ADA	\$ 13,185,600	2040
WES	Bus/Ped	Improve bus/ped access to Weaverville Elementary on Washington St	Weaverville	ATP	TBD	TBD
TCDOT	Crosswalk	New Crosswalk at Van Duzen Rd/ SR 36	Mad River + Ruth	ATP	\$ 20,000	TBD
TCDOT	Buffered Bike Lane	SR 299 between Dutch Creek Rd and Canyon Creek Bridge	Junction City	ATP	\$ 35,000	TBD
TCDOT	Thermoplastic Pavement Marking	Dutch Creek Road between SR 299 and Red Hill	Junction City	ATP	\$ 35,000	TBD
TCDOT	Class I Path (Flat)	Trinity Dam Blvd to school	Lewiston	ATP	\$ 200,000	TBD
TCDOT	Sidewalk	Memorial Drive to High school	Weaverville	ATP	\$ 100,000	TBD
TCDOT	Sidewalk	Washington Street to existing sidewalk near school	Weaverville	ATP	\$ 110,000	TBD
TCDOT	Sidewalk	Library to Memorial Drive	Weaverville	ATP	\$ 140,000	TBD
TCDOT	Rapid Flashing Beacon (RRFB)	Washington St and SR 3 / Trinity Lake Blvd	Weaverville	ATP	\$ 100,000	TBD
TCDOT	RRFB	Washington St behind elementary school	Weaverville	ATP	\$ 100,000	TBD
TCDOT	Bike Rack	Elementary school	Douglas City	ATP	\$ 5,000	TBD
TCDOT	Bike Rack	Elementary school	Hayfork	ATP	\$ 5,000	TBD
TCDOT	Sidewalk	Lewiston School House Rd; from Lewiston Rd to Goose Ranch Rd	Lewiston	ATP	\$ 100,000	TBD
TCDOT	Bike Rack	Elementary school	Lewiston	ATP	\$ 5,000	TBD
TCDOT	RRFB	Trinity Dam Blvd / Henrietta Rd	Lewiston	ATP	\$ 100,000	TBD
TCDOT	Class I Path (Flat)	Lee Fong Park to Industrial Park	Weaverville	ATP	\$ 330,000	TBD
TCDOT	Class I Path (Mountainous)	Elementary school to shopping near Riverview Rd	Douglas City	ATP	\$ 1,000,000	TBD
TCDOT	Class I Path (Flat)	Oak Ave / Bridge Rd to Morgan Hill Rd	Hayfork	ATP	\$ 90,000	TBD
TCDOT	New Crosswalk	Near Reservoir Rd / SR 3	Hayfork	ATP	\$ 20,000	TBD

Table 4.3
Bicycle and Pedestrian Projects

Lead Agency	Project Type	Project Description	Location	Funding Source	Cost	Const. Year
TCDOT	Class I Path (Flat)	Texas Ave to Lewiston Rd	Lewiston	ATP	\$ 75,000	TBD
TCDOT	Class I Path (Flat)	Behind school to residential parcels SE	Lewiston	ATP	\$ 25,000	TBD
TCDOT	Class I Path (Flat)	Trinity Dam Blvd to Bear Creek / Donner St	Lewiston	ATP	\$ 50,000	TBD
TCDOT	New Crosswalk	Fremont St / Lewiston Rd	Lewiston	ATP	\$ 20,000	TBD
TCDOT	New Crosswalk	Trinity Dam Blvd / Henrietta Rd	Lewiston	ATP	\$ 20,000	TBD
TCDOT	New Crosswalk	Lewiston Rd / Lewiston School House Rd	Lewiston	ATP	\$ 20,000	TBD
TCDOT	New Crosswalk	near Ruth Lake Marina to Journey's End Store	Mad River + Ruth	ATP	\$ 20,000	TBD
TCDOT	New Crosswalk	SR 3 at Coffee Creek Rd	Trinity Center + Coffee Creek	ATP	\$ 20,000	TBD
TCDOT	New Crosswalk	SR 299 / Denny Rd	Trinity Village + Burnt Ranch	ATP	\$ 20,000	TBD
TCDOT	New Crosswalk	SR-3 / Main St and Nugget/Martin	Weaverville	ATP	\$ 20,000	TBD
TCDOT	New Crosswalk	Glen Rd and Lance Gulch Road / Main St	Weaverville	ATP	\$ 20,000	TBD
TCDOT	New Crosswalk	Weaver St and SR-3 / Main St	Weaverville	ATP	\$ 20,000	TBD
TCDOT	New Crosswalk	SR-3/Trinity Lake Blvd and Lance Gulch	Weaverville	ATP	\$ 20,000	TBD
TCDOT	Class I Path (Rolling)	Lowden Park to SR 3/Trinity Lake Blvd	Weaverville	ATP	\$ 140,000	TBD
TCDOT	Sidewalk	extension of existing on Lane Gulch to Trinity Lake Blvd/SR 3	Weaverville	ATP	\$ 215,000	TBD
TCDOT	Buffered Bike Lane	SR 3 through Main St	Hayfork	ATP	\$ 50,000	TBD
TCDOT	Buffered Bike Lane	SR 3 from Oak Ave to Forest Ave	Hayfork	ATP	\$ 25,000	TBD
TCDOT	Sidewalk	Hyampom Schoolhouse Road: Hyampom Rd to west of Underwood Mountain Rd	Hyampom	ATP	\$ 75,000	TBD
TCDOT	Sidewalk	Van Duzen Rd from SR 36 to parcelization past school	Mad River + Ruth	ATP	\$ 580,000	TBD
TCDOT	Class I Path (Flat)	SR 3/Trinity Lake Blvd: Lance Gulch to Washington St	Weaverville	ATP	\$ 125,000	TBD
TCDOT	Class I Path (Flat)	from Shasta College to existing class II bike lane on Main St / Nugget Ln / Martin Rd	Weaverville	ATP	\$ 160,000	TBD
TCDOT	Buffered Bike Lane	Wendy Lane to Ponderosa Lane	Weaverville	ATP	\$ 100,000	TBD
TCDOT	RREB	existing crosswalk at Brady Rd	Hayfork	ATP	\$ 100,000	TBD
TCDOT	RREB	existing crosswalk at/near Community Dr	Hayfork	ATP	\$ 100,000	TBD
TCDOT	RREB	Tule Creek Rd / Riverview Rd / SR 3	Hayfork	ATP	\$ 100,000	TBD
TCDOT	RREB	near Reservoir Rd / SR 3	Hayfork	ATP	\$ 100,000	TBD
TCDOT	Sidewalk	Texas Ave to Henrietta Rd	Lewiston	ATP	\$ 155,000	TBD
TCDOT	RREB	Lewiston Rd / Trinity Dam Blvd	Lewiston	ATP	\$ 100,000	TBD
TCDOT	RREB	Fremont St / Lewiston Rd	Lewiston	ATP	\$ 100,000	TBD
TCDOT	RREB	Lewiston Rd / Lewiston School House Rd	Lewiston	ATP	\$ 100,000	TBD
TCDOT	Sidewalk and General AT Improvements	Airport Rd and Mary Ave near school and stores,	Trinity Center	ATP	\$ 190,000	TBD

**Table 4.3
Bicycle and Pedestrian Projects**

Lead Agency	Project Type	Project Description	Location	Funding Source	Cost	Const. Year
Long Range (2033-2042) continued						
TCDOT	RRFB	SR 3 at Coffee Creek Rd	Trinity Center + Coffee Creek	ATP	\$ 100,000	TBD
TCDOT	RRFB	SR 299 / Denny Rd	Trinity Village + Burnt Ranch	ATP	\$ 100,000	TBD
TCDOT	RRFB	SR-3/Main St and Nugget / Martin	Weaverville	ATP	\$ 100,000	TBD
TCDOT	RRFB	Glen Rd and Lance Gulch Road/Main St	Weaverville	ATP	\$ 100,000	TBD
TCDOT	RRFB	Weaver St and SR-3/Main St	Weaverville	ATP	\$ 100,000	TBD
TCDOT	RRFB	SR-3/Trinity Lake Blvd and Lance Gulch	Weaverville	ATP	\$ 100,000	TBD
TCDOT	RRFB	Trinity Lake Blvd/SR-3 in front of elementary school	Weaverville	ATP	\$ 100,000	TBD
TCDOT	RRFB	Main St/SR-3/Trinity Lake Blvd	Weaverville	ATP	\$ 100,000	TBD
TCDOT	RRFB	Main St/SR-3 and Mill St	Weaverville	ATP	\$ 100,000	TBD
TCDOT	RRFB	Main St and Lorenz St	Weaverville	ATP	\$ 200,000	TBD
TCDOT	Widen Shoulder	Riverview Rd	Douglas City	ATP	\$ 115,000	TBD
TCDOT	Widen Shoulder	School House Rd	Trinity Village + Burnt Ranch	ATP	\$ 345,000	TBD
TCDOT	Widen Shoulder	SR 36	Mad River + Ruth	ATP	\$ 555,000	TBD
TCDOT	Widen Shoulder	S Derrick Flat Rd	Trinity Center + Coffee Creek	ATP	\$ 930,000	TBD
TCDOT	Widen Shoulder	portion of SR 3 between Coffee Creek and community border	Trinity Center + Coffee Creek	ATP	\$ 665,000	TBD
TCDOT	Widen Shoulder	From SR 299 on Steiner Flat to DC campground	Douglas City	ATP	\$ 2,250,000	TBD
TCDOT	Widen Shoulder	Dutch Creek Rd from Red Hill Road to Evans Bar Rd / Trinity River access points	Junction City	ATP	\$ 3,825,000	TBD
TCDOT	Widen Shoulder	SR 299 within Junction City community area boundary	Junction City	ATP	\$ 5,075,000	TBD
TCDOT	Widen Shoulder	Red Hill Rd from Dutch Creek juncture to near Senger Rd	Junction City	ATP	\$ 2,165,000	TBD
Long Range (2033-2042) continued						
TCDOT	Widen Shoulder	SR 36	Mad River + Ruth	ATP	\$ 6,285,000	TBD
TCDOT	Widen Shoulder	SR 3 North from Coffee Creek to community border	Trinity Center + Coffee Creek	ATP	\$ 2,075,000	TBD
TCDOT	Widen Shoulder	Coffee Creek Rd	Trinity Center +	ATP	\$ 2,400,000	TBD
TCDOT	Widen Shoulder	Van Duzen Rd	Mad River + Ruth	ATP	\$ 15,695,000	TBD
TCDOT	Widen Shoulder	SR 3 between Trinity Center and Coffee Creek	Trinity Center + Coffee Creek	ATP	\$ 7,640,000	TBD
TCDOT	Widen Shoulder	Underwood Mountain Rd to Olsen Creek Rd	Hyampom	ATP	\$ 280,000	TBD
TCDOT	Widen Shoulder	Hyampom Rd toward town center and school	Hyampom	ATP	\$ 490,000	TBD

Table 4.3 Bicycle and Pedestrian Projects						
Lead Agency	Project Type	Project Description	Location	Funding Source	Cost	Const. Year
Long Range (2033-2042) continued						
TCDOT	Widen Shoulder	SR 299 to Douglas City community border	Douglas City	ATP	\$ 5,675,000	TBD
TCDOT	Widen Shoulder	Hyampom Rd main thoroughfare	Hyampom	ATP	\$ 3,255,000	TBD
TCDOT	Widen Shoulder	Underwood Mountain Rd to Hyampom community Ranges	Hyampom	ATP	\$ 1,575,000	TBD
TCDOT	Widen Shoulder	SR 36 near Van Duzen	Intercommunity	ATP	\$ 37,475,000	TBD
TCDOT	Widen Shoulder	Underwood Mountain Rd	Mad River + Ruth	ATP	\$ 4,135,000	TBD
TCDOT	Widen Shoulder	Remainder of Underwood Mountain Rd to community	Trinity Village + Burnt Ranch	ATP	\$ 2,795,000	TBD
TCDOT	Widen Shoulder		Trinity Village + Burnt Ranch	ATP	\$ 2,350,000	TBD
TCDOT	Widen Shoulder	Forest Rd 01N03 from SR 36 to Hastings Tie Rd	Mad River	ATP	\$ 9,690,000	TBD
TCDOT	Widen Shoulder	Lower Mad River Rd	Mad River + Ruth	ATP	\$ 17,725,000	TBD
TCDOT	Widen Shoulder	Ruth Zenia Rd	Ruth	ATP	\$ 12,875,000	TBD
TCDOT	Widen Shoulder	SR 36 to community border	Mad River	ATP	\$ 11,845,000	TBD
TCDOT	Widen Shoulder	SR 299 between Trinity Village/ Burnt Ranch	Trinity Village + Burnt Ranch	ATP	\$ 13,895,000	TBD
TCDOT	Widen Shoulder	Through Trinity County	Intercommunity	ATP	TBD	TBD
					<i>Long Range Total</i>	<i>\$ 220,609,128</i>
					Total County	\$ 248,198,120

Table 4.3: Bicycle and Pedestrian Projects



4.2.13. *Transit Projects*

Table 4.4 presents transit improvement projects. The total cost for Short Range constrained transit projects is \$2.1 million. The estimate for unconstrained Mid Range is \$1.6 million and the estimated cost for unconstrained Long Range projects is \$2.7 million. Project estimates were developed with a formula to account for annual inflation based on their anticipated date of construction.

Table 4.4 Transit Projects						
Lead Agency	Project Description	Short Range (2022-2027)	Location	Funding Source	Cost	Const. Year
TCDOT	Two bus benches		Hayfork	SGR/STA	\$ 88,440	2027
TCDOT	Three bus benches		Weaverville	SGR/STA	\$ 132,660	2027
TCDOT	Three all weather bus shelters		Weaverville	SGR/STA	\$ 176,880	2027
TCDOT	Two bus purchases - 16 passenger gasoline cutaway		County-wide	STA/5339	\$ 355,000	2024
TCDOT	Transit Maintenance Facility (Environmental & design)		SR 3 at Lance Gulch Rd	PT/MISEA/STA/L/TF	\$ 380,000	2025
TCDOT	Procure small 17 passenger bus		County-wide	5339/STA/SGR	\$ 286,000	2025
TCDOT	Procure Electronic fareboxes		County-wide	STA/CRRSAA	\$ 442,200	2027
TCDOT	Major bus stop improvement		Willow Creek	SGR/STA	\$ 147,400	2027
TCDOT	Fund route study and comparative analysis of hydrogen and electric fueling stations, charging and infrastructure needs.		County-wide	Sustainable Transportation Planning Grant	\$ 75,000	2023
					Short Range Total	\$ 2,083,580
Mid Range (2028-2032)						
TCDOT	Transit Maintenance Facility (Construction)		SR 3 at Lance Gulch Rd	SGR/LCTOP/SCA	\$ 500,000	2028
TCDOT	Three Bus Purchases - 21 passenger Type VII		County-wide	5339/STA	\$ 1,000,000	2028
TCDOT	Bus Stop Improvement		County-wide	SGR/STA	\$ 136,680	2032
					Mid Range Total	\$ 1,636,680
Long Range (2033-2042)						
TBD	New transit facility at SR-3 and Lance Gulch Road		New transit facility at SR-3 and Lance Gulch Road	Weaverville	TBD	TBD
TCDOT	Upgrade Fareboxes		Trinity Transit	5311F	\$ 227,800	2033
TCDOT	Two Bus Purchases		County-wide	5339/STA/LCTOP	\$ 1,000,000	2033
TCDOT	Three Bus Purchases - 21 passenger Type VII with Braun Real Lift and two wheel chair tie downs		County-wide	5339/STA/LCTOP	\$ 500,000	2034
TCDOT	One Bus Purchase - 21 passenger Type VII with Braun Real Lift and two wheel chair tie downs		County-wide	5339/STA/LCTOP	\$ 500,000	2037
TCDOT	One Bus Purchase		County-wide	5339/STA/LCTOP	\$ 500,000	2042
					Long Range Total	\$ 2,727,800
					Total County	\$ 6,448,060

Table 4.4: Transit Projects



4.2.14. Aviation Projects

Table 4.5a includes documentaion of the County’s maintenance for all airports based on available funding from the Airport Improvement program (AIP). The County receives \$10,000 a year per airport, which equates to \$1,000,000 for all maintenance over the lifetime of the RTP. Table 4.5b presents aviation improvement projects for the County’s five public airports. The total cost for Short Range constrained aviation projects is \$6.6 million, the estimate for unconstrained Mid Range is \$8.3 million, and the estimated cost for unconstrained Long Range projects is \$27 million. Project estimates were developed with a formula to account for annual inflation based on their anticipated date of construction.

Table 4.5a Aviation Projects (maintenance)				
Project Description	Location	Funding Source	Cost	Const. Year
Aviation Maintenance at 5 Airports				
Short Range (2022-2027)	All Airports	AIP	\$ 250,000	
Medium Range (2028-2031)	All Airports	AIP	\$ 250,000	
Long Range (2032-2042)	All Airports	AIP	\$ 500,000	
<i>Total Capital</i>			\$ 1,000,000	

Table 4.5b Aviation Projects				
Project Description	Location	Funding Source	Cost	Const. Year
Hayfork Airport Short Range (2022-2027)				
Runway and Apron Pavement Rehab	Hayfork	A&D	\$ 810,700	2027
Pavement Management Plan	Hayfork	A&D	\$ 48,000	2027
Airport Layout Plan (ALP)	Hayfork	A&D	\$ 221,100	2027
Runway Light Rehab	Hayfork	AIP	\$ 110,550	2027
Runway Light Rehab	Hayfork	AIP/A&D	\$ 88,440	2027
Extend parallel taxiway & const. box culvert	Hayfork	FAA	\$ 1,474,000	2027
East end taxi way realignment (relocate Riverview Road)	Hayfork	FAA	\$ 530,640	2027
AWOS	Hayfork	FAA	\$ 221,100	2027
<i>Total Capital</i>			\$ 3,504,530	
Mid Range (2028-2032)				
Taxiway Extension Design	Hayfork	FAA	\$ 569,500	2033
Hangar Construction	Hayfork	AIP	\$ 911,200	2033
Construct parallel taxiway	Hyampom Airport	CAAP	\$ 1,594,600	2033
<i>Total Capital</i>			\$ 3,075,300	
Long Range (2033-2042)				
Taxiway Extension Construction	Hayfork	FAA	\$ 7,236,000	2040
Airport Pavement Management Program	Hayfork	CIP	\$ 48,240	2040
<i>Total Capital</i>			\$ 7,284,240	
Hyampom Airport Short Range (2022-2027)				
Pavement Management Plan	Hyampom	A&D	\$ 48,240	2027
Airport Layout Plan (ALP)	Hyampom	AIP	\$ 221,100	2027
Runway Light Rehab	Hyampom	A&D	\$ 88,440	2027
Tree / Shrub Removal	Hyampom	CAAP	\$ 29,480	2027
Pavement seal runway and parking	Hyampom	CAAP	\$ 147,400	2027
Airport Layout Plan	Hyampom	CAAP	\$ 206,360	2027
<i>Total Capital</i>			\$ 741,020	
Mid Range (2028-2032)				
<i>Total Capital</i>			\$ -	
Long Range (2033-2042)				
Construct Parallel Taxiway	Hyampom	CAAP	\$ 2,251,200	2040
Pavement Management Plan	Hyampom	A&D	\$ 48,240	2040
<i>Total Capital</i>			\$ 2,299,440	

**Table 4.5b
Aviation Projects**

Project Description	Location	Funding Source	Cost	Const. Year
Ruth Airport Short Range (2022-2027)				
Overlay and upgrade runway	Ruth	A&D	\$ 707,520	2027
Runway Safety Area (south) Design	Ruth	AIP	\$ 169,510	2027
Airport Layout Plan (ALP)	Ruth	AIP	\$ 221,100	2027
<i>Total Capital</i>			<i>\$ 1,098,130</i>	
Mid Range (2028-2032)				
Annual Maintenance	Ruth	Airport State Aid	\$ 50,000	Annual
Pavement Management Plan	Ruth	A&D	\$ 48,000	2028
Construct hangars	Ruth	AIP	\$ 455,600	2033
Runway Safety Area (south) Construction	Ruth	AIP	\$ 1,708,500	2033
<i>Total Capital</i>			<i>\$ 2,262,100</i>	
Long Range (2033-2042)				
Widen Runway	Ruth	AIP	\$ 1,543,680	2040
Construct parallel taxiway	Ruth	AIP	\$ 1,350,720	2040
Pavement management Program	Ruth	AIP	\$ 48,240	2040
<i>Total Capital</i>			<i>\$ 2,942,640</i>	
Trinity Center Airport Short Range (2022-2027)				
Pavement Management Plan	Trinity Center Airport	A&D	\$ 48,000	2027
Airport Layout Plan (ALP)	Trinity Center Airport	AIP	\$ 221,100	2027
Acquire expansion and safety area from FS	Trinity Transit Center	AIP/CAAP	\$ 294,800	2027
Phase 2 slurry seal	Trinity Transit Center	A&D	\$ 140,030	2027
Rehabilitate Apron (Design)	Trinity Transit Center	AIP	\$ 48,250	2027
Airport Master Plan	Trinity Transit Center	AIP	\$ 589,600	2027
<i>Total Capital</i>			<i>\$ 1,341,780</i>	
Mid Range (2028-2032)				
Regrade Road to Point	Trinity Transit Center	AIP	\$ 250,580	2033
Rehabilitate Apron (Construction)	Trinity Transit Center	AIP	\$ 2,733,600	2033
<i>Total Capital</i>			<i>\$ 2,984,180</i>	
Long Range (2033-2042)				
Extend runway to offset relocation of runway threshold without extending total length of runway	Trinity Transit Center	AIP	\$ 14,472,000	2040
Pavement Management Program	Trinity Transit Center	AIP	\$ 48,240	2040
<i>Total Capital</i>			<i>\$ 14,520,240</i>	



Table 4.5 Aviation Projects				
Project Description	Location	Funding Source	Cost	Const. Year
Weaverville-Lonnie Pool Airport Short Range (2022-2027)				
Annual Maintenance	Weaverville	Airport State Aid	\$ 50,000	Annual
Airport Layout Plan	Weaverville	CAAP	\$ 542,700	2027
<i>Total</i>			\$ 592,700	
Mid Range (2028-2033)				
Annual Maintenance	Weaverville	Airport State Aid	\$ 50,000	Annual
Obstruction removal	Weaverville	A&D	\$ 58,960	2033
Rehabilitate Pavement Aprons and Tiedowns - Design	Weaverville	FAA	\$ 147,400	2033
<i>Total</i>			\$ 256,360	
Long Range (2034-2042)				
Annual Maintenance	Weaverville	Airport State Aid	\$ 100,000	Annual
Rehabilitate Pavement Aprons and Tiedowns - Construction	Weaverville	FAA	\$ 3,216,000	2040
Pavement Management Program	Weaverville	A&D	\$ 112,560	2040
<i>Total</i>			\$ 3,428,560	

Table 4.5: Aviation Projects

4.2.15. Caltrans State Highway Operations and Protections Program (SHOPP)

Table 4.6 presents Caltrans State Highway Operations and Protections Program (SHOPP) projects that are scheduled for construction within Trinity County. The total cost for Short Range constrained SHOPP projects is \$72,559,000.

Table 4.6 State Highway Operation and Protection Program Short Range (2022-2027)					
PPNO	Route	Activity Category	Activity Location	CON Year	Total Cost
3768	SR 3	Pavement Rehabilitation (CAPM)	Tangle Blue CAPM - Near Coffee Creek, from Coffee Creek Bridge to Siskiyou County line. Rehabilitate pavement, pave ditches, upgrade bridge rails, guardrails, drainage systems, signs, and Transportation Management System (TMS) elements, and develop disposal sites.	2025	\$ 24,597,000
3752	SR 299	Pavement Rehabilitation (CAPM)	Burnt Ranch CAPM - Near Burnt Ranch, from 0.6 mile east of Gray Creek Road to 1.3 miles east of Mill Creek Road. Rehabilitate pavement, upgrade guardrails, signs, and pavement markings, and rehabilitate drainage systems.	2026	\$ 13,585,000
3701	SR 299	Pavement Rehabilitation (CAPM)	Del Loma Pavement - Near Del Loma, from 1.0 mile east of Trinity River Bridge to west of Prairie Creek Road. Rehabilitate pavement, upgrade guardrail and Transportation Management System (TMS) elements, widen lanes to make standard, and rehabilitate drainage systems.	2024	\$ 23,338,000

Table 4.6: Caltrans SHOPP Projects

4.2.16. Projects from Neighboring Counties

Several projects from neighboring counties and agencies were identified that affect Trinity County. This project list was taken from the 2016 Trinity County Regional Transportation Plan and was updated during coordination with neighboring counties. The projects are included in Table 4.7 below.

Table 4.7 Projects from Neighboring Counties					
Lead Agency	Location	Project	Funding Source	Cost	Const. Year
Recreational	Lee Fong Connector Trail	Class 1 - End of Mountain View St. to Lee Fong Trail	WBTC	\$ 500,000	TBD
Recreational	Lee Fong Trail	Class I Lorenz Road to Industrial Park Way	WBTC	\$ 1,200,000	TBD
Recreational	Glen Road/Browns Ranch Rd. Trail	Class 1 - SR 3 to SR 299	WBTC	\$ 800,000	TBD
Recreational	Ewing Gulch Trail	Hwy 3 to Ewing Reservoir		\$ 800,000	TBD
Recreational	Shasta College Trail	Trail from Shasta College to Industrial Park Wetlands, connects to Lee Fong Trail	WBTC	\$ 500,000	TBD
Recreational	Old Hwy 299 Trail	Big Flat to Pigeon Point	UNKNOWN	\$ 1,200,000	TBD
DFG/NMFS/ST IP/ITIP	SR 299/ Sidney Gulch	Replace culvert for fish passage	5C	\$ 1,100,000	TBD
DFG/NMFS	Weaver Bally Rd/ Sidney Gulch	Replace culvert for fish passage	TBD	\$ 800,000	TBD
DFG/NMFS	Weaver Bally Loop Rd/ Sidney Gulch	Replace culvert for fish passage	TBD	\$ 800,000	TBD
DFG/NMFS	USFS Complex/ Sidney Gulch	Replace culvert for fish passage	TBD	\$ 1,200,000	TBD
HCAOG	Willow Creek	Willow Creek Hydrogen Fueling Station	TBD	\$ -	TBD
<i>Total County</i>				<i>\$ 8,900,000</i>	

Table 4.7: Projects from Neighboring Counties

4.2.17. Projects from Community Meetings

Fifteen (15) community meetings were hosted throughout the Count, and during the Draft RTP circulation, draft project lists were displayed on poster boards to generate discussion. Projects borne in this fashion begin with observations and ideas and then get developed into projects and programmed for funding based on feasibility and funding available resources. Viable projects from the Community Outreach meetings were incorporated into the existing project lists.

4.2.18. Program-Level Performance Measures

In 2015 the Rural County Task Force (RCTF) completed a study on the use of performance indicators for the 26 Regional Transportation Planning Agencies (RTPA) in California. This study evaluated the current statewide performance monitoring metrics applicability to rural and small urban areas. The study identified and recommended performance measures more appropriate for the unique conditions and resources of rural and small urban places, like the Trinity region. These performance measures are used to help select RTP project priorities and to objectively monitor how well the transportation system is functioning, both now and in the future. The RCTF study used for the following performance metrics were incorporated into the California Transportation Commission's (CTC) 2016 State Transportation Improvement Program (STIP).

The following criteria was used in selecting performance measures for the Regional Transportation Plan, ensuring feasibility of data collection and monitoring of performance of the transportation investments:

- ❖ Performance measures align with California State transportation goals and objectives.
- ❖ Performance measures continue to inform current goals and objectives of the Trinity region.
- ❖ Performance measures are applicable to the Trinity region as a rural area.
- ❖ Performance measures are capable of being linked to specific decisions on transportation investments.
- ❖ Performance measures do not impose substantial resource requirements on the Trinity region.
- ❖ Performance measures can be normalized to provide equitable comparisons to urban regions.

4.2.19. Application of Performance Measures

The program-level performance measures for rural/small urban communities are identified in Table 4.8 and are used to help select RTP project priorities and to monitor how well the transportation system is functioning, both now and in the future. The intent of each performance measure and their location within the RTP are identified on the following pages.

4.2.20. Performance Measure 1 – Transportation Systems Investment

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

Desired outcome and RTP/State Goals:

- ❖ Safety.
- ❖ System Preservation.
- ❖ Accessibility.
- ❖ Productivity.
- ❖ Return on Investment.
- ❖ Reliability.
- ❖ RTP Goals: 1, 3, 5, 6, 7, 8

4.2.21. Performance Measure 2 – Preservation/Service Fuel Use/Travel Use/Travel Distance/Time/Cost

Similar to Performance Measure 5, this performance measure monitors the condition of the roadways in the Trinity region through pavement condition. Pavement condition should be monitored every 2 years. This performance measure should have a high level of accuracy which can be indirectly used in estimating the costs of bringing all roadways up to a minimum acceptable condition.

Desired outcome and RTP/ State Goals:

- ❖ Safety.
- ❖ System Preservation.
- ❖ Accessibility.
- ❖ Reliability.
- ❖ Productivity.
- ❖ Return on Investment.
- ❖ RTP Goals: 1, 3, 5, 7, 10

4.2.22. Performance Measure 3 – Safety

This performance measure monitors safety through the total collision count, and should be monitored annually. To access this data, staff may be required to access secondary data sources. The data is reasonably accurate and can be used directly for benefit/cost analysis. The Statewide Integrated Traffic Records System (SWITRS), a database that collects and processes data gathered from collision scenes, can be used to monitor the number of fatal and injury collisions by location to see if added improvements are needed. For Counties that do not track VMT on County roads, a comparison with the collision rate (collisions per 1,000,000 VMT) for Caltrans District 2 and the State on similar facilities does not exist. However, if the County does track the number collisions on local roads, these can be monitored to identify safety improvements.

Desired outcome and RTP/State Goals:

- ❖ Establish baseline values for the number of fatal collisions and injuries per AADT on select roadways over the past three years.
- ❖ Monitor the number, location, and severity of collisions. Recommend improvements to reduce incidence and severity.
- ❖ Work with Caltrans to reduce the number of collisions on State highways in the Trinity region.
- ❖ Completion of projects identified in TCRs and RTP.
- ❖ RTP goals: 2, 4, 8, 10

4.2.23. Performance Measure 4 – Mode Share/Split

This performance measure monitors transportation mode and mode share to understand how State and County roads function based on modes used. The data is reported as a trend over time from 2010 and does not require a large share of additional resources for monitoring. While data is reasonably accurate at the County level, it may have reduced accuracy in smaller counties. This performance measure cannot be used as a benefit/cost analysis.

Desired outcome and RTP/State Goals:

- ❖ Multimodal.
- ❖ Efficiency.
- ❖ GHG reduction.
- ❖ RTP Goals: 2, 4, 5, 6, 7, 9

4.2.24. Performance Measure 5 – Transit

This performance measure monitors the cost-effectiveness of transit in the Trinity region. This performance measure should be monitored annually. The RTP will emphasize projects and programs that maintain the Transportation Development Act (TDA) required fare box ratio of 10 percent or higher.

Desired outcome and RTP/State Goals:

- ❖ Increase productivity.
- ❖ Increase efficiency.
- ❖ Reduce the cost of operation/passenger.
- ❖ RTP Goals: 5, 6, 7
- ❖ Performance Measure 6 – Congestion/Delay/Vehicle Miles Traveled

This performance measure monitors how well State and County Roads are functioning based on peak volume/capacity and vehicle miles traveled (VMT). The data is reported annually and as a trend over time from the year 2000. Monitoring this performance measure requires minimal resources, as data regarding the State Highway system is readily available; however, broader coverage may require an effort by County and localities to conduct periodic traffic counts. Not all locations are reported annually in Caltrans Vehicle Reports; thus, there is the chance that individual locations may have out-of-date data. This performance measure is reasonably accurate for most locations and may be used in a cost/benefit analysis with additional calculations (travel time/delay as functions of V/C).

4.2.25. Desired outcome and RTP/State Goals:

- ❖ Measure overall vehicle activity and use of the roadway network.
- ❖ Maintenance and system preservation.
- ❖ Increase safety.
- ❖ Increase health-based pollutant reduction, increase GHG reduction.
- ❖ RTP Goals: 1, 3, 5, 7, 12, 13

4.2.26. Performance Measure 7 – Land Use

This performance measure monitors the efficiency of land use and is reported over time since 2000. Tourism is very important to the region in order to maintain and improve economic conditions, which is why monitoring land use efficiency is important. Accessing this data requires minimal resource requirements and should be monitored every 2 years, and has a high level of accuracy. This kind of data is not used for benefit/ cost analysis.

Desired outcome and RTP/State Goals:

- ❖ Land use efficiency.
- ❖ Coordinate with Caltrans on State highway projects to maintain State highways at acceptable maintenance levels and reduce lane miles needing rehabilitation.
- ❖ Recommend RTP projects to maintain roads at or above the minimum acceptable condition as set by Trinity County.
- ❖ RTP Goals: 2, 4, 5, 11, 12, 13

Trinity County RTP Program Level Performance Measures					
Performance Measure Indicator	Mode	Level	Data Source	Monitoring Frequency	RTP Goals
1. Transportation System Investment					
Distressed Lane Miles • Total and percent • By jurisdiction	Roadway	NA	PCI Scores	Triannual	1, 3, 5, 6, 7, 8
2. Preservation/Service Fuel Use/Travel Distance/Time/Cost					
Pavement Condition Index • Local Roads	Roadway, trucks	NA	PCI Scores	2 years	1, 3, 5, 7, 10
3. Safety					
Total Collision Cost • Per capita • Per VMT	Roadway, transit, people	NA	NA	Annual	2, 4, 8, 10
4. Mode Share/Split					
Journey to work • Work trips / commute (Peak Periods) • Drive alone, carpool, transit, walk, bike	Roadway, transit, people	NA	American Community Survey	Triannual	2, 4, 5, 6, 7, 9
5. Transit					
Total Operating Cost • Per revenue mile • Ridership	Regional, corridor, mode	NA	Transit Audits	Annual	5, 6, 7

Table 4.9
Trinity County RTP Program Level Performance Measures

Performance Measure Indicator	Mode	Level	Data Source	Monitoring Frequency	RTP Goals
6. Congestion/Delay/VMT					
<ul style="list-style-type: none"> • Per Capita • Area (County, jurisdiction, sub-region) • By Facility Ownership (State hwy; local, state, federal roads) • Local vs Tourist 			Highway Performance Monitoring System (HPMS), Caltrans		
Vehicle Miles Traveled (VMT)	Roadway	Regional, corridor, road segment	Vehicle Volumes, Department of Finance (DOF) Annual Population Report	Annual	1, 3, 5, 7, 12, 13
<ul style="list-style-type: none"> • Peak Hour Directional / Bi-Directional Volume • Average Weekday Peak Hour Directional/ Bi-Directional Volume • Peak Month Peak our Directional/Bi Directional Volume • K (% of peak hour to ADT) • D (peak direction %) • Threshold volumes based on HCM 2010 					
Congestion / Delay / Vehicle Miles Traveled (VMT)	Roadway	Regional, corridor, road segment	Caltrans Vehicle Volumes, Roadway Capacities	Annual	1, 3, 5, 7, 12, 13
7. Land Use					
Land use efficiency	People	NA	NA	2 years	2, 4, 5, 11, 12, 13
Walkability scores, development and population densities					

Table 4.9: Trinity RTP Program Level Performance Measures



Trinity Transit
1000 4th Street

TAKE A RIDE ALONG THE
COUNTRY SCENIC BYWAY
Trinity Transit

No Smoking

5. Financial Element

The Financial Element is fundamental to the development and implementation of the RTP. This chapter identifies the current and anticipated revenue resources available to fund the planned transportation investments that are described in the Action Element, as needed to address the goals, policies and objectives presented in the Policy Element. The intent is to define realistic funding constraints and opportunities. This chapter presents a discussion of future regional transportation revenues and a comparison of anticipated revenues with proposed projects.

It is important to note that there are different funding sources for different types of projects. TCTC is bound by strict rules in obtaining and using transportation funds. Some funding sources are “discretionary,” meaning they can be used for general operations and maintenance, not tied to a specific project or type of project. However, even these discretionary funds must be used to directly benefit the transportation system for which they are collected. For example, funds derived from gasoline taxes can only be spent on roads, and aviation fuel taxes must be spent on airports. State and federal grant funding is even more specific. There are several sources of grant funds, each designated to a specific type of facility (e.g. bridges, active transportation or State Highways), and/or for a specific type of project (e.g. reconstruction or storm damage). This system makes it critical for eligible entities in the region to pursue various funding sources for projects simultaneously and to have the flexibility to implement projects as funding becomes available.


5.1. Projected Revenues

Projecting revenues and expenditures over a 20-year horizon is difficult because funding levels can dramatically fluctuate or be eliminated by legislation and policy changes. In addition, many projects are eligible for discretionary funds, which are nearly impossible to forecast, because they are allocated on a recurring competitive basis. Despite these variables, roadway, bridge, bicycle and pedestrian, aviation and transit revenues were forecasted over the next 20 years by using a variety of methods defined in the footnotes of Table 5.1.

Table 5.1 provides a summary of the projected federal, state, and local transportation funding sources and programs available to the Trinity region for transportation facility improvements over the next 20 years. To project funding for the short (1-5) mid (6-10) and long range (11-20 years) we use the following assumptions:

- ❖ Revenues that have been historically constant and reliable are reflected through 2042 for all modes.
- ❖ State revenues are expected to be available at historical funding levels.
- ❖ Non-auto revenues are estimated based on historical levels.

Funding sources for roadway projects includes the State Transportation Improvement Program (STIP) which allocates funds for regional and local capital projects. The STIP is a five-year funding program that is developed in two-year cycles. Projects in the first 5 years of the 2022 RTP are consistent with the programmed projects and revenue projections in the 2022 STIP. Project lists are also consistent with the Interregional Transportation Improvement Plan (ITIP) and the Regional Transportation Improvement Plan (RTIP), which are developed on the same cycle as the STIP. The Regional Surface Transportation Program (RSTP) is also a potential funding source for preserving



and enhancing eligible facilities, including roadway, bridge and tunnel projects. RSTP is allocated to counties based on a population formula. The Highway Safety Improvement Program (HSIP) and Federal Forest Reserves are other funding sources for roadway projects. HSIP is a federal aid program aimed to improve highway safety. Federal Forest Reserve funding comes from a 25% tax on logging revenues that is given back to the region in which the logging occurs. Funding for bicycle and pedestrian projects comes primarily from grant programs, which is why it is difficult to constrain many active transportation projects with funding being uncertain. However, new grant programs and investments into active transportation are coming from federal legislation, and Trinity County will continue to stay abreast of new funding opportunities.

Similar to the Action Element, the projected revenues for the 20-year RTP period have been broken into 3 ranges:

- ❖ Year 1-5 = Short Range
- ❖ Year 6-10 = Mid Range
- ❖ Year 11-20 = Long Range

The following Table 5.1 identifies projected revenues for the Trinity region for the three periods.

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

Revenue Category	Revenue			Total
	Short-Range (1-5 yr)	Mid-Range (6-10yr)	Long-Range (11-20 yr)	
GRANT PROGRAMS				
Active Transportation Program (ATP)(1)	\$ 1,500,000	\$ 2,500,000	\$ 5,000,000	\$ 6,500,000
Highway Safety Improvement Program (HSIP)(6)	\$ 1,500,000	\$ 10,048,107	\$ 5,000,000	\$ 16,548,107
SUB-TOTAL	\$ 3,000,000	\$ 12,548,107	\$ 10,000,000	\$ 23,048,107
BRIDGE PROGRAM				
Highway Bridge Program (HBP)(5)	\$ 23,513,248	\$ 42,382,190	\$ 110,327,694	\$ 176,223,132
SUB-TOTAL	\$ 23,513,248	\$ 42,382,190	\$ 110,327,694	\$ 176,223,132
ROADWAY PROGRAMS-LOCAL				
Highway Users Tax Account (HUTA)(7)	\$ 10,048,107	\$ 10,048,107	\$ 20,096,214	\$ 40,192,429
Roadway Maintenance and Rehabilitation Account (RMRA)	\$ 10,509,529	\$ 10,312,078	\$ 20,624,157	\$ 41,445,764
Regional Surface Transportation Program (RSTP)	\$ 162,500	\$ 162,500	\$ 325,000	\$ 650,000
Receipts from Federal Lands(12)	\$ 7,341,409	\$ 7,341,409	\$ 14,682,818	\$ 29,365,637
State Transportation Improvement Program (STIP)(14)	\$ 5,223,000	\$ 2,500,000	\$ 5,000,000	\$ 12,723,000
SUB-TOTAL	\$ 33,284,545	\$ 30,364,095	\$ 60,728,189	\$ 124,376,829
TRANSIT PROGRAMS				
Federal Transit Administration 5311 (FTA) (17)	\$ 1,986,343	\$ 1,986,343	\$ 3,972,685	\$ 7,945,370
Local Transportation Funds (8)	\$ 1,641,255	\$ 1,641,255	\$ 3,282,510	\$ 6,565,020
Low Carbon Transit Operations Program (LCTOP) (10)	\$ 112,078	\$ 111,595	\$ 223,190	\$ 446,863
State Transit Assistance (STA) State of Good Repair(16)	\$ 582,441	\$ 581,520	\$ 1,163,040	\$ 2,327,001
Transit Fare Box Revenue(15)	\$ 86,053	\$ 86,053	\$ 172,105	\$ 344,210
SUB-TOTAL	\$ 4,408,169	\$ 4,406,765	\$ 8,813,530	\$ 17,628,464
AVIATION				
Airport State Aid (2)	\$ 250,000	\$ 250,000	\$ 500,000	\$ 1,000,000
Airport Hanger Revenue	\$ 387,500	\$ 387,500	\$ 775,000	\$ 1,550,000
SUB-TOTAL	\$ 637,500	\$ 637,500	\$ 1,275,000	\$ 2,550,000
TOTAL				
Total Transportation Revenue	\$ 64,843,462	\$ 90,338,657	\$ 191,144,413	\$ 343,826,532
ROADWAY PROGRAMS-STATE				
State Highway Operational and Protection Program (SHOPP)	\$ 72,559,000	\$ -	\$ -	\$ 72,559,000
SUB-TOTAL	\$ 72,559,000	\$ -	\$ -	\$ 72,559,000

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

Revenue Category	Revenue			Total
	Short-Range (1-5 yr)	Mid-Range (6-10yr)	Long-Range (11-20 yr)	
<i>(1) DOT recommended.</i>				
<i>(2) Based on \$10K/airport.</i>				
<i>(5) Based on assumption of 100% bridge toll matching funds.</i>				
<i>(6) DOT recommended.</i>				
<i>(7) Based on historic apportionments from State Controller.</i>				
<i>(8) Based on historic estimates.</i>				
<i>(10) State Controller LCTOP Apportionments</i>				
<i>(12) Based on 50% of total estimated apportionments from USDA 2019-2021</i>				
<i>(13) Derived from Caltrans supplied project list</i>				
<i>(14) Estimate based on 2018 Report of STIP balances for FY 18/19 through 22/23. Then used formula distribution of \$1,259,000 and added unprogrammed \$1,835,000 balance for \$3,094,000 23/24 through 23/24. Then used formula distribution for next 2 years and so on.</i>				
<i>(15) Based on 2015 SRTP. All years are "projected" shown in red and then averaged for 19/20 and beyond.</i>				
<i>(16) State Controller Website</i>				
<i>(17) Based on 2015 SRTP. All years are "projected" shown in red and then averaged for 19/20 and beyond and includes 5311 and 5311(f)</i>				

Table 5.1: Projected Revenues from Federal, State and Local Sources for Trinity County

5.2. Cost Summary

Table 5.2 contains a summary of the RTP improvement costs identified for each modal category in the RTP. The numbers in parentheses represent areas where project costs are greater than expected revenue. As can be seen in Table 5.2, funding shortfalls occur a number of times for the mid and long range planning and programming of projects in Trinity County. A total of approximately \$998 million has been proposed for roadway, bridge, bike/pedestrian, transit and aviation projects for the next 20 year RTP period. This only includes projects with cost estimates. Many projects, specifically in the long range project lists, do not have associated estimates. There is a funding shortfall of approximately \$592 million over the 20 year RTP period; however, this shortfall does not include projects identified that lack cost estimate detail. Additional funding sources, like grants and appropriations, may be awarded to the region to decrease this funding shortfall.

Table 5.2a Projected Revenue by Mode				
Mode	Funding Source	Projected Revenue by Mode		
		Short Range	Mid Range	Long Range*
Roadway-Local	RIP, HSIP, HUTA, LTF, RSTP,	\$ 33,284,545	\$ 30,364,095	\$ 60,728,189
Roadway-State	SHOPP	\$ 72,559,000	\$ -	\$ -
Bridge	HBP	\$ 23,513,248	\$ 42,382,190	\$ 110,327,694
Transit	LTF, STA, FTA, LCTOP, Farebox, Other	\$ 4,408,169	\$ 4,406,765	\$ 8,813,530
Bicycle and Ped.	ATP	\$ 1,500,000	\$ 2,500,000	\$ 5,000,000
Airport Capital	State Aid + Hanger	\$ 637,500	\$ 637,500	\$ 1,275,000
Total		\$ 135,902,462	\$ 80,290,550	\$ 186,144,413

*Long range costs reflect projects without cost estimates yet.

Table 5.2b Projected Costs by Mode				
Mode	Funding Source	Projected Cost by Mode		
		Short Range	Mid Range	Long Range*
Roadway-Local	RIP, HSIP, HUTA, LTF, RSTP, STIP	\$ 33,284,545	\$ 53,572,000	\$ 156,885,180
Roadway-State	SHOPP	\$ 72,559,000	\$ -	\$ -
Bridge	HBP	\$ 23,513,248	\$ 42,382,190	\$ 44,432,256
Transit	LTF, STA, FTA, LCTOP, Farebox, Other	\$ 2,083,580	\$ 1,636,680	\$ 2,727,800
Bicycle and Ped.	ATP	\$ -	\$ 27,588,992	\$ 220,609,128
Airport Capital	State Aid + Hanger	\$ 250,000	\$ 250,000	\$ 500,000
Total		\$ 131,690,373	\$ 125,429,862	\$ 425,154,364

*Long range costs reflect projects without cost estimates yet.

Table 5.2c Revenue vs Costs by Mode				
Mode	Funding Source	Revenue Minus Costs by Mode		
		Short Range	Mid Range	Long Range*
Roadway-Local	RIP, HSIP, HUTA, LTF, RSTP, STIP	\$ (0)	\$ (23,207,905)	\$ (96,156,991)
Roadway-State	SHOPP	\$ -	\$ -	\$ -
Bridge	HBP	\$ -	\$ -	\$ 65,895,438
Transit	LTF, STA, FTA, LCTOP, Farebox, Other	\$ 2,324,589	\$ 2,770,085	\$ 6,085,730
Bicycle and Ped.	ATP	\$ 1,500,000	\$ (25,088,992)	\$ (215,609,128)
Airport Capital	State Aid + Hanger	\$ 387,500	\$ 387,500	\$ 1,275,000
Total		\$ 4,212,089	\$ (45,139,312)	\$ (238,509,951)

*Long range costs reflect projects without cost estimates yet.

Table 5.2: Revenue vs. Cost by Mode



Attachments for the
2022 Trinity County
Regional Transportation Plan

February 2023

Attachment A - Stakeholder List

Organization	Contact Person	Phone	Email
PROJECT TEAM			
Green DOT Transportation Solutions	Jeff Schwein	530-895-1109	jeff@greendottransportation.com
Green DOT Transportation Solutions	Sofia Lepore	831-345-6805	sofia@greendottransportation.com
Trinity County Transportation Commission	Sarah Saad	(530) 623-1365 (ext. 3400)	ssaad@trinitycounty.org
Trinity County Transportation Commission	David Colbeck	(530) 623-1365 ext 3407	dcolbeck@trinitycounty.org
STAKEHOLDERS			
Caltrans	Tamara Rich		tamara.j.rich@dot.ca.gov
Caltrans District 2	Christina Proseri		christina.proseri@dot.ca.gov
Trinity County Community Development	Lisa Lozier, Interim	530-623-1351	info.planning@trinitycounty.org
Trinity Department of Transportation	Lisa Lozier, Interim		tcdot@trinitycounty.org
Trinity County Public Health	Marcie Cudzol		mcudzol@trinitycounty.org
TC Sheriff - Administrative Services Officer	Jill Lynn		jlynn@trinitycounty.org
Redding Rancheria	Jack Potter	530-225-8979	jack.potter@reddingrancheria-nsn.gov
Nor Rel Muk Wintu Nation		(530) 410-1125	NRMWintu@gmail.com
Hoopa Tribe	Chairman Davis		hoopachairman@gmail.com
Hoopa Tribe	Vice-Chairman Colegrove		everett.colegrove@hoopa-nsn.gov
Hoopa Tribe	Jeff Hodge, Transportation Director		hvtidot@gmail.com
Hoopa Tribe	Ryan Smith, Roads Director		hvtroadsacts@gmail.com
Trinity County HHS Adult Services		530-623-8209	hhs.adultservices@trinitycounty.org
Roderick Senior Center	Maura Klopfer	530-739-5902	roderickhayfork@gmail.com
Golden Age Center		530-623-2324	
Trinity Transit		(530) 623-5438	transit@trinitycounty.org
Trinity Trail Alliance			trinitytrailalliance@gmail.com
Human Response Network		(530) 623-2024	rn@hrrtrinity.org
Weaverville Chamber of Commerce		530-623-6101	weavervillechamber@gmail.com
Trinity County Office of Education		(530) 623-2861	csmith@trinitycounty.org
Shasta College - Trinity Campus		530-242-7500	info@shastacollege.edu
Lewiston - Ric Leurwyler	Lewiston Supervisor Candidate		rleutwyler@me.com
Lewiston - Katie Quinn	Lewiston Resident w/ email list		mskatiequinn@gmail.com
Trinity County, Supervisor District 1	Keith Groves	530-623-1217	kgroves@trinitycounty.org
Trinity County, Supervisor District 2	Jill Cox	530-623-1217	jcox@trinitycounty.org
Trinity County, Supervisor District 3	Liam Gogan	530-623-1217	lgogan@trinitycounty.org
Trinity County, Supervisor District 4	Jeremy Brown	530-623-1217	jbrown@trinitycounty.org
Trinity County, Supervisor District 5	Dan Frasier	530-623-1217	dfrasier@trinitycounty.org

Organization	Contact Person	Phone	Email
NEIGHBORING COUNTIES			
Humboldt County Association of Governments	Beth Burks Executive Director	707-444-8208	beth.burks@hcaog.net 611 I Street, Suite B Eureka, CA 95501
Siskiyou County	Jeff Schwein Executive Director	530-895-1109	jeff@siskiyoutransportation.com 190 Greenhorn Road Yreka, CA 96097
Shasta RTPA	Sean Tiedgen Executive Director	530-262-6190	stiedgen@srrta.ca.gov 1255 East Street Suite 202 Redding, CA 96001
Tehama County	Jessica Riske-Gomez Transportation Manager	(530) 385-1462 x3028	jriskegomez@tehamartpa.org 9380 San Benito Ave Gerber, CA 96035
Mendocino County	Nephele Barrett Executive Director	(707) 463-4363	barrettn@dow-associates.com 340 Lake Mendocino Drive Ukiah, CA 95482

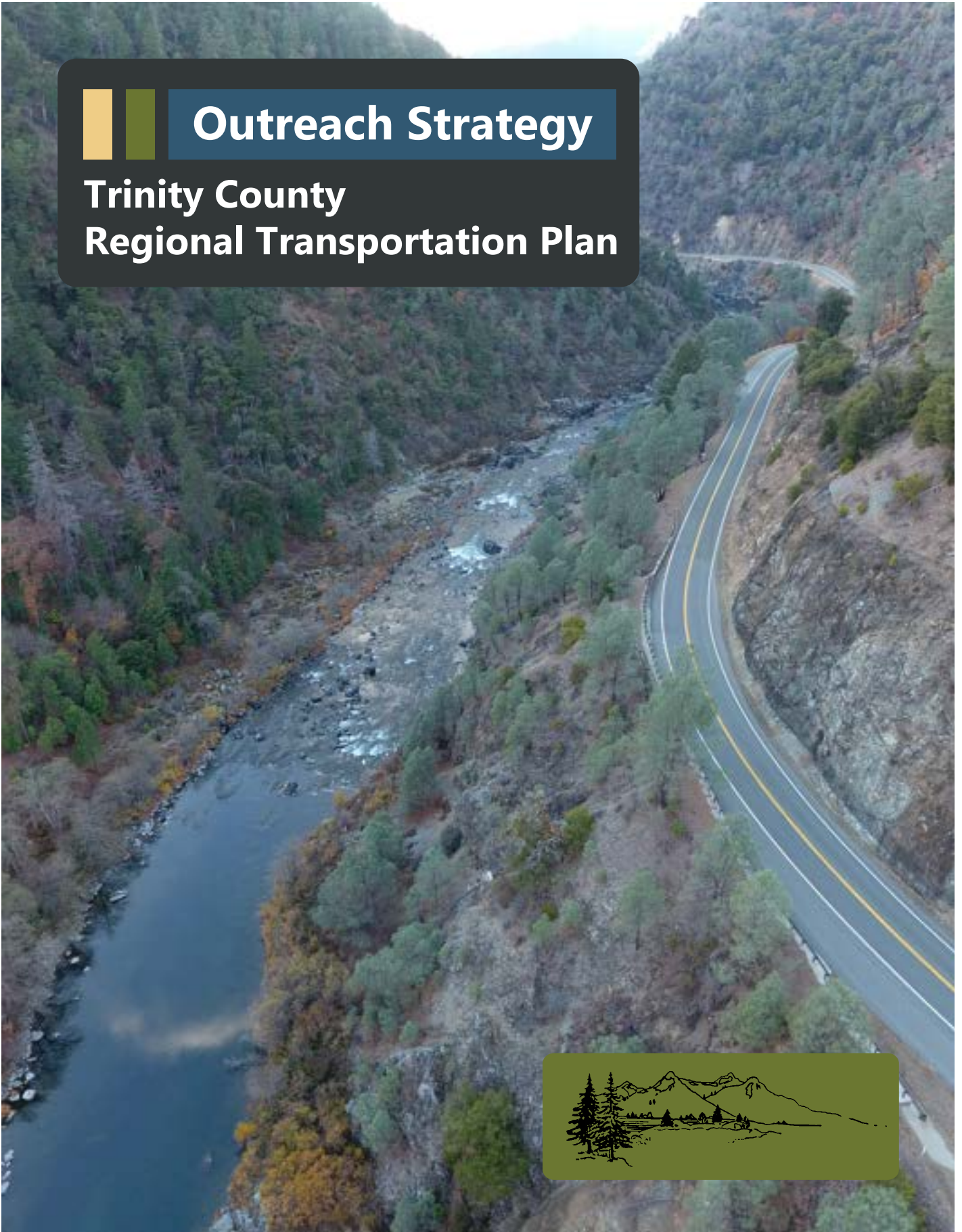
Native American Tribal Government Contact List			
Tribal Government	Contact	Address	Phone or Email
Nor Rel Muk Nation	Sonny Hayward, Chair	P.O. Box 1967 Weaverville, CA 96093	530-410-1125 cybersonnyhayward@gmail.com
Redding Rancheria	Molly Redmon	2000 Redding Rancheria Road Redding, CA 96001	530-242-4516 molly.redmon@reddingrancheria-nsn.gov
Wintu Educational and Cultural Center	Tracy Foster-Olstad	PO BOX 762, Weaverville, CA 96093	(530) 215-8285 tfoster-olstad@ncidc.org
Hoopla Valley Indian Tribe	Joe Davis	P.O. Box 1348 Hoopa, CA 95546	530-625-4211 x160 jgd119@humboldt.edu
The Tsnungwe Council	Dina Magdalena	P.O. Box 373 Salyer, CA 95563	530-629-4758 Magdalenos@aol.com
Bear River Band of the Rohnerville Rancheria	Josefina Cortez, Chairwoman	266 Keisner Road Loleta, CA 95551	(707) 733-1900 josefinafrank@brb-nsn.gov
Round Valley Reservation/ Covelo Indian Community	James Russ, President	77826 Covelo Road Covelo, CA 95428	josefinacortez@brb-nsn.gov (707) 983-6126 tribalcouncil@rvit.org president@council.rvit.org
Shasta Indian Nation	Janice Crowe, Chair	P.O. Box 195 Macdoel, CA 96058	(530) 244-2742 twocrowes63@att.net janacrowe431@yahoo.com
Quartz Valley Indian Nation	Harold Bennett, Chairperson	13601 Quartz Valley Road Fort Jones, CA 96032	(530) 468-5907
Wintu Tribe of Northern California	Gary Rickard, Chairperson	P.O. Box 995 Shasta Lake, CA 96019	(530) 605-1726 wintu.tribe1@gmail.com

Attachment B - Outreach Materials



Outreach Strategy

Trinity County Regional Transportation Plan





Outreach Meetings

Public and Stakeholder Participation

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

Community Workshops

There will be three rounds of workshops held for the Trinity RTP. The first round will serve as introductory meetings that will narrow down the most important topics and issues the community feels are pertinent, prioritize the projects and provide any recommendations they may have. The project team will emphasize social equity with input from the community by advertising for meetings through various methods (physical flyering, social media, printed and online newspaper, website and email blasts) to reach people where they are at. The project team will also record and/or livestream meetings so that participants who cannot go in person can attend.

The second round of meetings will act as an update to present progress made since the first meeting back to the public. These meetings will occur once a draft project list has been developed. By this point, previous outreach efforts will have contributed to a more polished priority project list and a more well-defined set of needs the community and stakeholders have identified.

The final meeting will be held during a regularly scheduled Trinity County Transportation Commission meeting and will be open to the public. The project team will present the RTP assumptions, Policy Element, Action Element, and Financial Element. This meeting is intended to give the community a chance to review the plan and discuss it with project managers and other members of the public.

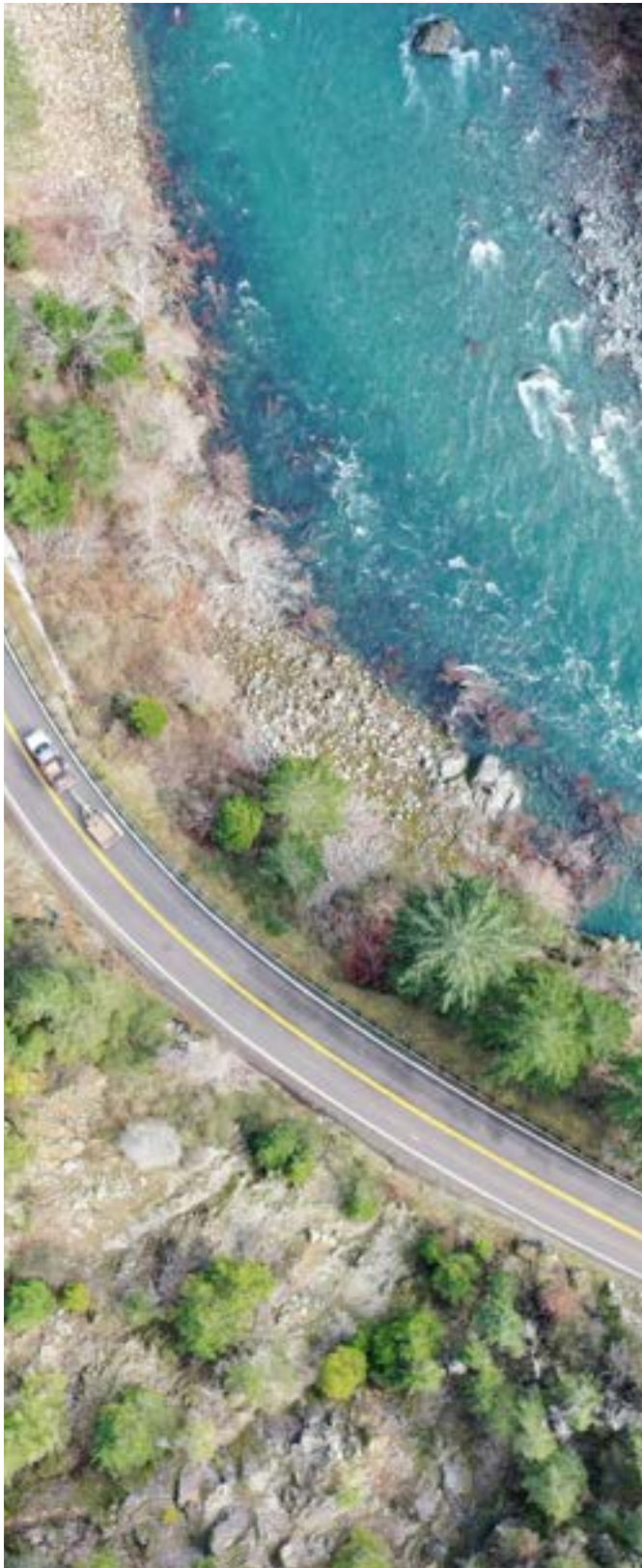
Trinity County Regional Transportation Plan | Outreach Strategy



Stakeholder Engagement

The project team will work with the Trinity County Transportation Commission to develop a stakeholder list. The vetted list will constitute the stakeholder group, which will advise the development of the RTP. We will reach out to stakeholders individually for one-on-one interviews, as well as facilitate stakeholder meetings and invite stakeholders to community outreach events to solicit input. Stakeholder meetings will be used to monitor project progress and to ensure the project remains on-schedule and within scope and budget.





Public Engagement

Website

A draft website has been developed by Green DOT containing a community outreach landing page, project information, agency information, documents, and a feedback form. The project website will be available to advertise for meetings and disseminate other project information, but also acts as a tool to promote community involvement and encourage public feedback. The website contains a direct feedback form as well as links to project information and other means of submitting feedback. The website domain is www.trinity-rtp.org.

Questionnaire

To facilitate participation, a draft online questionnaire has been created via Survey Monkey. The online questionnaire will be administered with questions that the TCTC and the project team agreed upon in order to gauge the community needs and wants. Data will be presented in the final draft of the RTP. The questionnaire will also be promoted and the link distributed at community meetings. Comments and questionnaire results can also be collected from previous RTP outreach efforts.

Advertising

Advertising for public workshops will be done through email blasts to stakeholders and posting a meeting flyer to the project website and in key locations around the county such as grocery stores, libraries, on transit buses, etc. Upcoming community workshops will also be advertised through the local newspaper, The Trinity Journal. A Facebook event page will also be created to promote outreach events and livestream community meetings.



What is an RTP?

Identify future regional transportation needs and plan how these needs can and will be met.

- ❖ Long-range, regional transportation planning document (20 years) for Trinity County
- ❖ Must be updated every 4-5 years (Trinity latest 2016)
- ❖ Covers all modes – City, County and State roadways, bridge, transit, bicycle and pedestrian, aviation, rail
- ❖ Typical Elements:
 - ❖ Introduction/Background
 - ❖ Existing Conditions
 - ❖ Goals, Objectives and Policies
 - ❖ Project Lists – Inventory of needs
 - ❖ Financial and Implementation Plan



STATUTES AND GUIDANCE

*Federal Transportation Funding=
RTPAs MUST prepare a Regional Transportation Plan*

- ❖ 2017 Regional Planning Handbook
- ❖ 2017 Regional Transportation Plan Guidelines
- ❖ 2021 California Transportation Plan 2050
- ❖ 2021 Caltrans Complete Streets Directors Policy 37
- ❖ 2013,2018 SB 743 Environmental Quality
- ❖ Assembly Bill 32-Global Warming Solutions Act
- ❖ SB 375-Sustainable Communities Act
- ❖ State Implementation Plan (non-attainment areas)

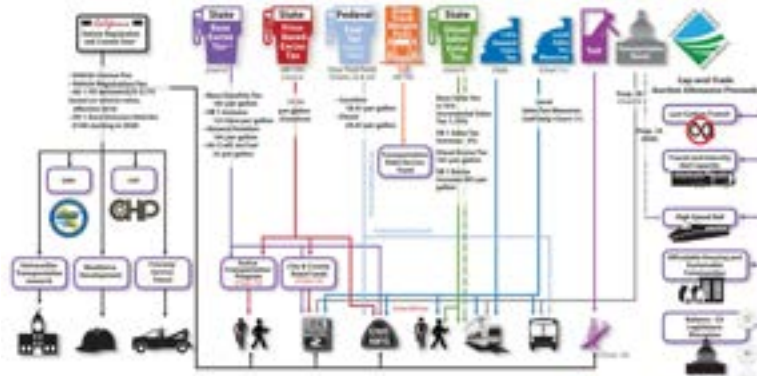


OUTREACH PROCESS

- ❖ Stakeholders – County, City, Caltrans, Tribal Governments, resource management agencies, freight, local business owners, residents of Trinity County
- ❖ Community Involvement and Input
- ❖ Opportunity to influence project lists and goals, objectives and policies



THE CHALLENGE-FUNDING



PAVEMENT NEEDS

Pavement

- ❖ 1112 Lane Miles
- ❖ Avg. PCI = 54 (2018)
- ❖ Pavement Cost
 - ❖ \$258 Million Need – 10 year



Essential Components

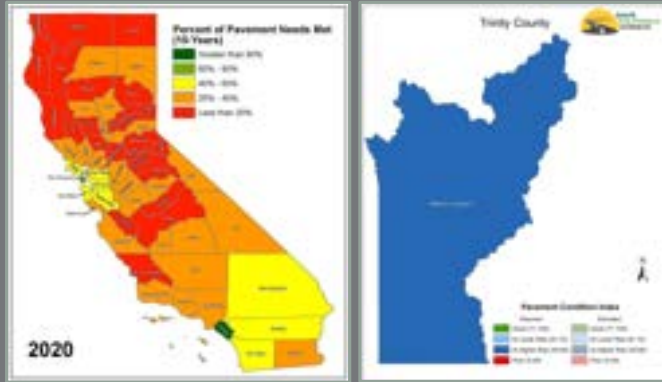
- ❖ \$26 Million Need – 10 year

Average Weighted PPI							
Year	2018	2019	2020	2021	2022	2023	2024
PPI	54	55	56	57	58	59	60

Classification	Preventive Maintenance	Unit Costs (\$/square yard)		
		Thin AC Overlay	Thick AC Overlay	Reconstruction
Major Roads	\$4.85	\$18.83	\$29.73	\$66.48
Local Roads	\$4.83	\$18.06	\$28.84	\$60.33



PAVEMENT COMPARISON



ESSENTIAL COMPONENTS

Asset Category	Essential Components
1	Storm drains - pipelines
2	Curbs and gutters
3	Sidewalk (public)
4	Curb ramps
5	Traffic signals
6	Streetlights
7	Sound walls/retaining walls
8	Traffic signs
9	Other storm drain elements (e.g., manholes, inlets, culverts, pump stations)
10	NPODS
11	Other ADA compliance needs
12	Other physical assets or expenditures

BRIDGE NEEDS

- ❖ 200+ Bridges
- ❖ Average Sufficiency Rating = 77
- ❖ \$ Million Rehabilitation Needs



MULTI-MODAL NEEDS

- ❖ Bicycle and Pedestrian Improvements
\$7 Million
- ❖ Aviation Projects
\$15 Million
- ❖ Transit Improvements
\$5.5 Million
- ❖ Project Lists not final

Project	2016-2020	2021-2025	2026-2030	Total
Aviation Projects	15.0	0.0	0.0	15.0
Transit Improvements	5.5	0.0	0.0	5.5
Bicycle and Pedestrian Improvements	7.0	0.0	0.0	7.0
Total	27.5	0.0	0.0	27.5



POLICY ELEMENT

"To provide a safe, reliable, accessible, cost-effective and efficient transportation system consistent with socioeconomic and environmental needs within Trinity County"

- ❖ General Plan Consistency
- ❖ State Plan (s) Consistency
- ❖ Federal and State Policy Goals for Climate Change

2016 Regional Transportation Plan has:

- ❖ 7 Goals
- ❖ 39 Objectives
- ❖ 128 Current Policies



ACTION ELEMENT

- ❖ Project Categories
 - Roadway
 - Bridge
 - Transit
 - Bicycle and Pedestrian
 - Aviation
- ❖ Set Performance Measures
 - ❖ Congestion Relief
 - ❖ Infrastructure Condition
 - ❖ System Reliability
 - ❖ Safety
 - ❖ Environmental Quality
- ❖ Develop Performance Measure Strategy



FINANCIAL ELEMENT

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

Revenue Category	Revenue	
	Total 2016 RTP	
Local Transportation Funds	\$	4,920,000
State Transportation Improvement Program	\$	35,643,000
State Aviation Funds	\$	1,000,000
Road Maintenance and Rehabilitation Funds	\$	69,440,000
Federal Transit Funds (S311)	\$	1,525,000
State/Federal Airport Improvement Funds	\$	6,000,000
Active Transportation Program (ATP)(1)	\$	1,200,000
Highway Bridge Program (HBP)(5)	\$	34,445,000
Highway Safety Improvement Program (HSIP)(6)	\$	11,297,000
Transit Fares	\$	1,650,000
State Transit Assistance Funds	\$	2,640,000
Airport Income	\$	1,405,000
Highway Users Tax	\$	55,513,000
Forest Receipts	\$	1,700,000
State Transportation Exchange Program	\$	7,038,000
Total Transportation Revenue 2016 RTP (2016-2036)	\$	235,416,000

NEXT STEPS

- ❖ April-June: Collect and address community input
- ❖ July-Aug: Develop Policies, Projects and Financial Information
- ❖ Sept-Oct: Prepare DRAFT RTP
- ❖ TCTC Final Adoption December 2023



Questions/Comments?

Contact Jeff Schwein
530-781-2499

jeff@greendottransportation.com

COMMUNITY MEETINGS REGARDING TRANSPORTATION IN TRINITY COUNTY

MAY 16-19 2022



Join us for an upcoming community meeting to discuss transportation improvements in Trinity County as we develop the countywide Regional Transportation Plan. Whether it be the need for bike lanes, bus routes, road improvements, sidewalks, or more, let us know! Your input will let Trinity County Department of Transportation and regional partners know what transportation projects should be prioritized for the next 20 years.

TRINITY CENTER - MAY 16, 4:30-5:30 PM

IOOF Hall
20 Scott Blvd, Trinity Center, CA

LEWISTON - MAY 17, 4:30-5:30 PM

Lewiston Community Center
130 Texas Ave, Lewiston, CA

BIG FLAT - MAY 18, 4:00-5:00 PM

Strawhouse Resorts and Cafe
31301 CA-299, Junction City, CA

BURNT RANCH - MAY 18, 6:00-7:00 PM

Burnt Ranch Elementary School
Classroom #8
251 Burnt Ranch School Rd, Burnt
Ranch, CA

MAD RIVER/RUTH - MAY 19, 4:30-5:30 PM

RLCSD Community Hall
591 Van Duzen Road, Mad River CA

For more meeting information, visit www.trinity-rtp.org

Questions? Contact Sofia Lepore at: sofia@greendottransportation.com | 831-345-6805





2022 Trinity County Regional Transportation Plan (RTP)

UPCOMING MEETINGS

THERE ARE NO SCHEDULED UPCOMING MEETINGS AT THIS TIME.

PAST MEETINGS

POST MOUNTAIN - TUESDAY MAY 31, 5:30-7:00 PM

LOCATION: Post Mountain Volunteer Fire Station - 1551 Trinity Pines Dr, Plumas, CA

An in-person community meeting for the community of Post Mountain was held on May 31, 2022 from 5:30-7:00 PM at the Post Mountain Volunteer Fire Station. This meeting served as an introductory meeting to discuss the Regional Transportation Plan and solicit community feedback for transportation improvements.

MAD RIVER/RUTH - THURSDAY MAY 19, 4:30-5:30 PM

LOCATION: RUCSD Community Hall - 991 Van Dusen Road, Mad River CA

An in-person community meeting for the communities of Mad River and Ruth was held on May 19, 2022 from 4:30-5:30 PM at the RUCSD Community Hall. This meeting served as an introductory meeting to discuss the Regional Transportation Plan and solicit community feedback for transportation improvements.

BIG FLAT - WEDNESDAY MAY 18, 2022, 6:00-6:00 PM

LOCATION: Strawberry Rivers and Cafe - 31303 CA-299, Junction City, CA 96048

An in-person community meeting for the community of Big Flat was held on May 18, 2022 from 6:00-6:00 PM at the Strawberry Rivers and Cafe. This meeting served as an introductory meeting to discuss the Regional Transportation Plan and solicit community feedback for transportation improvements.

BURNT RANCH - WEDNESDAY, MAY 18, 2022, 6:00-7:00 PM

LOCATION: Burnt Ranch Elementary School Classroom 4R - 251 Burnt Ranch School Rd, Burnt Ranch, CA

An in-person community meeting for the community of Burnt Ranch was held on May 18, 2022 from 6:00-7:00 PM at the Burnt Ranch Elementary School. This meeting served as an introductory meeting to discuss the Regional Transportation Plan and solicit community feedback for transportation improvements.

LEWISTON - TUESDAY MAY 17, 2022, 4:30-5:30 PM

LOCATION: Lewiston Community Center - 130 Texas Ave, Lewiston, CA

An in-person community meeting for the community of Lewiston was held on May 17, 2022 from 4:30-5:30 PM at the Lewiston Community Center. This meeting served as an introductory meeting to discuss the Regional Transportation Plan and solicit community feedback for transportation improvements.

TRINITY CENTER - MONDAY MAY 16, 2022, 4:00-5:00 PM

LOCATION: KOUF HALL - 20 Sanson Blvd, Trinity Center, CA

An in-person community meeting for the community of Trinity Center was held on May 16, 2022 from 4:00-5:00 PM at the KOUF Hall. This meeting served as an introductory meeting to discuss the Regional Transportation Plan and solicit community feedback for transportation improvements.

HAYFORK - TUESDAY MARCH 29, 2022

An in-person community meeting for the community of Hayfork was held on March 29, 2022 from 5:30-7:00 PM at the Redovich Senior Center. This was an introductory meeting to discuss the Regional Transportation Plan and solicit community feedback for transportation improvements. Check for the following links to access the presentation slides and meeting minutes.

WEAVERVILLE - MONDAY MARCH 28, 2022

An in-person community meeting for the community of Weaverville was held on March 28, 2022 from 5:30-7:00 PM at the Weaverville Library. This was an introductory meeting to discuss the Regional Transportation Plan and solicit community feedback for transportation improvements. Check for the following links to access the presentation slides and meeting minutes.



2022 TRINITY COUNTY REGIONAL TRANSPORTATION PLAN (RTP)

Trinity County Department of Transportation

March 11 at 10:21 AM · 🌐

Want to learn about the Regional Transportation Plan? Have thoughts on what transportation improvements you want to see in your community?
JOIN US in for in-person community meetings in Weaverville and Hayfork! Other meeting locations and dates to come.
 Find meeting information at <https://www.trinity-rtp.org/>
 Can't attend but have feedback? Take this survey! <https://www.surveymonkey.com/r/trinityrtp>

⋮

COMMUNITY MEETING REGARDING THE
**TRINITY COUNTY REGIONAL
 TRANSPORTATION PLAN**
MARCH 28 & 29, 2022

Join us for a community meeting in Weaverville or Hayfork to learn about the 2022 Regional Transportation Plan and provide input on the transportation system. Don't live in Weaverville or Hayfork and can't make it over? We will have more upcoming community meetings in other locations!

<p>WEAVERVILLE MEETING Weaverville Library 351 Main St, Weaverville, CA 96093 March 28, 2022 5:30-7:00 PM</p>	<p>HAYFORK MEETING Roderick Senior Center 90A Coral Ave, Hayfork, CA 96041 March 29, 2022 5:30-7:00 PM</p>
---	--

For more information, visit www.trinity-rtp.org, or scan the QR code above to take our survey!

Language needs, accessibility needs or questions?
 Contact Sofia Lepore at: sofia@greendottransportation.com | 530-895-1109

1

6 Shares

Like

Comment

Share

Trinity County Regional Transportation Plan

Attachment B-13

People who shared this



Trinity Transit
March 11 at 10:40 AM

Join us for a community meeting in Weaverville or Hayfork to learn about the 2022 Regional Transportation Plan and provide input on the transportation system. Don't live in Weaverville or Hayfork and can't make it over? We will have more upcoming community meetings in other locations!

WEAVERVILLE MEETING Weaverville Library 351 Main St Weaverville, CA 96093 March 28, 2022 5:30-7:00 PM	HAYFORK MEETING Roderick Senior Center 90A Coral Ave. Hayfork, CA 96041 March 29, 2022 5:30-7:00 PM
---	---

For more information, visit www.trinitytransit.org or scan the QR code above to take our survey!

Language needs, accessibility needs or questions?
Contact: info@trinitytransit.org | 530-895-1108

Trinity County Department of Transportation
March 11 at 10:21 AM

Want to learn about the Regional Transportation Plan? Have thoughts on what transportation improvements you want to see in your community?
JOIN US in for in-pe... See more

1 Comment

Like Share

Laura Lyons ▸ Weaverville, CA Bulletin Board
March 11 at 10:24 AM

Join us for a community meeting in Weaverville or Hayfork to learn about the 2022 Regional Transportation Plan and provide input on the transportation system. Don't live in Weaverville or Hayfork and can't make it over? We will have more upcoming community meetings in other locations!

WEAVERVILLE MEETING Weaverville Library 351 Main St Weaverville, CA 96093 March 28, 2022 5:30-7:00 PM	HAYFORK MEETING Roderick Senior Center 90A Coral Ave. Hayfork, CA 96041 March 29, 2022 5:30-7:00 PM
---	---

For more information, visit www.trinitytransit.org or scan the QR code above to take our survey!

Language needs, accessibility needs or questions?
Contact: info@trinitytransit.org | 530-895-1108

Trinity County Department of Transportation
March 11 at 10:21 AM

Want to learn about the Regional Transportation Plan? Have thoughts on what transportation improvements you want to see in your community?
JOIN US in for in-pe... See more

Like Comment Share

Submit your first comment...

Laura Lyons ▸ Trinity County Community
March 11 at 10:23 AM

Show Attachment

Like Comment Share

Submit your first comment...

Laura Lyons ▸ Hayforkers
March 11 at 10:22 AM

Show Attachment

Like Comment Share

Submit your first comment...

Some posts may not appear here because of their privacy settings



Sofia Lepore <sofia@greendottransportation.com>

SAVE THE DATE - Trinity County Transportation Meetings May 16-19!

Sofia Lepore <sofia@greendottransportation.com>

Fri, Apr 29, 2022 at 10:42 AM

To: Jeff Schwein <jeff@greendottransportation.com>, Sofia Lepore <sofia@greendottransportation.com>, Kimiko Taguchi <ktaguchi@trinitycounty.org>, Brittany White <brittany@greendottransportation.com>, David Colbeck <dcolbeck@trinitycounty.org>, tamara.j.rich@dot.ca.gov, "Prosperi, Christina@DOT" <christina.Prosperi@dot.ca.gov>, info.planning@trinitycounty.org, tcdot@trinitycounty.org, mcudziol@trinitycounty.org, Jill Lynn <jlynn@trinitycounty.org>, jack.potter@reddingrancheria-nsn.gov, NRMWintu@gmail.com, hoopachairman@gmail.com, everett.colegrove@hoopa-nsn.gov, hvtdot@gmail.com, hvtroadsaccts@gmail.com, hhs.adultservices@trinitycounty.org, Roderick Hayfork Senior Center <roderickhayfork@gmail.com>, transit@trinitycounty.org, trinitytrailalliance@gmail.com, rn@hrntrinity.org, weavervillechamber@gmail.com, csmith@trinitycounty.org, info@shastacollege.edu, Ric <rleutwyler@me.com>, kgroves@trinitycounty.org, jcox@trinitycounty.org, lgogan@trinitycounty.org, jbrown@trinitycounty.org, dfrasier@trinitycounty.org, Info Info <info@strawhouserestorts.com>, Jennilea Brookins <jennileabrookins@gmail.com>, Carol Fall <fallfrost53@gmail.com>, kholland@bresd.org, Caitlin Canale <ccanale@stjUSD.org>, Lyndsey Bray <lbray@stjUSD.org>, danea@dcmillercreative.com, shane@trinitycountywaterworks.com, teckla@ttccp.org, eharvey1@gmail.com

Hello,

Come join us in Trinity Center, Lewiston, Big Flat, Burnt Ranch, or Mad River May 16-19 for community meetings to discuss transportation improvements in Trinity County. Whether it be the need for bike lanes, bus routes, road improvements, sidewalks, or more, let us know! We will share a brief presentation about the development of the Regional Transportation Plan and facilitate an interactive session to discuss transportation issues and opportunities in the region.

Don't live near the meeting locations and can't make it over? Check our website and find zoom links with computer or call-in access for each meeting in the agendas that will be posted the week before.

For more information, visit www.trinity-rtp.org, or take our quick survey at <https://www.surveymonkey.com/r/trinityrtp>

Please spread the word to help us reach more community members!

MEETING DETAILS:

TRINITY CENTER: MAY 16, 4:30-5:30 PM at IOOF Hall
20 Scott Blvd, Trinity Center, CA

LEWISTON: MAY 17, 4:30-5:30 PM at Lewiston Community Center
130 Texas Ave, Lewiston, CA

BIG FLAT: MAY 18, 4:00-5:00 PM at Strawhouse Resorts and Cafe
31301 CA-299, Junction City, CA

MAD RIVER/RUTH: MAY 19, 4:30-5:30 PM at RLCSD Community Hall
591 Van Duzen Road, Mad River CA

BURNT RANCH: MAY 18, 6:00-7:00 PM at Burnt Ranch Elementary School Classroom #8
251 Burnt Ranch School Rd, Burnt Ranch, CA

Please see the attached flyer for meeting details, and please feel free to contact me if you have any questions.

Sincerely,

2 attachments

Sofia Lepore (she/her)
Green DOT Transportation Solutions
627 Broadway, Suite 220
Chico, CA 95928
Mobile: 831-345-6805



Trinity RTP Community Meeting Flyer May 16-19.png
2233K

Trinity RTP Community Meeting Flyer May 16-19.pdf
6334K

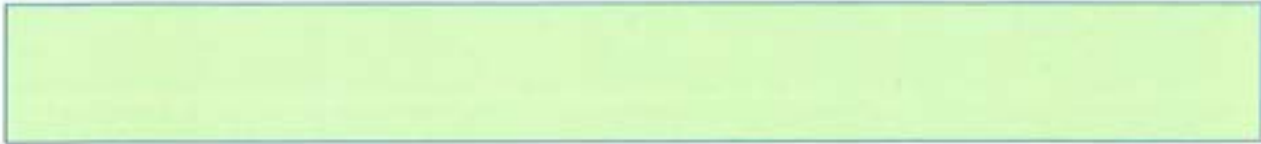
Meeting Sign-In Sheets

Sign In Sheet

Trinity RTP Meeting – Lewiston

TUESDAY MAY 17, 2022
 4:30-5:30 PM
 Lewiston Community Center
 130 Texas Ave, Lewiston, CA

Name	Affiliation	Email	Phone
Eve Leutwyler	EXP Realty	eve.leutwyler@gmail.com	530-784-3500
SCOTT CRAWFORD	RESIDENT	SCOTCRAWFORD95@YAHOO	661-607-6209
DEBRA CRAWFORD	"	EMAILS4DEBRA@YAHOO	661-607-6210
Katie Quinn	Resident	mskatiequinn@gmail	530-949-0078
Vicki Whaley	" "	insurnet@snowcrest.net	227-2588
Ric Leutwyler	Lewiston VFD	ric.leutwyler@gmail.com	530-739-5998
Jeff Schwein	Green DOT		
Sofia Lepore	Green DOT		
Pamela Leaker	Trinity DOT		
Kimi Taguchi	Trinity DOT		



Sign In Sheet

Trinity RTP Meeting – Burnt Ranch

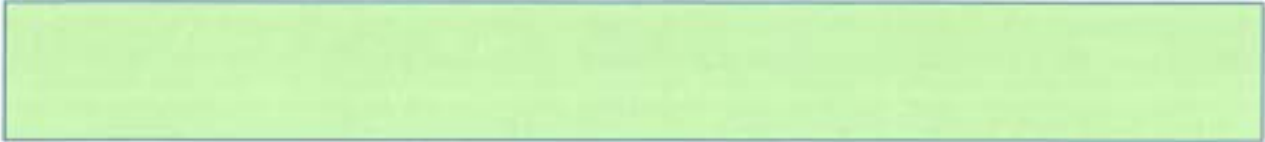
WEDNESDAY, MAY 18, 2022

6:00-7:00 PM

Burnt Ranch Elementary School, Classroom #8

251 Burnt Ranch School Rd, Burnt Ranch, CA

Name	Affiliation	Email	Phone
Heidi Carpenter-Harris		hchhd42022@gmail.com	
Jamie Mackenzie		jamie.mackenzie977@gmail.com	
Bill Wilkinson	resident	billw@bbwassociates.com	
Josh Minkoff	resident	josh@tce.biz	
CHARIS STOCKWELL	resident	stockwell98@gmail.com	
Jeff Schwain	Green DOT		
Sofia Lepore	Green DOT		
David Galbeck	Trinity DOT		



Sign In Sheet

Trinity RTP Meeting – Hayfork

Tuesday, March 28th, 2022
 5:30 – 7:00 PM
 Roderick Senior Center
 90A Coral Ave, Hayfork, CA 96041
 March 29, 2022

Name	Affiliation	Email	Phone
Liam Cochran	Trinity County	lgagan@trinitycounty.org	(530) 739-2718
Christina Prosper	Caltrans	christina.prosperi@dot.ca.gov	
David Colbeck	TC DOT	d.colbeck@trinitycounty.org	530-623-1365
Tamy Quigley	Caltrans DZ	tamy.quigley@dot.ca.gov	530 7684210
Kimi Taguchi	Trinity DOT		
Jeff Schwan	Green DOT		
Brittany White	Green DOT		
Sabrina Lepore	Green DOT		

Sign In Sheet

Trinity RTP Meeting – Weaverville

Monday, March 28, 2022
 5:30 – 7:00 PM
 Weaverville Library
 351 Main St,
 Weaverville, CA 96093

Name	Affiliation	Email	Phone
------	-------------	-------	-------

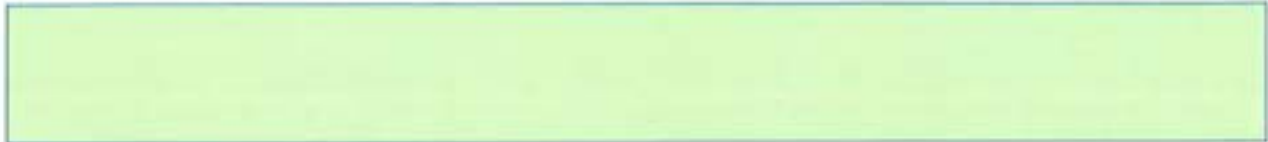
Keith Groves	TRINITY CO	KGroves@trinitycounty.org	
Teckla Johnson	Weaverville Chamber	teckla@ttcp.org	651-734-3835
Carol Fall	Trinity Center VFD	FallFrost53@gmail.com	(530) 623-7155
Susana Molyneux	Trinity Trinity Trail Alliance	susan@deacable.net	530-623-316
Ross Molyneux	Trinity Trail Alliance	ross@deacable.net	530-623-3161
Liam Coleman	Supersiders	lcoleman@trinitycounty.org	739-29271
David Gilbeck	TC DOT	dgilbeck@trinitycounty.org	627-1365
Jill Cox	BOS	jcox@trinitycounty.org	623-7226
Kent Cox	Public	"	"
Patricia Flynn	Public		
Kimi Teguchi	Staff	tcidot@trinitycounty.org	
Jeff Schwinn	Green DOT		

Everett H. Harvey, Jr.

PO BOX 2327
 Weaverville, CA 96093
 530-623-7328
 510-520-0367
 ehharvey1@gmail.com



Sofia Lepore	Green DOT
Brianna White	Green DOT



Sign In Sheet

Trinity RTP Meeting – Trinity Center

MONDAY MAY 16, 2022

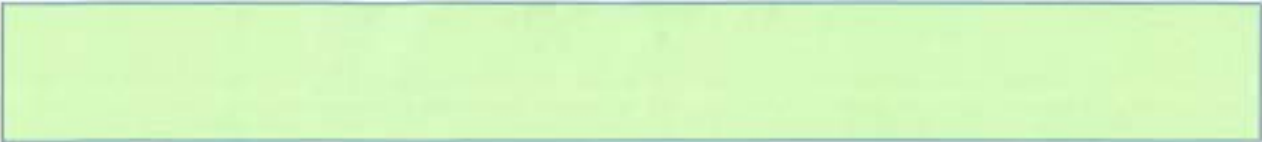
4:30-5:30 PM

IOOF Hall

20 Scott Blvd, Trinity Center, CA

Name	Affiliation	Email	Phone
------	-------------	-------	-------

Caro Fall	Trinity Center VFD	fallfrost53@gmail.com	
Ric Lautwylar	Lewiston VFD	ric.lautwylar@gmail.com	530-739-5998
Eleanor H. Scott	Trinity Center Pilot		266-3350
Erik Andersa		pamnerik@gmail.com	
Pam Augspurger		pamnerik@gmail.com	510-219-6286
Jeff Schwam	Green DOT		
Sofia Lepore	Green DOT		
Danos Kokas	Trinity DOT		
David Colbeck	Trinity DOT		
Kimi Taguchi	Trinity DOT		



Sign In Sheet

Trinity RTP Meeting – Big Flat

WEDNESDAY MAY 18, 2022,

4:00-5:00 PM

Strawhouse Resorts and Cafe

31301 CA-299, Junction City, CA 96048

Name	Affiliation	Email	Phone
------	-------------	-------	-------

Connie Corp	—	CONSTANCCORP@gmail	530 860 8265
Demi Corp	—	info@RU14ET@VH00	530 524 889
Don + Julian Ellis ↳		info@strawhouseresorts.com	530 623 1990
Jeff Schwein	Green DOT		
Sofia Lepore	Green DOT		
Panos Fokas	Trinity DOT		
David Colbeck	Trinity DOT		
Kimi Tasuchi	Trinity DOT		

Outreach Summary Document

*Regional Transportation Plan Update
Trinity County Transportation Commission*

Outreach Summary

Outreach Summary

Six outreach events to engage with the Trinity County community were conducted to encourage participation in the planning process of the project and provide input that would be beneficial to project development. The objective of the engagement was to understand the overall expectations of the community. Over multiple days of outreach, the project team solicited feedback on recommended improvements and concerns for the County. Various methods were utilized to receive the most equitable engagement including community workshops, individual stakeholder communication, a project specific website, advertisement, and a questionnaire. The following table summarizes the outreach events held for the Regional Transportation Plan update:

Type	Date	Time	Location
Community Workshop	March 28, 2022	5:30 – 7:00 PM	Weaverville Library
	March 29, 2022	5:30 – 7:00 PM	Roderick Senior Center, Hayfork
	May 16, 2022	4:30 – 5:30 PM	IOOF Hall, Trinity Center
	May 17, 2022	4:30 – 5:30 PM	Lewiston Community Center
	May 18, 2022	4:00 – 5:00 PM	Strawhouse Resort & Café, Junction City
	May 18, 2022	6:00 – 7:00 PM	Burnt Ranch Elementary School
	May 19, 2022	4:30 – 5:30 PM	RLCSD Community Hall, Mad River
	May 31, 2022	5:30 – 7:00 PM	Post Mountain Volunteer Fire Station

Stakeholders

Stakeholders included agency staff, Tribal members, Chamber of Commerce members, District Supervisors, County staff, non-profit organizations, Caltrans District 2, and prominent community members.

Community Workshops

The Trinity County Transportation Commission and project team hosted eight (8) workshops to introduce the 2022 Regional Transportation Plan Update and collect feedback from the community. The workshops were advertised and promoted to encourage community members to attend and provide input. Each meeting included a presentation introducing the Regional Transportation Plan, purpose of the plan, outreach process, funding challenges, community needs, and elements in the RTP. After the



presentation, community members were able to ask questions or give comments to the project team. Community members were given the opportunity to determine priority projects and identify concerns with existing transportation conditions. In addition, sign in sheets, maps, questionnaires, and comment cards were made available at the meeting to help attendees identify specific areas within the County that are a community concern for safe travel. The following is an overview of each of the outreach components and a summary of feedback received.

Location	Number of Community Member Participants
Weaverville	11
Hayfork	10
Trinity Center	5
Lewiston	6
Big Flat	4
Burnt Ranch	5
Mad-River Ruth	4
Post Mountain	7
TOTAL	52

Weaverville - March 28, 2022

Attendance

Participants	Number
Community Members	11
Staff	5
TOTAL	16

Attendees were part of affiliations such as District Supervisor, Trinity Trail Alliance, Weaverville Chamber of Commerce, Trinity Fire Department, community-based organizations and members of the public.

Discussion Topics, Suggestions, & Questions

Verbal comments and questions received by the project team that were made by the Weaverville attendees are displayed in the table below:

Question: Why has PCI Improved between 2008-2016?
Answer: Most likely due to gas tax and another improvement could occur with most recent gas tax increase.
Question: How to plan for the RTP and the GP on different timelines?
Answer: Green DOT is the consultant for both, coordination between plans will be easy.
Question: How to improve pavement condition and get a higher PCI?
Answer: Improving PCI will always be challenging but seeking fundings is key and will save money down the line.
Question: How to fill the paratransit gap, people can't get to the bus stop?



Answer: The old paratransit system in Trinity County did this and some of the senior centers have vehicles to do transport. If people speak up and say they need this, it helps get funding.
Question: How many policies similarly sized counties have?
Answer:
Question: Have policies been added over the years without replacing?
Answer: The project team will look into it.
Question: Do other entities go after funds?
Answer: Yes, such as SR2S and other projects.
Question: Ability to use funds with few resources for implementation.
Answer: Implementation is always a challenge for agencies with staff and financial constraints.
Question: Ability to use funds with few resources for implementation.
Answer: Implementation is always a challenge for agencies with staff and financial constraints.
Place to report progress for the County – what has been funded and built.
Need more transparency, need more accountability, lack of clarity about priorities.
Include how respondent found survey.
How to follow up with comments and written letters.
Dangerous intersections in the area.
Stoney Creek Campground project – project is a Caltrans concern, which is outside the scope of the Regional Transportation Plan.
Staff will distribute survey through email.

The Trinity County Resource Conservation District provided a written statement of their concerns regarding the transit system in Trinity County along with some suggestions of what would help improve transit stops. Remote Park and Ride stops are a concern due to lack of lighting and security which can deter community members from utilizing other transportation options due to the potential for vandalism. Suggestions that the RCD had were to identify lots for purchase, rent, or upgrade and to include lighting, fencing, and cameras for the safety and wellbeing of users of the Park and Ride system.

Hayfork - March 29, 2022

Attendance

Participants	Number
Community Members	10
Staff	5
TOTAL	15

Discussion Topics, Suggestions, & Questions

Question: What level of roads are included in this plan? Do bigger roads get more attention?
Answer: All roads can be included, but they get prioritized based on feedback, etc. Funding may be constrained to certain types of roads, but that doesn't affect prioritization or inclusion in the plan.
Question: How do projects get prioritized for pavement condition improvement?
Answer: Partly depends on crew availability, material availability or allotment for the year. Will look at pavement index and the prioritization of the RTP. Also, it is a priority to spread it around equitably across different districts.



<p>Answer: No, local roadways and state highways</p>
<p>Question: How are expenditures balanced? such as snow removal or pavement upkeep?</p>
<p>Answer: For example, a portion towards snow or pavement upkeep. Snow removal has its own funds, but it probably isn't enough to cover so some money could come from maintenance.</p>
<p>Question: Why is a bridge being built over Swift Creek?</p>
<p>Answer: The bridge is a replacement and realigning the highway with the bridge.</p>
<p>Question: Will Swift Creek bridge include a bike lane? Many people bike from campground or to store</p>
<p>Answer: New bridges need to have a shoulder, if there is no stencil then there will be at least six feet on the shoulder.</p>
<p>Question: What transit routes are busy?</p>
<p>Answer: Downriver bus or bus to Redding. But for emptier buses, it's important to people who do use them. Golden Age Center and Roderick Center also have their own senior shuttle services.</p>
<p>Question: For safety performance measures, do you look at emergency evacuation plans or ingress/egress?</p>
<p>Answer: Circulation Element of general plan would address that further.</p>
<p>Question: How does maintenance get included or prioritized in a project?</p>
<p>Answer: Maintenance funds are there specifically for that.</p>
<p>Animal collisions can be an issue while traveling throughout the County</p>
<p>GHG reduction targets are hard on rural communities. They need to travel a lot.</p>
<p>One of the issues in the County is the snow removal – try to forecast and stage equipment where they can but is always a challenge for the County. Often Trinity Center complains that responders don't get there in time. Especially challenging for first responders.</p>
<p>No storm drains in Trinity Center, just surface drainage ditches.</p>
<p>Life flights – need landings clear for helicopters landing. Important to keep landing strip. Some landings and taxiways are stripped generally but some years not as much.</p>
<p>Difficult when you need to get private car over to airstrip. Access from town is important.</p>
<p>Wheelchair access is not a huge issue – many folks use ATVs to get around.</p>
<p>New laws where you can't build more homes where there is only one way in or out.</p>
<p>Pilot programs – tracking VMT instead of gas tax, way to make it equitable for miles, which would still impact rural communities disproportionately.</p>
<p>If you continue driving up SR 3, there are hairpin turns without guardrails. Tough and safety issue on snowy day. That is a low hanging fruit. ESPECIALLY AT MILE MARKER 47.</p>
<p>We determine by looking at collision history. But that is flawed – lot of people slide off the roads and call their friends instead of avoiding a tow truck. So not reported. Mule creek bridge issues – fender benders, etc. A lot of people don't want to be reported. During these circumstances, county could now include this on a priority list for the HSIP/STIP programs. Could include tribal police reports, first responder reports, etc. lot of other ways to capture and create a competitive application.</p>
<p>A lot of elk crossings between here and Covington.</p>
<p>The road to Hobel Dump – lots of potholes, to get to solid waste facility have to dodge lots of big potholes. Everyone takes their own trash to the dump weekly. When potholes fill, can't tell how deep they are. Line of sight important.</p>
<p>Lots of kids walk to school. Shoulders and most people know to look out for them. Worried about line of sight.</p>



<p>Question: How do projects get prioritized for pavement condition improvement? Answer: Partly depends on crew availability, material availability or allotment for the year. Will look at pavement index and the prioritization of the RTP. Also, it is a priority to spread it around equitably across different districts.</p>
<p>Question: What dates will future outreach be? Answer: May 16-18th. Dates, times, and location TBD.</p>
<p>Question: Will there be opportunities to follow up with more information after the meeting? Answer: Yes, there is a project website, survey, and information shared via social media and email. The project team accepts comments during the duration of the project and there will be outreach efforts after the plan is developed.</p>
<p>Upcoming state requirements for combustible engines is too challenging to address. The electric buses also won't have heaters which is not going to work for Trinity County.</p>

The project team received a written comment after the initial community meeting from a Hayfork resident. The resident stated their concern for the road conditions and health hazards that occur in Hayfork specifically on Barker Creek Road. The resident mentions that Barker Creek Road is an unpaved mixed-use road. There is immense concern about the vehicle emissions that are being released due to the unpaved roads and the potential health concerns that emissions can cause. Barker Creek Road has access to nearby National Forest land and has the potential for serving as an alternative emergency access route during natural disasters and other emergencies.

Some challenging spots identified include:

Roads of Concern	Reason
Kyler/Jesse Intersection	Challenging intersection
Pine Street	Narrow
Center Street	Narrow
Kingsbury Road	Narrow
Brady Road	Narrow, slippery and dangerous
Morgan Hill	Slide out getting worse, giant potholes
Hyampom Road	Narrow
Oak Avenue	Poor pavement condition

Trinity Center - May 16, 2022

Attendance

Participants	Number
Community Members	5
Staff	5
TOTAL	10

Discussion Topics, Suggestions, & Questions

<p>Question: Does RTP only include state highways?</p>



Used to be more clearing from roadsides to clear roadsides that would be fire hazards.
Guy Covington – need to go down to Covington to be able to put boat in lake now since so low.
Offer to follow mowers with a fire truck.
Seal asphalt on runway so weeds don't grow up. Weeds pop up and got stuck in wheels.
Another thing on airport, the weather system AWAS is out of service. That can be really important thing in fire season or for helicopters that come in at night.
This airport routinely used as base during fires. Hele base for helicopters with fire retardant.
Brush needs to be cleared for low wing airplanes.
County changed locks on gates. Need to get into there so don't need to go all the way around – gate on north end.
Request to plow unpaved road to the gate.

The Trinity Center Volunteer Fire Department also provided a written statement of their priority concerns which are the Mule Creek Bridge and the Guy Covington Bridge. The department is concerned with accessibility on Mule Creek bridge due to its narrowness and sharp and steep turns. Mule Creek provides a hazard for ambulances and top-heavy engine trucks and their ability to brake, downshift, or accelerate on the steep and sharp road. The Guy Covington Bridge is a one lane bridge that is unsafe for water tender trucks and other engines to cross to provide aid.

Lewiston – May 17, 2022

Attendance

Participants	Number
Community Members	6
Staff	4
TOTAL	10

Discussion Topics, Suggestions, & Questions

Need walkway for kids, choppy sidewalks.
Need infrastructure to get safely around.
Many walk/bike from school to town or to market and post office.
Road not safe, many skate/ride in road.
Bridge and railings probably need to be replaced.
Narrow bridge, several of boards have split above walkway, trip and splinter hazard.
Some roads without middle lines.
E-bikes would be a huge draw.
Parking is an issue.
Are there grants to find temporary transit/shuttles?
Sidewalks in town core to schools, community center, horse arena – would like it to all be connected – hotels, etc.
Shoulders have significant drop-offs.
Scotch broom is an issue.
Most roads need improvements.
Cars slide in the winter.



Pothole issue.
When there are big events, parking is an issue.
Big senior community.
Ingress and Egress.

Some challenging spots identified include:

Roads of Concern	Reason
Lewiston road	Needs improvements
Deadwood	Hills
Trinity dam Blvd	Hills, hard to see
Texas Ave	Sharp turns

Big Flat – May 18, 2022

Attendance

Participants	Number
Community Members	4
Staff	5
TOTAL	9

Discussion Topics, Suggestions, & Questions

Question: When will issues brought up get addressed?
Answer: Issues get addressed based on priority and funding.
Question: Is there something similar to Uber or Lyft so folks can call and schedule rides?
Answer: Dial-a-Ride, schedule rides a day in advance, vehicles purchased through the Federal Transit Program.
Seniors and disabled have an inability to get to bus stops due to long dirt roads with lack of sidewalks/crossings.
Speeding drivers.
Canyon Creek Rd – their main concern, because property up at Dedrick towards end of county rd. Two major problem – 1. Washout where it goes down to one lane, have to stop and check for cars, etc. 2. slide – big slide that will continue.
Looking into recreation opportunities at end of forest service rds. – wanted to know how county/forest service could coordinate to maintain those rds. to get access. People get out to forest service roads and go really fast – without threat of CHP – with the two previous concerns combined with this, makes for dangerous rd. Part of rd. is paved, part is not. Thinks large potholes slow you down.
No signage that says drivers are on residential street. DO TRAFFIC COUNTS on Coffee Creek Rd.
Will take at least a year to have those programs developed to apply.
For bridge program – was in trouble before last infra package, and counties/cities not ready with their bridge projects /had challenges were getting pushed off. This infra \$ sort of backfilled the bridge program to make up for last \$\$ and add a little extra. Same as the RSTP.



If you see some issues with rds., partly lack of funding and partly prioritization.
Trinity county absolutely planning on going after funding whenever possible. Take advantage as soon as we are able to.
Currently, managing the washout, Main concern is the slide. Big problem because many failures on that rd. but was likely 2017 storm. Have a big backlog of natural disaster related problems. Partnering with FHWA, who is doing the prelim engineering for coffee creek and 7 other sites. 30 percent design too. Need to continue to work them to keep that PARTNERSHIP ALIVE. STIP. That is bundled with other sites too.
Re rockslide during last winter – Chunk of rock still up there that they are nervous about. Had ppl look at it. Looking to sign a contract to set up some permanent lights so ppl can at least see.
Re rock falling – were looking originally to try to knock the thing down. Don't have capacity so looking to get professional services to get the thing out
Worried with the potential rd. blockages – only way out – on canyon creek with fire season.
Washout = inconvenience, fire = scary.
Fire threat can help support larger project of doing major rehab through FLAP. It can help bolster the argument.

Some challenging spots identified include:

Roads of Concern	Reason
Coffee Creek Road	No road signage, speeding
Canyon Creek Road	Washout goes down to one lane and trouble checking for cars
Forest Service Roads	Poor conditions, speeding

Burnt Ranch – May 18, 2022

Attendance

Participants	Number
Community Members	5
Staff	3
TOTAL	8

Discussion Topics, Suggestions, & Questions

Question: Where are we at in this cycle?
Answer: At the beginning of the 20-year period but looking to make priorities for next 5 years with some larger scale intentions.
Question: What can be done with the Forest Service on working on alternate routes?
Answer: On occasion, if there's access to FS roads and lands like recreational access then could apply for FLAP for those roads but for the most part, FS maintains their own roads and there is not a ton of collab.
Question: Is there a plan to partner with federal system to get improve road maintenance?
Answer: Pursuing FEMA resources and state CEDAA/Cal OES for disaster recovery and floods. Fire response always takes precedence but after response, the damage is cataloged and put together in



a package for FEMA who will pay the County. However, it takes a long time for example there's backlogs from 2017. The funding is set aside for project specifically due to damage.
Question: Is there something in cannabis licensing that can go directly into roads, increase in traffic for seasonal cultivation? Answer: Can't stop anyone from using the road, it can be complicated to identify the impact from illegal cannabis and legal cannabis. Possible to draw from timber and mills to pay road taxes.
Question: How can HWY 299 be prioritized? Answer: Projects are programmed in the county and 299 is a priority. New improvements should include signals and signage for safety.
Question: When does the street saver report happen? Answer: Available to public.
New signs upon entering community.
Monument signs.
Making lanes narrow to promote speed reduction.
Road closures affect how students get to school and should be taken into consideration when graduation rates drop since kids cannot get to school.
Poor road conditions, overgrown vegetation, and debris from fallen trees.
Many roads have not been painted in an extensive period due to constant threat of fires and many have damage from heavy equipment such as potholes.
Need road maintenance.
Roads have taken significant hits from the forest fires – heavy equipment, heavy traffic, etc.
State and federal government getting better at responding to fires – state trying to respond and catalog effects of cleanup work.

Some challenging spots identified include:

Roads of Concern	Reason
SR-36	Frequent closures, emergency access
Highway 299	Frequent closures that stop County from functioning, High speeds, traffic, and lack of signage
South Fork Road	Overgrown vegetation and unclear markings

Mad River/Ruth – May 19, 2022

Attendance

Participants	Number
Community Members	4
Staff	4
TOTAL	8



Discussion Topics, Suggestions, & Questions

Poor pavement conditions
Lot of potholes in the area
Poor roadway maintenance, wish the roads were better taken care of

Post Mountain – May 31, 2022

Attendance

Participants	Number
Community Members	7
Staff	3
TOTAL	10

Discussion Topics, Suggestions, & Questions

Multiple roads have deteriorated after storms
“4 Corners” is a huge maintenance concern

Some challenging spots identified include:

Roads of Concern	Reason
Chrome Mine Road	“upper” maintained by DOT, “lower” maintained by USFS, poor conditions
Rattlesnake Road	Heading toward Peanut and “4 corners” which is where Post Mtn Road, Rattlesnake Rd, & USFS RD #7 intersection, poor conditions
Trinity Pines Road	needs maintenance, poor conditions

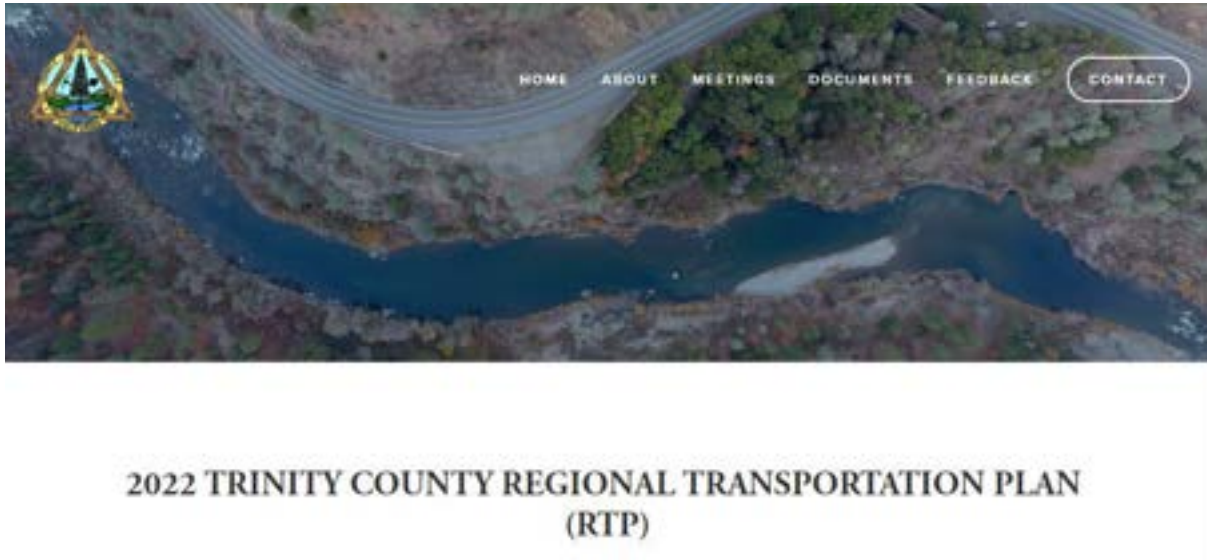
Online Engagement

Questionnaire

A questionnaire was created to facilitate participation and gather community input. The questions presented on the questionnaire were intended to gauge the community’s travel behavior and provide a space for specific input such as areas in need of non-motorized facilities, areas in need of transit, and any suggestions or comments. The questionnaire was made available online through SurveyMonkey and presented in physical format for the community workshops.



Website



A project website was developed to display pertinent project information, community outreach meetings, a feedback form, documents, agency and project team information, and a link to the online questionnaire. The website consisted of plan development information, a direct feedback form, questionnaire link, and meeting information.

Advertisement

The project team distributed pertinent project information through several advertisement methods including e-mail blasts, newspaper ads, and social media posts. The advertisement consisted of upcoming community meeting flyers, questionnaire links, and a project website link. Existing Trinity County Facebook groups were utilized, when possible, for reposting meeting flyers and survey links. Physical flyers containing meeting information were also posted at several prominent locations in Trinity County.

Community Input Summary

49 questionnaires were completed. 38 of the 49 responses were completed through the online survey link resources. Respondents desire road maintenance improvement, roadway safety, bike lanes, sidewalks, and more transit options. The most common comments and concerns are displayed in the table below.

Trinity RTP Community Input

Source	Responses
Survey Monkey	51



Common Comments:

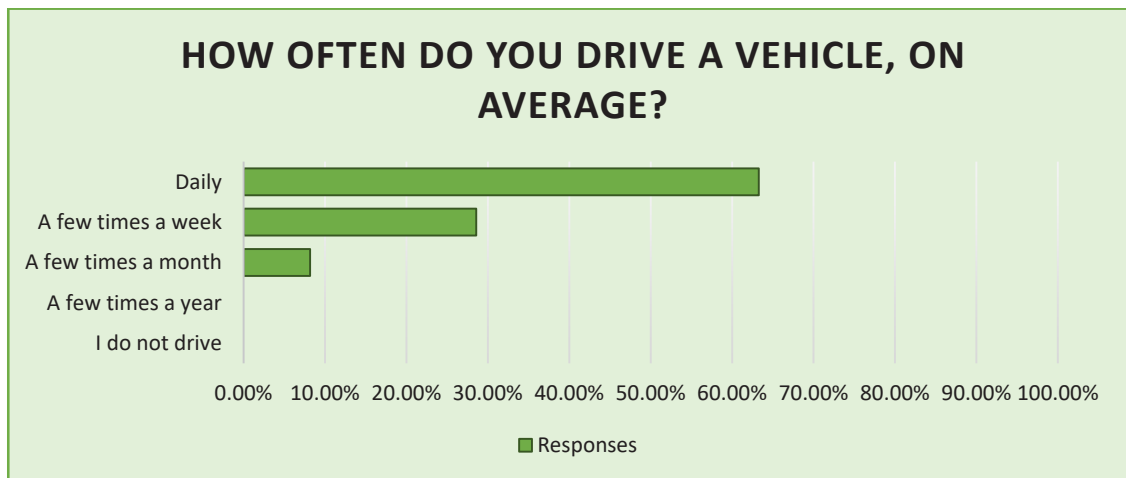
Crosswalks, bike lanes, wide shoulders, sidewalks and curb ramps, bicycle / pedestrian paths

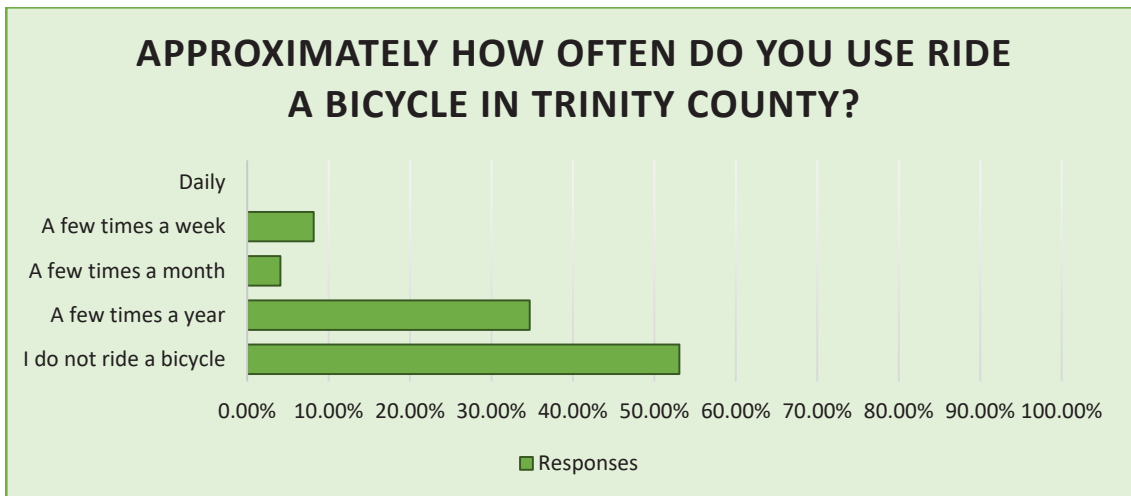
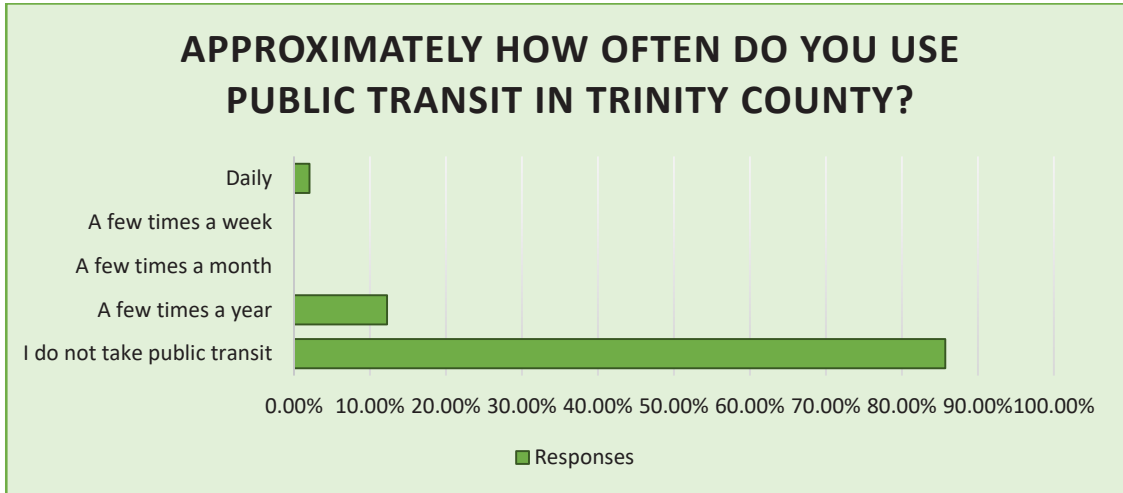
1. Hwy 3
2. Hwy 299
3. Lewiston School
4. Trinity Center
5. Weaverville

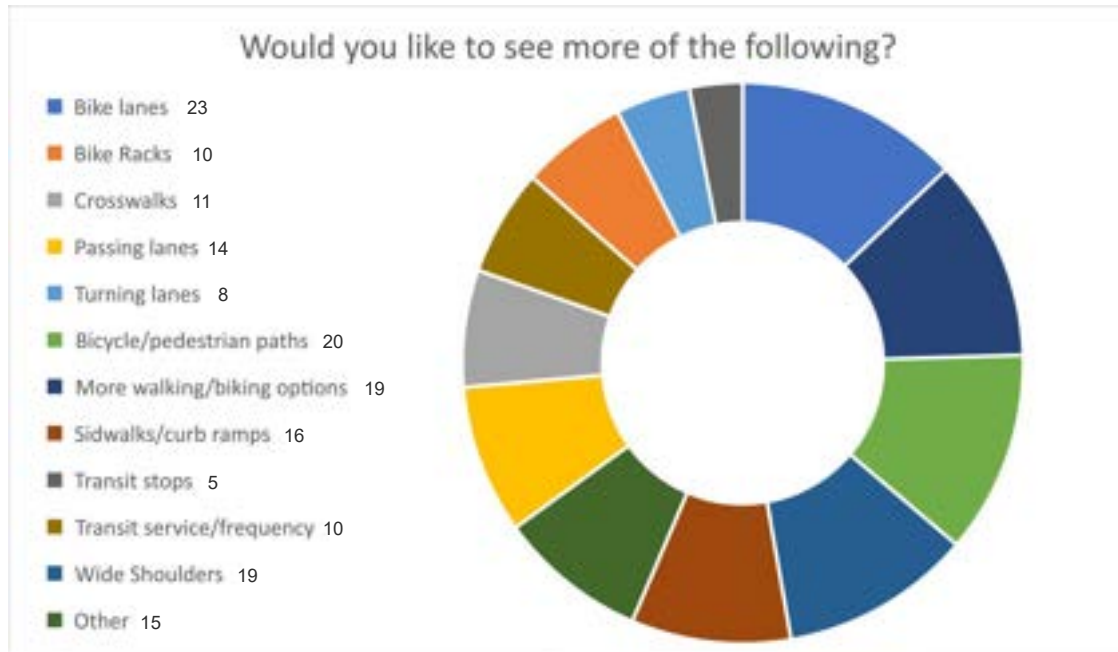
Common Concerns:

1. Potholes / road condition
2. Reckless / inattentive drivers
3. Lack of bicycle and pedestrian facilities
4. Lack of transit service
5. Speeding drivers

The questionnaires provided the project team with information regarding respondents travel behavior as shown in the charts below.







Questionnaire

Trinity County Regional Transportation Plan



1. Which general area do you live in or travel from the most often?

- Weaverville
- Hayfork
- Lewiston
- Coffee Creek/Trinity Center
- Hyampom
- Douglas City
- Junction City
- Mad River
- Round Valley Reservation
- Hawkins Bar/Trinity Village
- Burnt Ranch
- Elsewhere in Trinity County (please list)

 I do not live in Trinity County

2. What are your most frequent out-of-county destinations?

- Redding
- Willow Creek
- Eureka
- Fortuna
- Crescent City
- Arcata
- Hoopa
- McKinleyville
- Yreka
- San Francisco/Bay Area
- Sacramento
- Other (please list): _____

3. How often do you drive a vehicle on average?

- Daily
- A few times a week
- A few times a month
- A few times a year
- I do not drive

4. Approximately how often do you use public transit in Trinity County?

- Daily
- A few times a week
- A few times a month
- A few times a year
- I do not take public transit in Trinity County

5. Approximately how often do you ride a bicycle in Trinity County? (including utilitarian or recreational)

- Daily
- A few times a week
- A few times a month
- A few times a year
- I do not ride a bicycle

6. Approximately how often do you walk in Trinity County? (including utilitarian or recreational)

- Daily
- A few times a week
- A few times a month
- A few times a year
- I do not go for walks

7. How far do you commute to work or school?

- Less than 1 mile
- 1 - 2 miles
- 2 - 5 miles
- 6 - 15 miles
- 16 - 30 miles
- 31 - 50 miles
- 51 - 99 miles
- 100+ miles

8. How far do you commute to other necessary destinations, such as the grocery store?

- Less than 1 mile
- 1 - 2 miles
- 2 - 5 miles
- 6 - 15 miles
- 16 - 30 miles
- 31 - 50 miles
- 51 - 99 miles
- 100+ miles

9. If you have school-aged children, how far do they commute to school?

- Less than 1 mile
- 1 - 2 miles
- 2 - 5 miles
- 6 - 15 miles
- 16 - 30 miles
- 31 - 50 miles
- 51 - 99 miles
- 100+ miles
- I do not have school-aged children

Trinity County Regional Transportation Plan



10. Which general area do you work or travel to most?

- Weaverville
- Hayfork
- Lewiston
- Coffee Creek/Trinity Center
- Hyampom
- Douglas City
- Junction City
- Mad River
- Round Valley Reservation
- Hawkins Bar/Trinity Village
- Burnt Ranch
- Other (please list): _____

11. How frequently do you travel out-of-county?

- Daily
- A few times a week
- A few times a month
- A few times a year
- Never

12. What concerns do you have with the transportation network in Trinity County? Check all that apply.

- Potholes / road condition
- Lack of transit service
- Lack of access to areas outside of Trinity Co.
- Reckless / inattentive driving
- Speeding
- Lack of warning signs/guardrails/etc.
- Lack of bicycle and pedestrian facilities
- Other (please list)

13. Would you like to see more of the following? Check all that apply.

- Bike lanes
- Bike racks
- Crosswalks
- Passing lanes
- Turn lanes
- Bicycle/pedestrian paths
- More walking and biking connections
- Sidewalks and curbramps
- Transit stops
- Transit service/frequency
- Wide shoulders
- Other (please specify): _____

14. What areas need more bicycle and pedestrian facilities? (ex. cities, neighborhoods, specific streets, specific intersections, etc.)

15. What areas need better transit service or facilities? (ex. cities, neighborhoods, specific streets, specific intersections, etc.)

16. Please rank the following transportation needs in order of priority (1 is highest priority and 5 is lowest).

- _____ Invest in road maintenance
- _____ Invest in transit options
- _____ Invest in walking and biking options
- _____ Improve roadway safety
- _____ Increase recreational opportunities

17. Do you have any comments or suggestions regarding the transportation network in Trinity County?

Attachment C - Coordination with State Wildlife Action Plan

Table 5.1-1 Conservation Units and Targets – North Coast and Klamath Province*				
Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Types Associated with Target
Northern California Coast Ecoregion	Encompasses mountains, hills, valleys, and plains in the northern California Coast Ranges and small parts of the Klamath mountains. Climate modified greatly by marine influence. Summers are characterized by fog, cool temperatures, and high humidity. Predominant vegetation communities consist of redwood, Douglas-fir-tanoak, Oregon white oak, broom, tanoak, and coast live oak. 0 to 3,000 feet.	Pacific Northwest Conifer Forests	Restricted to coastal areas. All variations of topography exist, from gradual elevational changes to steep, abrupt mountain ranges, common in the central north coast. Dominant tree species include: Sitka spruce, grand fir, redwood, red alder, and Douglas-fir. Western red cedar and western hemlock are also associates, but rarely compose the major portion of a stand.	Redwood
		Freshwater Marsh	This vegetation type consists of freshwater emergent marshes and coastal/tidal marshes and meadows. It can be found surrounding streams, rivers, lakes and wet meadows. These habitats occur on virtually all exposures and slopes, provided a basin or depression is saturated or at least periodically flooded. Dominant species are generally perennial monocots including graminoids such as rushes, reeds, grasses and sedges. Dominant species include: common reeds, hardstem bulrush, small-fruited bulrush, water parsley, slough sedge, soft rush, salt rush, and pacific silverweed.	Fresh Emergent Wetland
		North Coastal and Montane Riparian Forest and Woodland	These riparian forests occur along the major rivers and streams in the outer and middle North Coast Ranges, and along the foothill and lower montane reaches of rivers and streams. Predominant vegetation includes black cottonwood, Oregon ash, red alder, white alder, and shining willow. Most of stands are surrounded by cool temperate coniferous forest either from the coastal belt or the mid elevation montane coniferous belt. Thus, lesser numbers of conifers may intermix with the deciduous dominants. These include redwood, Douglas-fir, Sitka spruce, grand fir, and western hemlock in the north coastal stands, while ponderosa pine, incense-cedar, white fir, and red fir, may mix with the montane stands.	Montane Riparian
		Coastal Dune and Bluff Scrub	Stands of coastal dune and bluff vegetation are limited to salty, rocky or sandy settings immediately adjacent to the open coast. Adaptations to salt spray, wind and shifting sands, result in several lifeforms including succulent or hairy leaves, long underground roots and stolons (adaptation to shifting sands), and good colonization of relatively unstable and sterile substrates.	Coastal Scrub
Northern California Coast Ranges Ecoregion	Interior part of the northern California Coast Range mountains, north of the Carquinez Strait. Marine air modifies winter and summer temperatures, but oceanic effects are greatly diminished because of distance from coast. Predominant vegetation communities include Douglas-fir-tanoak, blue oak, Oregon white oak, chamise, cheatgrass, mixed conifer, and white fir. 300 to 8,100 feet	North Coastal and Montane Riparian Forest and Woodland	See description under Northern California Coast Ecoregion.	Montane Riparian
		Pacific Northwest Subalpine Forest	Occurs on ridges and rocky slopes around timberline in north California. Includes montane conifer forests and woodlands adapted to very high winter snowfall, from montane to subalpine altitudes. Characterized by short, cool summers, rainy autumns and long, cool, wet winters with heavy snow cover for 5-9 months. The heavy snowpack is ubiquitous and is required for soil moisture by many of the tree species. Dominant tree species include red fir, western hemlock, western white pine, and lodgepole pine.	Red fir; Subalpine Conifer

Table 5.1-1 Conservation Units and Targets – North Coast and Klamath Province*				
Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Types Associated with Target
Northern California Interior Coast Ranges Ecoregion	Located in the southeastern edge of the northern California Coast Ranges mountains, south of Cache Creek, and hills and terraces along the west side and north end of the Sacramento Valley. Predominant vegetation communities in this section include blue oak, foothill pine, and chamise. 200 to 3,000 feet	California Foothill and Valley Forests and Woodlands	Includes all Mediterranean climate woodlands and forests in California from sea level to the point where snow and frost in combination with high winter precipitation enables cool temperate species of trees to dominate the overstory layer. These forests and woodlands are composed of tree species largely adapted and endemic to the warm, dry summers, and cool rainy winters of California's Mediterranean climate, including foothill oak-riparian, oak-conifer, pine-cypress, and juniper vegetation types. Coastal oak woodlands are primarily dominated by coast live oak, California bay, Shreve oak, and Engelmann Oak. Foothill oak woodlands stands are either dominated by valley oaks, blue oaks, blue oak-foothill pine mixes, valley oak-riparian mixes, or montane hardwoods such as California buckeye, California bay, and California walnut. The coniferous component within the broad habitat category consists of closed cone pine-cypress dominant and juniper dominant vegetation types. Dominant cypress species include McNabe cypress, Monterey cypress, and Sargent cypress. Dominant pines include knobcone pine and foothill pine.	Coastal Oak; Blue Oak Woodland; Blue Oak-Foothill Pine; Montane Hardwood; Valley Foothill Riparian; Valley Oak Woodland; Closed-Cone Pine-Cypress
Klamath Mountains Ecoregion	Located between the Southern Cascades Mountains and the Coast Range mountains. The southern limit is the northern end of the Great Valley. Predominant vegetation communities in this section include Douglas-fir, Douglas-fir – tanoak, Jeffrey pine, mixed conifer, white fir, Douglas-fir – ponderosa pine, canyon live oak, Oregon white oak, mixed chaparral shrublands, red fir, and mixed subalpine forest. 200 to 9,000 feet	Subalpine Aspen Forests and Pine Woodlands	This vegetation type represents the cold but less snowy subalpine areas of the Klamath Mountain ranges. This vegetation type includes higher elevation forested stands dominated by aspen, subalpine conifer, and lodgepole pine. Aspen stands are limited to cooler, riparian drainages at mid to high elevation in montane regions. Small stands are scattered generally north and westward into northern Trinity and western Siskiyou Counties. Conifer habitats are dominated by lodgepole pine, Engelmann spruce, subalpine fir, foxtail pine, and whitebark pine.	Aspen; Subalpine Conifer; Lodgepole Pine (not red fir or mountain hemlock)
		Alpine Vegetation	Limited to the highest elevations and generally above timberline on slopes and ridgelines, on the highest peaks of the Klamath Range. Characteristic species are either herbaceous (many are cushion plants, some tufted or rhizomatous graminoids) or low prostrate or dwarf shrubs. Different groups segregate based on substrate type (scree, talus, fellfield) and moisture regime (snowbank, fellfield, etc.). Common shrubs occurring are creambush, oceanspray, Greene goldenweed, and mountain white heather. Fellfield indicators include alpine reedgrass, Congdon sedge, alpine goldenbush, and Phlox species, among others. Alpine turf indicators include dwarf willows, dwarf huckleberry, Muir's hairgrass, and several sedges.	Alpine Dwarf-Shrub
		Wet Mountain Meadow	Typical of low lying sites in the mountains and in some lower elevation valleys and depressions. Widespread throughout the state wherever freshwater meadows and seeps occur. Saturated soil or standing water through the growing season are key characteristics. Wet mountain meadows are generally characterized by herbaceous plants with shrubs or trees absent or sparse (<20 percent cover), or along the edges. Most species are perennial and canopy cover is generally dense (60-100 percent).	Wet Meadow

Table 5.1-1 Conservation Units and Targets – North Coast and Klamath Province*				
Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Types Associated with Target
Klamath Mountains Ecoregion (continued)		Mountain Riparian Scrub and Wet Meadow	This macrogroup contains montane meadow grasses, graminoids, and forbs and shrublands associated with meadows, riparian terraces, and seeps in the higher mountains of the state from the Peninsular and Transverse Ranges through the Sierra-Cascade Ranges and including the higher mountains of the Modoc Plateau, the Klamath Mountains and the high Inner North Coast Ranges. The vegetation tends to make small stands sorting ecologically based on moisture availability and on tolerance of disturbance. This concept joins both low riparian shrublands and associated wet meadows based on their overlap in ecologies and floristic composition.	Montane Riparian; Wet Meadow
		Fen (Wet Meadow)	Fens are hydrologically and chemically unique wetlands, which are typically nutrient-poor and support many endemic vascular and non-vascular plants (mostly mosses). In California, fens are typically small in size and occur in the Sierra, Klamath, and Cascade ranges and the north coast. Characteristic plants include both low woody shrubs such as laurel, bog Labrador tea, as well as specialized carnivorous herbs such as pitcher plant, sundew, and bladderwort, along with many species of rushes, sedges, grasses and mosses.	Wet Meadow; Fresh Emergent Wetland
		Montane Upland Deciduous Scrub	Characteristic species include drought or winter deciduous montane chaparral species. Dominant species include deer brush ceanothus, Garry oak, bitter cherry, chokecherry, basket bush sumac, and oak gooseberry. Any of these species may be dominated under various environmental regimes. Understory vegetation in the mature stages is generally largely absent. Various grasses and forbs grow in interstitial spaces sparsely or moderately depending on shrub type. Conifer and oak trees such as Ponderosa pine, canyon oak and live oak may occur in sparse stands or as scattered individuals within the chaparral type.	Montane Chaparral
		Western Upland Grasslands	Dominated by grasses, which are typically not restricted to moisture surrounding landscape (not seeps, riparian, or wet meadows). Dominant vegetation generally includes native grasslands of Idaho fescue, Great Basin wild rye, blue wild rye, one-sided bluegrass. It also includes the non-native grasslands that are from cool temperate settings in Eurasia such as creeping bentgrass, velvetgrass, Kentucky bluegrass, and Harding grass and cheat-grass.	Perennial Grassland; Annual Grassland

Table 5.1-2 Key Ecological Attributes – North Coast and Klamath Province																
Key Ecological Attributes	Conservation Units and Targets															
	Northern California Coast			Northern California Coast Ranges		Northern California Interior Coast Ranges		Klamath					Klamath-Northern California Coastal HUC 1801			
	Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadows)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow	Native Aquatic Species Assemblages/Communities
Area and extent of community	X	X	X	X	X	X		X	X		X	X	X	X	X	X
Fire regime				X		X	X		X	X	X	X	X	X	X	
Connectivity among communities and ecosystems	X	X		X	X			X		X			X			
Successional dynamics	X	X	X		X	X	X		X	X	X	X	X	X	X	
Community structure and composition	X		X	X		X	X	X	X	X	X	X	X	X	X	X
Hydrological regime		X	X		X				X		X	X		X	X	
Soil quality and sediment deposition regime			X	X			X						X			X
Surface water flow regime	X															X
Water temperatures and chemistry																X
Pollutant concentrations and dynamics																X

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

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

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

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

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

Common Name	Scientific Name	Conservation Units and Targets ²															
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges		Klamath					Klamath-Northern California Coastal HUC 1801		
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fern (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow	Native Aquatic Species Assemblages/ Communities
Pallid bat*	<i>Antrozous pallidus</i>				X			X									
Townsend's big-eared bat*	<i>Corynorhinus townsendi</i>	X	X			X		X			X						
Big-brown bat	<i>Eptesicus fuscus</i>													X			
Silver-haired bat	<i>Lasiurus noctivagans</i>												X				
Hoary bat	<i>Lasiurus cinereus</i>												X				
Long-eared myotis (bat)*	<i>Myotis evotis</i>	X	X			X			X		X	X		X	X		
Fringed myotis (bat)*	<i>Myotis thysanodes</i>	X				X											
Long-legged myotis (bat)*	<i>Myotis volans</i>	X				X											
Oregon snowshoe hare*	<i>Lepus americanus klamathensis</i>								X		X	X		X	X		
Riparian brush rabbit*	<i>Sylvilagus bachmani riparius</i>			X													
Point Arena mountain beaver*	<i>Aplodontia rufa nigra</i>	X				X	X										
Northern flying squirrel	<i>Glaucomys sabrinus</i>			X			X						X				
San Joaquin pocket mouse*	<i>Perognathus inornatus inornatus</i>							X									
North American beaver	<i>Castor canadensis</i>	X	X			X											
Sonoma tree vole*	<i>Arborimus pomio</i>			X													
White-footed vole	<i>Arborimus albipes</i>	X				X											
Dusky-footed woodrat	<i>Neotoma fuscipes</i>			X													
Pacific jumping mouse	<i>Zapus trinotatus</i>			X					X		X	X		X	X		
Sierra Nevada red fox*	<i>Vulpes vulpes necator</i>								X								
Ringtail*	<i>Bassariscus astutus</i>			X	X			X									
Pacific marten*	<i>Martes caurina (=americana)</i>	X	X			X	X		X	X		X	X	X	X	X	
Humboldt marten*	<i>Martes caurina (=americana) humboldtensis</i>	X				X											
American badger	<i>Taxidea taxus</i>							X		X							

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

Common Name	Scientific Name	Conservation Units and Targets ²														
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges		Klamath				Klamath-Northern California Coastal HUC 1801		
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow
Fisher - West Coast DPS ³	<i>Pekania [(=Martes) pennant</i>		X	X		X	X						X			
River otter	<i>Lontra canadensis</i>	X						X								
Western spotted skunk	<i>Spilogale gracilis</i>			X	X			X								
Mountain lion	<i>Puma concolor</i>			X				X								
Tule elk ⁴	<i>Cervus canadensis nannodes</i>							X								
Roosevelt Elk	<i>Cervus canadensis rooseviti</i>								X		X	X		X	X	
Columbia black-tailed deer	<i>Odocoileus hemionus columbianus</i>			X				X	X		X	X	X	X	X	

Table 5.1-4 Key Pressures on Conservation Targets – North Coast and Klamath Province																
Pressure	Conservation Units and Targets															
	Northern California Coast				Northern California Coast Ranges		Northern California Interior Coast Ranges		Klamath						Klamath-Northern California Coastal HUC 1801	
	Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow	Native Aquatic Species Assemblages/ Communities
Agricultural and forestry effluents	X	X	X		X											X
Airborne pollutants				X												
Annual and perennial non-timber crops	X	X			X											X
Climate change	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Commercial and industrial areas	X			X				X								
Dams and water management/use	X	X			X											X
Fire and fire suppression			X	X		X	X	X	X	X	X	X	X	X	X	X
Garbage and solid waste																X
Household sewage and urban wastewater	X	X			X											X
Housing and urban areas	X	X		X	X				X							X
Industrial and military effluents	X															X
Introduced genetic material			X													X
Invasive plants/animals	X	X	X	X	X		X	X	X	X	X			X	X	X
Livestock, farming, and ranching	X	X	X		X		X	X		X	X			X	X	X
Logging and wood harvesting			X						X	X	X	X	X	X	X	X
Marine and freshwater aquaculture																X
Mining and quarrying	X															X
Parasites/pathogens/diseases			X		X							X				X
Recreational activities				X	X	X	X									
Renewable energy																X
Roads and railroads	X	X	X	X	X											X
Wood and pulp plantations			X													

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

Common Name	Scientific Name	Conservation Units and Targets ¹															
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges		Klamath				Klamath-Northern California Coastal HUC 1801			
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	West Mountain Meadow	Native Aquatic Species Assemblages/ Communities
Tidewater goby*	<i>Eucyclogobius newberryi</i>															X	
Reticulate sculpin*	<i>Cottus perplexus</i>															X	
Amphibians																	
California tiger salamander*	<i>Ambystoma californiense</i>							X								X	
Southern toment salamander*	<i>Rhyacodon variegatus</i>		X	X		X			X		X	X			X	X	X
Red-bellied newt*	<i>Taricha rivularis</i>		X	X		X											X
California newt*	<i>Taricha torosa</i>	X						X	X	X	X	X			X	X	
Southern long-toed salamander*	<i>Ambystoma macrodactylum sigillatum</i>																X
California giant salamander*	<i>Dicamptodon ensatus</i>		X	X		X											X
Shasta salamander*	<i>Hydromantes shastae</i>										X			X			
Scott Bar salamander*	<i>Plethodon oopik</i>										X			X			
Dunn's salamander*	<i>Plethodon dunnii</i>		X	X													
Del Norte salamander*	<i>Plethodon elongatus</i>		X	X		X											
Siskiyou Mountains salamander*	<i>Plethodon stormi</i>										X			X			
Coastal tailed frog*	<i>Ascaphus truei</i>		X	X			X		X		X	X			X	X	X
Western spadefoot toad*	<i>Speo hammondi</i>				X			X									
Northern red-legged frog*	<i>Rana aurora</i>	X							X		X	X			X	X	X
Foothill yellow-legged frog*	<i>Rana boylei</i>		X			X											X
Cascades frog*	<i>Rana cascadae</i>								X		X	X			X	X	X
California red-legged frog*	<i>Rana draytoni</i>	X						X									X

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

Common Name	Scientific Name	Conservation Units and Targets ³														
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges		Klamath					Klamath-Northern California Coastal HUC 1801	
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow
Oregon spotted frog*	<i>Rana pretiosa</i>															X
Reptiles																
Northwestern western pond turtle*	<i>Actinemys marmorata</i>	X	X			X		X								X
Western skink	<i>Plestiodon skiltonianus</i>							X								
Forest sharp-tailed snake*	<i>Contia longicauda</i>		X	X												
Ring-necked snake	<i>Diadophis amabilis</i>							X								
Birds																
Pacific brant*	<i>Branta bernicla</i>	X														
Aleutian Canada goose	<i>Branta canadensis leucopareia</i>	X														
Sooty grouse	<i>Dendrogeopys fuliginosus</i>			X			X						X			
California quail	<i>Callipepla californica</i>							X								
Great egret	<i>Ardea alba</i>	X														
Great blue heron	<i>Ardea herodias</i>	X														
Snowy plover (coastal population)*	<i>Charadrius nivosus</i>				X											
Tufted puffin*	<i>Frotercula cirrhata</i>				X											
California condor*	<i>Gymnogyps californianus</i>						X									
Osprey	<i>Pandion haliaetus</i>			X			X	X								
Northern goshawk*	<i>Accipiter gentilis</i>		X	X		X	X	X	X				X			
Golden eagle*	<i>Aquila chrysaetos</i>						X	X	X							
Northern harrier*	<i>Circus cyaneus</i>	X														
White-tailed kite*	<i>Elanus leucurus</i>				X			X								
Bald eagle*	<i>Haliaeetus leucocephalus</i>							X								
Short-eared owl*	<i>Asio flammeus</i>	X														
Long-eared owl*	<i>Asio otus</i>		X			X		X		X						
Burrowing owl*	<i>Athene cucularia</i>							X		X						

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

Common Name	Scientific Name	Conservation Units and Targets ¹															
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges		Klamath				Klamath-Northern California Coastal HUC 1801			
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)		Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow
Northern spotted owl*	<i>Strix occidentalis caurina</i>		X			X	X							X			
Great gray owl*	<i>Strix nebulosa</i>						X										
Barn owl	<i>Tyto alba</i>									X							
Vaux's swift*	<i>Chaetura vauxi</i>			X					X		X	X	X	X	X	X	X
Black swift*	<i>Cypseloides niger</i>								X	X	X	X	X	X	X	X	X
Pileated woodpecker	<i>Dryocopus pileatus</i>												X				
Clark's nutcracker	<i>Nucifraga columbiana</i>						X										
White-headed woodpecker	<i>Picoides albolarvatus</i>												X				
American peregrine falcon*	<i>Falco peregrinus anatum</i>				X		X	X									
Olive-sided flycatcher*	<i>Contopus cooperi</i>			X			X		X		X	X			X	X	
Willow flycatcher*	<i>Empidonax traillii</i>	X							X		X	X			X	X	
Hutton's vireo	<i>Vireo huttoni</i>							X									
Purple martin*	<i>Progne subis</i>	X	X	X		X			X		X	X			X	X	
Bank swallow*	<i>Riparia riparia</i>		X			X			X		X	X			X	X	
Marsh wren	<i>Cistothorus palustris</i>	X															
Saltmarsh common yellowthroat/San Francisco common yellowthroat*	<i>Geothlypis trichas sinuosa</i>	X	X														
Yellow warbler*	<i>Setophaga petechia</i>							X		X							
Bryant's savannah sparrow*	<i>Passerculus sandwichensis alaudinus</i>				X												
Spotted towhee	<i>Pipilo maculatus</i>							X									
Tricolored blackbird*	<i>Agelaius tricolor</i>							X									
Yellow-headed blackbird*	<i>Xanthocephalus xanthocephalus</i>	X															
Mammals																	
Suisun shrew*	<i>Sorex ornatus sinuatus</i>		X			X											

Attachment D - Coordination with Stakeholders & Tribal Governments

Native American Outreach Summary

Native American Tribal Consultation and Coordination Consultation Summary		
Outreach Method		Date
Invitation #1 to first round of Community Meeting with links to survey and websites		April 29, 2022
Invitation #2 to first round of Community Meeting with links to survey and websites		May 16, 2022
Introductory Community Meetings		May 16-19, 2022
Coordination during project list development		October 3, 2022
CEQA Consultation Letters Mailed		October 13, 2022
Circulation of Draft RTP and Environmental Document		November 1st, 2022
Draft RTP Meetings		November 1-3 and 14-17, 2022
Invitation to Final RTP Adoption Meeting #1		January 3, 2023
Invitation to Final RTP Adoption Meeting #2		January 10, 2023
RTP and Environmental Public Hearing and Adoption		January 17, 2023
Tribal Government		
Nor Rel Muk Nation		Sonny Hayward, Chair
Redding Rancheria		Molly Redmon
Wintu Educational and Cultural Center		Tracy Foster-Olstad
Hoopa Valley Indian Tribe		Joe Davis
The Tsnungwe Council		Dina Magdalena

Neighboring County Coordination Letters



August 18, 2022

Humboldt County Association of Governments
ATTN: Beth Burks, Executive Director
611 I Street, Suite B,
Eureka, CA 95501

Re: Trinity County Regional Transportation Plan, 2022 Update

Dear Beth,

The Trinity County Transportation Commission (TCTC) is in the process of developing a new Regional Transportation Plan (RTP) for the 2022– 2042 planning horizon. The RTP is the long range planning document required by law to define the policies, financial projections, and projects within the region. This information is used by local agencies, tribes, the regional transportation planning agency, and the State to implement transportation projects within Trinity County.

Coordination and consultation with adjoining MPOs/RTPAs is recommended by the California Transportation Commission's RTP Guidelines. In order to address this recommendation and improve inter-regional coordination, we are soliciting your input in regard to the Trinity County 2022 RTP. The TCTC is soliciting any information on potential collaborative projects, and any comments your agency may have for the Trinity County 2022 RTP.

Input and comments can be submitted by contacting project consultant Green DOT Transportation Solutions, currently contracted to perform duties of the TCTC and to prepare the 2022 RTP, at the contact information provided below. We will provide updates to the development of the RTP and the CEQA review process as milestones are reached. As updates and new information become available, they will be posted on Trinity County RTP website at <https://www.trinity-rtp.org/>.

If you have any questions or would like additional information, feel free to contact me by email at jeff@greendottransportation.com or by phone at (530) 895-1109.

Thank you for your attention to this process,

Sincerely,

Handwritten signature of Jeff Schwein.

Jeff Schwein, AICP CTP
Project Manager
(530) 895-1109

627 Broadway, Suite 220
Chico, CA 95928



August 18, 2022

Mendocino Council of Governments
ATTN: Nephele Barrett, Executive Director
340 Lake Mendocino Drive,
Ukiah, CA 95482

Re: Trinity County Regional Transportation Plan, 2022 Update

Dear Nephele,

The Trinity County Transportation Commission (TCTC) is in the process of developing a new Regional Transportation Plan (RTP) for the 2022– 2042 planning horizon. The RTP is the long-range planning document required by law to define the policies, financial projections, and projects within the region. This information is used by local agencies, tribes, the regional transportation planning agency, and the State to implement transportation projects within Trinity County.

Coordination and consultation with adjoining MPOs/RTPAs is recommended by the California Transportation Commission's RTP Guidelines. In order to address this recommendation and improve inter-regional coordination, we are soliciting your input in regard to the Trinity County 2022 RTP. The TCTC is soliciting any information on potential collaborative projects, and any comments your agency may have for the Trinity County 2022 RTP.

Input and comments can be submitted by contacting project consultant Green DOT Transportation Solutions, currently contracted to perform duties of the TCTC and to prepare the 2022 RTP, at the contact information provided below. We will provide updates to the development of the RTP and the CEQA review process as milestones are reached. As updates and new information become available, they will be posted on Trinity County RTP website at <https://www.trinity-rtp.org/>.

If you have any questions or would like additional information, feel free to contact me by email at jeff@greendottransportation.com or by phone at (530) 895-1109.

Thank you for your attention to this process,

Sincerely,

Jeff Schwein, AICP CTP
Project Manager
(530) 895-1109

627 Broadway, Suite 220
Chico, CA 95928



August 18, 2022

Shasta Regional Transportation Agency
ATTN: Dan Little, Executive Director
1255 East Street Suite 202,
Redding, CA 96001

Re: Trinity County Regional Transportation Plan, 2022 Update

Dear Dan,

The Trinity County Transportation Commission (TCTC) is in the process of developing a new Regional Transportation Plan (RTP) for the 2022– 2042 planning horizon. The RTP is the long-range planning document required by law to define the policies, financial projections, and projects within the region. This information is used by local agencies, tribes, the regional transportation planning agency, and the State to implement transportation projects within Trinity County.

Coordination and consultation with adjoining MPOs/RTPAs is recommended by the California Transportation Commission's RTP Guidelines. In order to address this recommendation and improve inter-regional coordination, we are soliciting your input in regard to the Trinity County 2022 RTP. The TCTC is soliciting any information on potential collaborative projects, and any comments your agency may have for the Trinity County 2022 RTP.

Input and comments can be submitted by contacting project consultant Green DOT Transportation Solutions, currently contracted to perform duties of the TCTC and to prepare the 2022 RTP, at the contact information provided below. We will provide updates to the development of the RTP and the CEQA review process as milestones are reached. As updates and new information become available, they will be posted on Trinity County RTP website at <https://www.trinity-rtp.org/>.

If you have any questions or would like additional information, feel free to contact me by email at jeff@greendottransportation.com or by phone at (530) 895-1109.

Thank you for your attention to this process,

Sincerely,

Jeff Schwein, AICP CTP
Project Manager
(530) 895-1109

627 Broadway, Suite 220
Chico, CA 95928



August 18, 2022

Siskiyou County Local Transportation Commission
ATTN: Jeff Schwein, Executive Director
190 Greenhorn Road,
Yreka, CA 96097

Re: Trinity County Regional Transportation Plan, 2022 Update

Dear Jeff,

The Trinity County Transportation Commission (TCTC) is in the process of developing a new Regional Transportation Plan (RTP) for the 2022– 2042 planning horizon. The RTP is the long range planning document required by law to define the policies, financial projections, and projects within the region. This information is used by local agencies, tribes, the regional transportation planning agency, and the State to implement transportation projects within Trinity County.

Coordination and consultation with adjoining MPOs/RTPAs is recommended by the California Transportation Commission’s RTP Guidelines. In order to address this recommendation and improve inter-regional coordination, we are soliciting your input in regard to the Trinity County 2022 RTP. The TCTC is soliciting any information on potential collaborative projects, and any comments your agency may have for the Trinity County 2022 RTP.

Input and comments can be submitted by contacting project consultant Green DOT Transportation Solutions, currently contracted to perform duties of the TCTC and to prepare the 2022 RTP, at the contact information provided below. We will provide updates to the development of the RTP and the CEQA review process as milestones are reached. As updates and new information become available, they will be posted on Trinity County RTP website at <https://www.trinity-rtp.org/>.

If you have any questions or would like additional information, feel free to contact me by email at sofia@greendottransportation.com or by phone at (831)345-6805.

Thank you for your attention to this process,

Sincerely,

Sofia Lepore
Senior Planner
(831)345-6805

627 Broadway, Suite 220
Chico, CA 95928



August 18, 2022

Tehama County Transportation Commission
ATTN: Jessica Riske-Gomez, Transportation Manager
9380 San Benito Ave,
Gerber, CA 96035

Re: Trinity County Regional Transportation Plan, 2022 Update

Dear Jessica,

The Trinity County Transportation Commission (TCTC) is in the process of developing a new Regional Transportation Plan (RTP) for the 2022– 2042 planning horizon. The RTP is the long-range planning document required by law to define the policies, financial projections, and projects within the region. This information is used by local agencies, tribes, the regional transportation planning agency, and the State to implement transportation projects within Trinity County.

Coordination and consultation with adjoining MPOs/RTPAs is recommended by the California Transportation Commission's RTP Guidelines. In order to address this recommendation and improve inter-regional coordination, we are soliciting your input in regard to the Trinity County 2022 RTP. The TCTC is soliciting any information on potential collaborative projects, and any comments your agency may have for the Trinity County 2022 RTP.

Input and comments can be submitted by contacting project consultant Green DOT Transportation Solutions, currently contracted to perform duties of the TCTC and to prepare the 2022 RTP, at the contact information provided below. We will provide updates to the development of the RTP and the CEQA review process as milestones are reached. As updates and new information become available, they will be posted on Trinity County RTP website at <https://www.trinity-rtp.org/>.

If you have any questions or would like additional information, feel free to contact me by email at jeff@greendottransportation.com or by phone at (530) 895-1109.

Thank you for your attention to this process,

Sincerely,

Jeff Schwein, AICP CTP
Project Manager
(530) 895-1109

627 Broadway, Suite 220
Chico, CA 95928

Humboldt County Coordination Response

8/31/22, 2:35 PM

Green DOT Transportation Solutions Mail - Fwd: Trinity County 2022 Regional Transportation Plan



Sylinda Villado <sylinda@greendottransportation.com>

Fwd: Trinity County 2022 Regional Transportation Plan

1 message

Jeff Schwein <jeff@greendottransportation.com>

Wed, Aug 31, 2022 at 2:21 PM

To: Sylinda Villado <sylinda@greendottransportation.com>

----- Forwarded message -----

From: **Beth Burks** <beth.burks@hcaog.net>

Date: Mon, Aug 29, 2022 at 10:47 AM

Subject: Re: Trinity County 2022 Regional Transportation Plan

To: Sofia Lepore <sofia@greendottransportation.com>

Cc: Jeff Schwein <jeff@greendottransportation.com>, Sarah Saad <ssaad@trinitycounty.org>

Hello Sofia and Jeff,

Thank you for the opportunity to comment on the Trinity County RTP update.

Humboldt Transit Authority (HTA) was recently awarded a \$38.7 Million Transit and Intercity Rail Capital Program Grant. Among the focuses of this grant is to help address transit service gaps in northern California counties and to spur the development of the hydrogen fueling network so that rural transit services can include zero emission vehicles. The project will cover construction of a hydrogen fueling station in Eureka and the purchase of 11 fuel cell electric buses, replacing the entire HTA fleet.

This is an exciting development for our region and Trinity Transit may benefit from increased connectivity and from the ability to switch to fuel cell electric buses as the hydrogen fueling infrastructure increases in our region.

In addition to the hydrogen station funded for Eureka, a Willow Creek hydrogen fueling station that could be shared by HTA and Trinity Transit is planned (currently unfunded). It may be useful to discuss these plans in more detail and include them in the RTP update to be in the best position for future funding opportunities.

Please let me know if I can help coordinate further discussions about this.

Thanks,
Beth

On Fri, Aug 19, 2022 at 10:35 AM Sofia Lepore <sofia@greendottransportation.com> wrote:

Hello Beth,

I hope this note finds you well. I am writing to inform you that the Trinity County Transportation Commission is currently developing the 2022 Regional Transportation Plan. Please see the attached letter with further details.

Thank you,

Sofia Lepore (*she/her*)

Green DOT Transportation Solutions

627 Broadway, Suite 220

Chico, CA 95928

Mobile: 831-345-6805

--

Beth Burks, AICP
Executive Director
Humboldt County Association of Governments
611 I Street, Suite B
Eureka, CA 95501
Office: 707-444-8208



TRINITY COUNTY TRANSPORTATION COMMISSION

Panos Kokkas, P.E., Executive Secretary
Lisa McNeely, Administration
P.O. BOX 2490, WEAVERVILLE, CALIFORNIA 96093
PHONE (530) 623-1365 FAX (530) 623-5312
Email: tcdot@trinitycounty.org

Josefina Cortez, Chairwoman
Bear River Band of the Rohnerville Rancheria
266 Keisner Road
Loleta, CA 95551

October 17, 2022

SUBJECT: Trinity County 2022 Regional Transportation Plan and Negative Declaration

Dear Ms. Cortez:

The Trinity County Transportation Commission (TCTC) is in the process of developing the 2022 Regional Transportation Plan (RTP) for the 2022–2042 planning horizon. The RTP serves as a guiding document for transportation investments for the region and includes a framework for prioritizing roadway, transit, bicycle and pedestrian, bridge, and aviation projects. For more information about the regional planning process please visit the Caltrans 2017 Regional Transportation Plan Guidelines: <https://dot.ca.gov/programs/transportation-planning/regional-planning/federal-state-planning-program/2017-rtp-guidelines-for-mpos>.

Coordination and consultation with tribal entities remains a priority for the Trinity County Transportation Commission. Therefore, TCTC would like to solicit your input and comments regarding the Trinity County RTP and Environmental Negative Declaration. Additionally, we would like to be notified of any potential collaborative projects you are aware of for inclusion in the RTP project lists. If one is available, we would also like a copy of your most recent Tribal Transportation Plan.

The Regional Transportation Plan and associated Negative Declaration will be available for public review from November 2nd through December 13th, 2022. If you wish to receive a copy of the Draft documents, please respond to our request via email to ssaad@trinitycounty.org, or respond via mail at PO Box 2490, Weaverville, CA 96093. Additionally, other input methods and project information can be found at www.trinity-rtp.org.

This letter serves as a notification pursuant to Public Resources Code 21080.3.1 [Assembly Bill (AB) 52]. If you have any questions or would like additional information, please reach out using the contact information below.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sarah Saad", is written over a horizontal line.

Sarah Saad, Transportation Planner

ssaad@trinitycounty.org



TRINITY COUNTY TRANSPORTATION COMMISSION

Panos Kokkas, P.E., Executive Secretary
Lisa McNeely, Administration
P.O. BOX 2490, WEAVERVILLE, CALIFORNIA 96093
PHONE (530) 623-1365 FAX (530) 623-5312
Email: tedot@trinitycounty.org

Harold Bennett, Chairperson
Quartz Valley Indian Nation
13601 Quartz Valley Road
Fort Jones, CA 96032

October 17, 2022

SUBJECT: Trinity County 2022 Regional Transportation Plan and Negative Declaration

Dear Mr. Bennett:

The Trinity County Transportation Commission (TCTC) is in the process of developing the 2022 Regional Transportation Plan (RTP) for the 2022–2042 planning horizon. The RTP serves as a guiding document for transportation investments for the region and includes a framework for prioritizing roadway, transit, bicycle and pedestrian, bridge, and aviation projects. For more information about the regional planning process please visit the Caltrans 2017 Regional Transportation Plan Guidelines: <https://dot.ca.gov/programs/transportation-planning/regional-planning/federal-state-planning-program/2017-rtp-guidelines-for-mpos>.

Coordination and consultation with tribal entities remains a priority for the Trinity County Transportation Commission. Therefore, TCTC would like to solicit your input and comments regarding the Trinity County RTP and Environmental Negative Declaration. Additionally, we would like to be notified of any potential collaborative projects you are aware of for inclusion in the RTP project lists. If one is available, we would also like a copy of your most recent Tribal Transportation Plan.

The Regional Transportation Plan and associated Negative Declaration will be available for public review from November 2nd through December 13th, 2022. If you wish to receive a copy of the Draft documents, please respond to our request via email to ssaad@trinitycounty.org, or respond via mail at PO Box 2490, Weaverville, CA 96093. Additionally, other input methods and project information can be found at www.trinity-rtp.org.

This letter serves as a notification pursuant to Public Resources Code 21080.3.1 [Assembly Bill (AB) 52]. If you have any questions or would like additional information, please reach out using the contact information below.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sarah Saad", is written over a horizontal line.

Sarah Saad, Transportation Planner

ssaad@trinitycounty.org



TRINITY COUNTY TRANSPORTATION COMMISSION

Panos Kokkas, P.E., Executive Secretary
Lisa McNeely, Administration
P.O. BOX 2490, WEAVERVILLE, CALIFORNIA 96093
PHONE (530) 623-1365 FAX (530) 623-5312
Email: tcdot@trinitycounty.org

James Russ, President
Round Valley Reservation
77826 Covelo Road
Covelo, CA 95428

October 17, 2022

SUBJECT: Trinity County 2022 Regional Transportation Plan and Negative Declaration

Dear Mr. Russ:

The Trinity County Transportation Commission (TCTC) is in the process of developing the 2022 Regional Transportation Plan (RTP) for the 2022–2042 planning horizon. The RTP serves as a guiding document for transportation investments for the region and includes a framework for prioritizing roadway, transit, bicycle and pedestrian, bridge, and aviation projects. For more information about the regional planning process please visit the Caltrans 2017 Regional Transportation Plan Guidelines: <https://dot.ca.gov/programs/transportation-planning/regional-planning/federal-state-planning-program/2017-rtp-guidelines-for-mpos>.

Coordination and consultation with tribal entities remains a priority for the Trinity County Transportation Commission. Therefore, TCTC would like to solicit your input and comments regarding the Trinity County RTP and Environmental Negative Declaration. Additionally, we would like to be notified of any potential collaborative projects you are aware of for inclusion in the RTP project lists. If one is available, we would also like a copy of your most recent Tribal Transportation Plan.

The Regional Transportation Plan and associated Negative Declaration will be available for public review from November 2nd through December 13th, 2022. If you wish to receive a copy of the Draft documents, please respond to our request via email to ssaad@trinitycounty.org, or respond via mail at PO Box 2490, Weaverville, CA 96093. Additionally, other input methods and project information can be found at www.trinity-rtp.org.

This letter serves as a notification pursuant to Public Resources Code 21080.3.1 [Assembly Bill (AB) 52]. If you have any questions or would like additional information, please reach out using the contact information below.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sarah Saad", is written over a horizontal line.

Sarah Saad, Transportation Planner

ssaad@trinitycounty.org



TRINITY COUNTY TRANSPORTATION COMMISSION

Panos Kokkas, P.E., Executive Secretary
Lisa McNeely, Administration
P.O. BOX 2490, WEAVERVILLE, CALIFORNIA 96093
PHONE (530) 623-1365 FAX (530) 623-5312
Email: tcdot@trinitycounty.org

Janice Crowe, Chairwoman
Shasta Indian Nation
P.O. Box 195
Macdoel, CA 96058

October 17, 2022

SUBJECT: Trinity County 2022 Regional Transportation Plan and Negative Declaration

Dear Ms. Crowe:

The Trinity County Transportation Commission (TCTC) is in the process of developing the 2022 Regional Transportation Plan (RTP) for the 2022–2042 planning horizon. The RTP serves as a guiding document for transportation investments for the region and includes a framework for prioritizing roadway, transit, bicycle and pedestrian, bridge, and aviation projects. For more information about the regional planning process please visit the Caltrans 2017 Regional Transportation Plan Guidelines: <https://dot.ca.gov/programs/transportation-planning/regional-planning/federal-state-planning-program/2017-rtp-guidelines-for-mpos>.

Coordination and consultation with tribal entities remains a priority for the Trinity County Transportation Commission. Therefore, TCTC would like to solicit your input and comments regarding the Trinity County RTP and Environmental Negative Declaration. Additionally, we would like to be notified of any potential collaborative projects you are aware of for inclusion in the RTP project lists. If one is available, we would also like a copy of your most recent Tribal Transportation Plan.

The Regional Transportation Plan and associated Negative Declaration will be available for public review from November 2nd through December 13th, 2022. If you wish to receive a copy of the Draft documents, please respond to our request via email to ssaad@trinitycounty.org, or respond via mail at PO Box 2490, Weaverville, CA 96093. Additionally, other input methods and project information can be found at www.trinity-rtp.org.

This letter serves as a notification pursuant to Public Resources Code 21080.3.1 [Assembly Bill (AB) 52]. If you have any questions or would like additional information, please reach out using the contact information below.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sarah Saad", is written over a horizontal line.

Sarah Saad, Transportation Planner

ssaad@trinitycounty.org



TRINITY COUNTY TRANSPORTATION COMMISSION

Panos Kokkas, P.E., Executive Secretary
Lisa McNeely, Administration
P.O. BOX 2490, WEAVERVILLE, CALIFORNIA 96093
PHONE (530) 623-1365 FAX (530) 623-5312
Email: tcdot@trinitycounty.org

Gary Rickard, Chairperson
Wintu Tribe of Northern California
P.O. Box 995
Shasta Lake, CA 96019

October 17, 2022

SUBJECT: Trinity County 2022 Regional Transportation Plan and Negative Declaration

Dear Mr. Rickard:

The Trinity County Transportation Commission (TCTC) is in the process of developing the 2022 Regional Transportation Plan (RTP) for the 2022–2042 planning horizon. The RTP serves as a guiding document for transportation investments for the region and includes a framework for prioritizing roadway, transit, bicycle and pedestrian, bridge, and aviation projects. For more information about the regional planning process please visit the Caltrans 2017 Regional Transportation Plan Guidelines: <https://dot.ca.gov/programs/transportation-planning/regional-planning/federal-state-planning-program/2017-rtp-guidelines-for-mpos>.

Coordination and consultation with tribal entities remains a priority for the Trinity County Transportation Commission. Therefore, TCTC would like to solicit your input and comments regarding the Trinity County RTP and Environmental Negative Declaration. Additionally, we would like to be notified of any potential collaborative projects you are aware of for inclusion in the RTP project lists. If one is available, we would also like a copy of your most recent Tribal Transportation Plan.

The Regional Transportation Plan and associated Negative Declaration will be available for public review from November 2nd through December 13th, 2022. If you wish to receive a copy of the Draft documents, please respond to our request via email to ssaad@trinitycounty.org, or respond via mail at PO Box 2490, Weaverville, CA 96093. Additionally, other input methods and project information can be found at www.trinity-rtp.org.

This letter serves as a notification pursuant to Public Resources Code 21080.3.1 [Assembly Bill (AB) 52]. If you have any questions or would like additional information, please reach out using the contact information below.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sarah Saad", is written over a horizontal line.

Sarah Saad, Transportation Planner

ssaad@trinitycounty.org



TRINITY COUNTY DEPARTMENT OF TRANSPORTATION

Panos Kokkas, P.E., Director
Lisa McNeely, Administration
P.O. BOX 2490, WEAVERVILLE, CALIFORNIA 96093
PHONE (530) 623-1365 FAX (530) 623-5312
Email: tcdot@trinitycounty.org

Sonny Hayward, Chair
Nor Rel Muk Nation
P.O. Box 1967
Weaverville, CA 96093

October 12, 2022

Re: Trinity County 2022 Regional Transportation Plan and Negative Declaration

Dear Sonny,

The Trinity County Transportation Commission (TCTC) is in the process of developing the 2022 Regional Transportation Plan (RTP) for the 2022–2042 planning horizon. The RTP serves as a guiding document for transportation investments for the region and includes a framework for prioritizing roadway, transit, bicycle and pedestrian, bridge, and aviation projects. For more information about the regional planning process please visit the Caltrans 2017 Regional Transportation Plan Guidelines: <https://dot.ca.gov/programs/transportation-planning/regional-planning/federal-state-planning-program/2017-rtp-guidelines-for-mpos>.

Coordination and consultation with tribal entities remains a priority for the Trinity County Transportation Commission. Therefore, TCTC would like to solicit your input and comments regarding the Trinity County RTP and Environmental Negative Declaration. Additionally, we would like to be notified of any potential collaborative projects you are aware of for inclusion in the RTP project lists. If one is available, we would also like a copy of your most recent Tribal Transportation Plan.

The Regional Transportation Plan and associated Negative Declaration will be available for public review from November 2nd through December 13th, 2022. If you wish to receive a copy of the Draft documents, please respond to our request via email to ssaad@trinitycounty.org, or respond via mail at PO Box 2490, Weaverville, CA 96093. Additionally, other input methods and project information can be found at www.trinity-rtp.org.

This letter serves as a notification pursuant to Public Resources Code 21080.3.1 [Assembly Bill (AB) 52]. If you have any questions or would like additional information, please reach out using the contact information below.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sarah Saad", is written over a horizontal line.

Sarah Saad, Transportation Planner
Trinity County Transportation Commission
ssaad@trinitycounty.org



TRINITY COUNTY DEPARTMENT OF TRANSPORTATION

Panos Kokkas, P.E., Director
Lisa McNeely, Administration
P.O. BOX 2490, WEAVERVILLE, CALIFORNIA 96093
PHONE (530) 623-1365 FAX (530) 623-5312
Email: tedot@trinitycounty.org

Tracy Foster-Olstad
Wintu Educational and Cultural Council
P.O. Box 762
Weaverville, CA 96093

October 12, 2022

Re: Trinity County 2022 Regional Transportation Plan and Negative Declaration

Dear Tracy,

The Trinity County Transportation Commission (TCTC) is in the process of developing the 2022 Regional Transportation Plan (RTP) for the 2022–2042 planning horizon. The RTP serves as a guiding document for transportation investments for the region and includes a framework for prioritizing roadway, transit, bicycle and pedestrian, bridge, and aviation projects. For more information about the regional planning process please visit the Caltrans 2017 Regional Transportation Plan Guidelines: <https://dot.ca.gov/programs/transportation-planning/regional-planning/federal-state-planning-program/2017-rtp-guidelines-for-mpos>.

Coordination and consultation with tribal entities remains a priority for the Trinity County Transportation Commission. Therefore, TCTC would like to solicit your input and comments regarding the Trinity County RTP and Environmental Negative Declaration. Additionally, we would like to be notified of any potential collaborative projects you are aware of for inclusion in the RTP project lists. If one is available, we would also like a copy of your most recent Tribal Transportation Plan.

The Regional Transportation Plan and associated Negative Declaration will be available for public review from November 2nd through December 13th, 2022. If you wish to receive a copy of the Draft documents, please respond to our request via email to ssaad@trinitycounty.org, or respond via mail at PO Box 2490, Weaverville, CA 96093. Additionally, other input methods and project information can be found at www.trinity-rtp.org.

This letter serves as a notification pursuant to Public Resources Code 21080.3.1 [Assembly Bill (AB) 52]. If you have any questions or would like additional information, please reach out using the contact information below.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sarah Saad", is written over a horizontal line.

Sarah Saad, Transportation Planner
Trinity County Transportation Commission
ssaad@trinitycounty.org



TRINITY COUNTY DEPARTMENT OF TRANSPORTATION

Panos Kokkas, P.E., Director
Lisa McNeely, Administration
P.O. BOX 2490, WEAVERVILLE, CALIFORNIA 96093
PHONE (530) 623-1365 FAX (530) 623-5312
Email: tedot@trinitycounty.org

Joe Davis
Hoopa Tribe
P.O. Box 1348
Hoopa, CA 95546

October 12, 2022

Re: Trinity County 2022 Regional Transportation Plan and Negative Declaration

Dear Joe,

The Trinity County Transportation Commission (TCTC) is in the process of developing the 2022 Regional Transportation Plan (RTP) for the 2022–2042 planning horizon. The RTP serves as a guiding document for transportation investments for the region and includes a framework for prioritizing roadway, transit, bicycle and pedestrian, bridge, and aviation projects. For more information about the regional planning process please visit the Caltrans 2017 Regional Transportation Plan Guidelines: <https://dot.ca.gov/programs/transportation-planning/regional-planning/federal-state-planning-program/2017-rtp-guidelines-for-mpos>.

Coordination and consultation with tribal entities remains a priority for the Trinity County Transportation Commission. Therefore, TCTC would like to solicit your input and comments regarding the Trinity County RTP and Environmental Negative Declaration. Additionally, we would like to be notified of any potential collaborative projects you are aware of for inclusion in the RTP project lists. If one is available, we would also like a copy of your most recent Tribal Transportation Plan.

The Regional Transportation Plan and associated Negative Declaration will be available for public review from November 2nd through December 13th, 2022. If you wish to receive a copy of the Draft documents, please respond to our request via email to ssaad@trinitycounty.org, or respond via mail at PO Box 2490, Weaverville, CA 96093. Additionally, other input methods and project information can be found at www.trinity-rtp.org.

This letter serves as a notification pursuant to Public Resources Code 21080.3.1 [Assembly Bill (AB) 52]. If you have any questions or would like additional information, please reach out using the contact information below.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sarah Saad", is written over a horizontal line.

Sarah Saad, Transportation Planner
Trinity County Transportation Commission
ssaad@trinitycounty.org



TRINITY COUNTY DEPARTMENT OF TRANSPORTATION

Panos Kokkas, P.E., Director
Lisa McNeely, Administration
P.O. BOX 2490, WEAVERVILLE, CALIFORNIA 96093
PHONE (530) 623-1365 FAX (530) 623-5312
Email: tedot@trinitycounty.org

Dina Magdelnia
Tsunungwe Tribe
P.O. Box 373
Salyer, CA 95563

October 12, 2022

Re: Trinity County 2022 Regional Transportation Plan and Negative Declaration

Dear Dina,

The Trinity County Transportation Commission (TCTC) is in the process of developing the 2022 Regional Transportation Plan (RTP) for the 2022–2042 planning horizon. The RTP serves as a guiding document for transportation investments for the region and includes a framework for prioritizing roadway, transit, bicycle and pedestrian, bridge, and aviation projects. For more information about the regional planning process please visit the Caltrans 2017 Regional Transportation Plan Guidelines: <https://dot.ca.gov/programs/transportation-planning/regional-planning/federal-state-planning-program/2017-rtp-guidelines-for-mpos>.

Coordination and consultation with tribal entities remains a priority for the Trinity County Transportation Commission. Therefore, TCTC would like to solicit your input and comments regarding the Trinity County RTP and Environmental Negative Declaration. Additionally, we would like to be notified of any potential collaborative projects you are aware of for inclusion in the RTP project lists. If one is available, we would also like a copy of your most recent Tribal Transportation Plan.

The Regional Transportation Plan and associated Negative Declaration will be available for public review from November 2nd through December 13th, 2022. If you wish to receive a copy of the Draft documents, please respond to our request via email to ssaad@trinitycounty.org, or respond via mail at PO Box 2490, Weaverville, CA 96093. Additionally, other input methods and project information can be found at www.trinity-rtp.org.

This letter serves as a notification pursuant to Public Resources Code 21080.3.1 [Assembly Bill (AB) 52]. If you have any questions or would like additional information, please reach out using the contact information below.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sarah Saad", is written over a horizontal line.

Sarah Saad, Transportation Planner
Trinity County Transportation Commission
ssaad@trinitycounty.org



TRINITY COUNTY DEPARTMENT OF TRANSPORTATION

Panos Kokkas, P.E., Director
Lisa McNeely, Administration
P.O. BOX 2490, WEAVERVILLE, CALIFORNIA 96093
PHONE (530) 623-1365 FAX (530) 623-5312
Email: tedos@trinitycounty.org

Molly Redmon
Redding Rancheria
2000 Redding Rancheria Rd
Redding, CA 96001

October 12, 2022

Re: Trinity County 2022 Regional Transportation Plan and Negative Declaration

Dear Molly,

The Trinity County Transportation Commission (TCTC) is in the process of developing the 2022 Regional Transportation Plan (RTP) for the 2022–2042 planning horizon. The RTP serves as a guiding document for transportation investments for the region and includes a framework for prioritizing roadway, transit, bicycle and pedestrian, bridge, and aviation projects. For more information about the regional planning process please visit the Caltrans 2017 Regional Transportation Plan Guidelines: <https://dot.ca.gov/programs/transportation-planning/regional-planning/federal-state-planning-program/2017-rtp-guidelines-for-mpos>.

Coordination and consultation with tribal entities remains a priority for the Trinity County Transportation Commission. Therefore, TCTC would like to solicit your input and comments regarding the Trinity County RTP and Environmental Negative Declaration. Additionally, we would like to be notified of any potential collaborative projects you are aware of for inclusion in the RTP project lists. If one is available, we would also like a copy of your most recent Tribal Transportation Plan.

The Regional Transportation Plan and associated Negative Declaration will be available for public review from November 2nd through December 13th, 2022. If you wish to receive a copy of the Draft documents, please respond to our request via email to ssaad@trinitycounty.org, or respond via mail at PO Box 2490, Weaverville, CA 96093. Additionally, other input methods and project information can be found at www.trinity-rtp.org.

This letter serves as a notification pursuant to Public Resources Code 21080.3.1 [Assembly Bill (AB) 52]. If you have any questions or would like additional information, please reach out using the contact information below.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sarah Saad", is written over a horizontal line.

Sarah Saad, Transportation Planner
Trinity County Transportation Commission
ssaad@trinitycounty.org

Event Notice Emails

10/5/22, 1:56 PM

Green DOT Transportation Solutions Mail - SAVE THE DATE - Trinity County Transportation Meetings May 16-19!



Sofia Lepore <sofia@greendottransportation.com>

SAVE THE DATE - Trinity County Transportation Meetings May 16-19!

Sofia Lepore <sofia@greendottransportation.com>

Fri, Apr 29, 2022 at 10:42 AM

To: Jeff Schwein <jeff@greendottransportation.com>, Sofia Lepore <sofia@greendottransportation.com>, Kimiko Taguchi <ktaguchi@trinitycounty.org>, Brittany White <brittany@greendottransportation.com>, David Colbeck <dcolbeck@trinitycounty.org>, tamara.j.rich@dot.ca.gov, "Prosperi, Christina@DOT" <christina.prosperi@dot.ca.gov>, info.planning@trinitycounty.org, tcdot@trinitycounty.org, mcudziol@trinitycounty.org, Jill Lynn <jlynn@trinitycounty.org>, jack.potter@reddingrancheria-nsn.gov, NRMWintu@gmail.com, hoopachairman@gmail.com, everett.colegrove@hoopansn.gov, hvtdot@gmail.com, hvtroadsacct@gmail.com, hhs.adultservices@trinitycounty.org, Roderick Hayfork Senior Center <roderickhayfork@gmail.com>, transit@trinitycounty.org, trinitytrailalliance@gmail.com, rn@hrtrinity.org, weavervillechamber@gmail.com, csmith@trinitycounty.org, info@shastacollege.edu, Ric <rleutwyler@me.com>, kgroves@trinitycounty.org, jcox@trinitycounty.org, lgogan@trinitycounty.org, jbrown@trinitycounty.org, dfrasier@trinitycounty.org, Info Info <info@strawhouserestorts.com>, Jennilea Brookins <jennileabrookins@gmail.com>, Carol Fall <fallfrost53@gmail.com>, kholland@bresd.org, Caitlin Canale <ccanale@stjisd.org>, Lyndsey Bray <lbray@stjisd.org>, danea@dcmillercreative.com, shane@trinitycountywaterworks.com, teckla@ttccp.org, eharvey1@gmail.com

Hello,

Come join us in Trinity Center, Lewiston, Big Flat, Burnt Ranch, or Mad River May 16-19 for community meetings to discuss transportation improvements in Trinity County. Whether it be the need for bike lanes, bus routes, road improvements, sidewalks, or more, let us know! We will share a brief presentation about the development of the Regional Transportation Plan and facilitate an interactive session to discuss transportation issues and opportunities in the region.

Don't live near the meeting locations and can't make it over? Check our website and find zoom links with computer or call-in access for each meeting in the agendas that will be posted the week before.

For more information, visit www.trinity-rtp.org, or take our quick survey at <https://www.surveymonkey.com/r/trinityrtp>

Please spread the word to help us reach more community members!

MEETING DETAILS:

TRINITY CENTER: MAY 16, 4:30-5:30 PM at IOOF Hall
20 Scott Blvd, Trinity Center, CA

LEWISTON: MAY 17, 4:30-5:30 PM at Lewiston Community Center
130 Texas Ave, Lewiston, CA

BIG FLAT: MAY 18, 4:00-5:00 PM at Strawhouse Resorts and Cafe
31301 CA-299, Junction City, CA

MAD RIVER/RUTH: MAY 19, 4:30-5:30 PM at RLCS D Community Hall
591 Van Duzen Road, Mad River CA

BURNT RANCH: MAY 18, 6:00-7:00 PM at Burnt Ranch Elementary School Classroom #8
251 Burnt Ranch School Rd, Burnt Ranch, CA

Please see the attached flyer for meeting details, and please feel free to contact me if you have any questions.

Sincerely,

Sofia Lepore (*she/her*)
Green DOT Transportation Solutions
627 Broadway, Suite 220
Chico, CA 95928
Mobile: 831-345-6805

2 attachments



Trinity RTP Community Meeting Flyer May 16-19.png
2233K

 **Trinity RTP Community Meeting Flyer May 16-19.pdf**
6334K



Sofia Lepore <sofia@greendottransportation.com>

SAVE THE DATE - Trinity County Transportation Meetings May 16-19!

Sofia Lepore <sofia@greendottransportation.com>

Tue, May 10, 2022 at 4:02 PM

To: Jeff Schwein <jeff@greendottransportation.com>, Sofia Lepore <sofia@greendottransportation.com>, Kimiko Taguchi <ktaguchi@trinitycounty.org>, Brittany White <brittany@greendottransportation.com>, David Colbeck <dcolbeck@trinitycounty.org>, tamara.j.rich@dot.ca.gov, "Prosperi, Christina@DOT" <christina.Prosperi@dot.ca.gov>, info.planning@trinitycounty.org, tcdot@trinitycounty.org, mcdziod@trinitycounty.org, Jill Lynn <jlynn@trinitycounty.org>, jack.potter@reddingrancheria-nsn.gov, NRMWintu@gmail.com, hoopachairman@gmail.com, everett.colegrove@hoopa-nsn.gov, hvtdot@gmail.com, hvtroadsaccts@gmail.com, hhs.adultservices@trinitycounty.org, Roderick Hayfork Senior Center <roderickhayfork@gmail.com>, transit@trinitycounty.org, trinitytrailalliance@gmail.com, rn@hrtrinity.org, weavervillechamber@gmail.com, csmith@trinitycounty.org, info@shastacollege.edu, Ric <rleutwyler@me.com>, kgroves@trinitycounty.org, jcox@trinitycounty.org, lgogan@trinitycounty.org, jbrown@trinitycounty.org, dfrasier@trinitycounty.org, Info Info <info@strawhouserestorts.com>, Jennilea Brookins <jennileaebrookins@gmail.com>, Carol Fall <fallfrost53@gmail.com>, Kristi Holland <kholland@bresd.org>, Caitlin Canale <cchanale@stjUSD.org>, Lyndsey Bray <lbray@stjUSD.org>, danea@dcmillercreative.com, shane@trinitycountywaterworks.com, teckla@ttccp.org, eharvey1@gmail.com

Hello,

This is a friendly reminder regarding the meetings next week in Trinity Center, Lewiston, Big Flat, Burnt Ranch, and Mad River May 16-19 to discuss transportation improvements in Trinity County. Whether it be the need for bike lanes, bus routes, road improvements, sidewalks, or more, let us know! We will share a brief presentation about the development of the Regional Transportation Plan and facilitate an interactive session to discuss transportation issues and opportunities in the region.

Don't live near the meeting locations and can't make it over? Check our website and find zoom links with computer or call-in access for each meeting in the agendas that are posted to our [meetings tab](#).

For more information, visit www.trinity-rtp.org, or take our quick survey at <https://www.surveymonkey.com/r/trinityrtp>

Please spread the word to help us reach more community members!

MEETING DETAILS:

TRINITY CENTER: MAY 16, 4:30-5:30 PM at IOOF Hall
20 Scott Blvd, Trinity Center, CA

LEWISTON: MAY 17, 4:30-5:30 PM at Lewiston Community Center
130 Texas Ave, Lewiston, CA

BIG FLAT: MAY 18, 4:00-5:00 PM at Strawhouse Resorts and Cafe
31301 CA-299, Junction City, CA

BURNT RANCH: MAY 18, 6:00-7:00 PM at Burnt Ranch Elementary School Classroom #8
251 Burnt Ranch School Rd, Burnt Ranch, CA

MAD RIVER/RUTH: MAY 19, 4:30-5:30 PM at RLCSD Community Hall
591 Van Duzen Road, Mad River CA

Please see the attached flyer for meeting details, and please feel free to contact me if you have any questions.

Sincerely,

Sofia Lepore (*she/her*)

Green DOT Transportation Solutions
627 Broadway, Suite 220
Chico, CA 95928
Mobile: 831-345-6805

[Quoted text hidden]

Trinity RTP Community Meeting Flyer May 16-19.pdf
6334K



Sofia Lepore <sofia@greendottransportation.com>

SAVE THE DATE - Trinity County Transportation Meetings May 16-19!

Sofia Lepore <sofia@greendottransportation.com>

Mon, May 16, 2022 at 10:37 AM

To: Jeff Schwein <jeff@greendottransportation.com>, Sofia Lepore <sofia@greendottransportation.com>, Kimiko Taguchi <ktaguchi@trinitycounty.org>, Brittany White <brittany@greendottransportation.com>, David Colbeck <dcolbeck@trinitycounty.org>, tamara.j.rich@dot.ca.gov, "Prosperi, Christina@DOT" <christina.Prosperti@dot.ca.gov>, info.planning@trinitycounty.org, tcdot@trinitycounty.org, mcudziol@trinitycounty.org, Jill Lynn <jlynn@trinitycounty.org>, jack.potter@reddingrancheria-nsn.gov, NRMWintu@gmail.com, hoopachairman@gmail.com, everett.colegrove@hoopansn.gov, hvtdot@gmail.com, hvtroadsaccts@gmail.com, hhs.adultservices@trinitycounty.org, Roderick Hayfork Senior Center <roderickhayfork@gmail.com>, transit@trinitycounty.org, trinitytrailalliance@gmail.com, rn@hrtrinity.org, weavervillechamber@gmail.com, csmith@trinitycounty.org, info@shastacollege.edu, Ric <rleutwyler@me.com>, kgroves@trinitycounty.org, jcox@trinitycounty.org, lgogan@trinitycounty.org, jbrown@trinitycounty.org, dfrasier@trinitycounty.org, Info Info <info@strawhouserestorts.com>, Jennilea Brookins <jennileabrookins@gmail.com>, Carol Fall <fallfrost53@gmail.com>, Kristi Holland <kholland@bresd.org>, Caitlin Canale <ccanale@stjUSD.org>, Lyndsey Bray <lbray@stjUSD.org>, danea@dcmlercreative.com, shane@trinitycountywaterworks.com, teckla@ttccp.org, eharvey1@gmail.com

Hi all,

This is the last reminder that the Trinity transportation meetings are taking place this week starting TODAY! Come grab a snack and chat with us! See meeting details below.

MEETING DETAILS:

TRINITY CENTER: MAY 16, 4:30-5:30 PM at IOOF Hall
20 Scott Blvd, Trinity Center, CA

LEWISTON: MAY 17, 4:30-5:30 PM at Lewiston Community Center
130 Texas Ave, Lewiston, CA

BIG FLAT: MAY 18, 4:00-5:00 PM at Strawhouse Resorts and Cafe
31301 CA-299, Junction City, CA

BURNT RANCH: MAY 18, 6:00-7:00 PM at Burnt Ranch Elementary School Classroom #8
251 Burnt Ranch School Rd, Burnt Ranch, CA

MAD RIVER/RUTH: MAY 19, 4:30-5:30 PM at RLCSD Community Hall
591 Van Duzen Road, Mad River CA

Sofia Lepore (*she/her*)

Green DOT Transportation Solutions
627 Broadway, Suite 220
Chico, CA 95928
Mobile: 831-345-6805

[Quoted text hidden]

 **Trinity RTP Community Meeting Flyer May 16-19.pdf**
6334K