2021 REGIONAL TRANSPORTATION PLAN

SISKIYOU COUNTY LOCAL TRANSPORTATION COMMISSION

August 2021

2021 Siskiyou County

Regional Transportation Plan

Report Prepared For:

Siskiyou County Local Transportation Commission

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Table of Contents

List of Tables

List of Tables

List of Figures

List of Attachments

1 Introduction

1.1 About the Siskiyou County Transportation Commission

The Siskiyou County Local Transportation Commission (SCLTC) is the designated Regional Transportation Planning Agency (RTPA) for Siskiyou County. The SCLTC is based in Yreka and comprised of three delegates and one alternate each appointed by the Board of Supervisors and the League of Local Agencies. The County is within the jurisdictional boundaries of California Department of Transportation (Caltrans) District 2, located in Redding. The SCLTC, along with Caltrans District 2, fulfills the transportation planning responsibilities for Siskiyou County. One of the main responsibilities of the SCLTC is the preparation and approval of the Regional Transportation Plan (RTP). The RTP serves as the planning blueprint to guide transportation investments in Siskiyou County involving local, state, and federal funding over the next twenty years. Transportation improvements in the RTP are identified as short-range (2031) and long-range (2041). The last RTP update was in 2016.

The overall focus of the 2021 RTP is directed at developing a coordinated and balanced multi-modal regional transportation system that is financially constrained to the revenues anticipated over the life of the plan. The coordinated focus brings the County, Caltrans, cities of Yreka, Mount Shasta, Weed, Etna, Fort Jones, Dorris, Dunsmuir, Montague, and Tulelake, government resource agencies, commercial and agricultural interests, Native American Tribal governments, and citizens into the planning process. The balance is achieved by considering investment and improvements for moving people and goods across all types of transportation including automobiles, public transit, bicycle, pedestrian, trucking, railroad, and aviation.

1.2 About the Regional Transportation Plan

1.2.1 Purpose of the RTP

The purpose of the Regional Transportation Plan (RTP) is to provide a vision for the region, supported by transportation goals, for ten-year (2031) and twenty-year (2041) planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the regional transportation system using the following methods:

- Assessing the current modes of transportation and the potential of new travel options within the region.
- Identifying projected growth corridors and predicting the future improvements and needs for travel and goods movement.
- Identifying and documenting specific actions necessary to address the region's mobility and accessibility needs, and establishing short and long-term goals to facilitate these actions.
- Identifying and integrating public policy decisions made by local, regional, State, and Federal officials regarding transportation expenditures and financing.

1.2.2 RTP Elements

RTPs must include the following three elements:

- The Policy Element (Chapter 3) describes the transportation issues in the region, identifies and quantifies regional needs expressed within both short and long-range planning horizons, 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) estimates the costs and revenues to implement the projects identified in the Action Plan and outlines inventories of existing and potential transportation funding sources. Candidate projects are listed if funding becomes available and potential funding shortfalls are laid out. Lastly, alternative policy directions that affect the funding of projects are identified.

1.3 Planning Requirements

1.3.1 New Planning Requirements

Since the adoption of the most recent Siskiyou County RTP in 2016, there has been an update to the RTP Guidelines. The 2017 RTP Guidelines, adopted January 18, 2017, incorporated several key changes to the RTP process resulting from MAP-21/FAST Act, Moving Ahead for Progress in the 21st Century, Senate Bill 32 (SB 32), Assembly Bill 1482 (AB 1482), SB 246, SB 350, and Executive Orders B-16-12 and B-32-15.

SB 32, signed into law on September 8, 2016, extends Assembly Bill (AB) 32's required reductions of GHG emissions by requiring a GHG reduction of at least 40 percent of 1990 levels no later than December 31, 2030. Furthermore, SB 32 authorizes the California Air and Resources Board (ARB) to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions.

AB 1482 and SB 246 implement new climate change adaptation methods such as increasing the availability of affordable housing and improving infrastructure to be climate resilient and encourage local and regional coordination in such efforts. SB 350 outlines strategies for Metropolitan Planning Organizations (MPOs) and RTPAs to implement widespread transportation electrification to meet climate goals and federal air quality standards. Executive Orders B-16-12 and B-32-15 set additional GHG reduction targets and methods of implementation.

1.3.2 Climate Change and Environmental Quality

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 emit more pollutants than allowed in the emissions budget set forth in the State Implementation Plan (SIP). As the Siskiyou region is in attainment for all federal air quality standards, this RTP is not subject to transportation conformity requirements.

The California Environmental Quality Act requires documentation of the effects of projects on the environment and can include Regional Transportation Plans. Planning documents of this nature are not always evaluated as a project under CEQA depending on the size and scope of the plan. An Initial Study was prepared for this Plan and a mitigated negative declaration was adopted by the Local Transportation Commission on August 10, 2021. The environmental study is included with this RTP as a separate document.

1.4 Planning Process

1.4.1 Inter-Agency Coordination

The SCLTC is served by the Social Services Transportation Advisory Council (SSTAC) and a technical Advisory Committee (TAC) whose members are appointed by the SCLTC. The SCLTC

provides representation for seniors, people with disabilities, and persons of limited transit matters. The TAC is comprised of 13 members who provide technical advice to the SCLTC. Representatives from the TAC include the following agencies:

- City of Dorris
- City of Yreka
- City of Dunsmuir
- City of Weed
- City of Etna
- California Department of Transportation
- Town of Fort Jones
- Karuk Tribe
- City of Montague
- Quartz Valley Indian Reservation
- City of Mt. Shasta
- Shasta Indian Nation
- City of Tulelake

In addition to the TAC, the SCLTC coordinated with many other groups during the RTP development process. The SCLTC plans for the regional transportation system in coordination with regional stakeholders. During the development of the RTP the following entities were contacted for information and solicited for input:

- Caltrans District 2
- Siskiyou Transit and General Express (STAGE)
- Tribal Entities
- Klamath National Forest
- Adjacent County RTPAs
- Siskiyou County Behavioral Health
- Siskiyou County Department of Public Health
- Siskiyou County Economic Development
- Siskiyou County Human Services Department
- Siskiyou County Probation Department
- Siskiyou County and District School Superintendent
- PSA Area 2 Agency on Aging
- Siskiyou Opportunity Center
- College of the SIskiyous
- Yreka CHP
- Yreka Community Resource Center
- Madrone Hospice
- Fairchild Medical Center
- Other private entities

A list of stakeholders was developed early in the planning process and updated as the development of the Plan progressed. This list was used to send out email blasts relating to the Plan development and alerted stakeholders for opportunities for coordination and to provide input. Stakeholders were directly invited to all community outreach events, invited to take the community survey, and invited to view the project website and learn more about the Plan. For a comprehensive list of stakeholders contacted, see Attachment A.

1.4.2 Coordination with Other Plans and Studies

During development of the 2021 RTP update, existing plans, policy documents and studies addressing transportation in the Siskiyou region were reviewed. The goals, policies, and objectives of this RTP are consistent with the goals of the following documents:

- Siskiyou County Regional Transportation Plan (2016)
- Siskiyou County Regional Transportation Improvement Plan (2018)
- Siskiyou County Circulation Element Goals (1988)
- Siskiyou County General Plan (1988)
- City of Weed General Plan (2017)
- Ten-Year State Highway Operation and Protection Plan (SHOPP Plan) (2020)
- Siskiyou County Unmet Transit Needs (2020)
- STIP Fund Estimate, CTC (Aug 2019)

- California Strategic Highway Safety Plan (2020)
- Siskiyou County Coordinated Public Transit-Human Services Transportation Plan (2015)
- Siskiyou County Airport Land Use Compatibility Plan (2001)
- Siskiyou Short Range Transit Plan – Draft (2021)

1.4.3 Coordination with the California State Wildlife Action Plan

Siskiyou County straddles two separate conservation management provinces, as identified by the California State Wildlife Action Plan (SWAP): the North Coast & Klamath Province and the Cascade & Modoc Plateau Province. The SWAP identifies sensitive species, habitat stressors and suggested conservation goals and actions for each of the sub-ecoregions within the Provinces. Siskiyou County contains ten sub-ecoregions (referred to as "conservation units" in the SWAP), ranging from alpine vegetation to wet meadows. According to the SWAP, the major stressors within these ten conservation units are as follows:

- Annual and Perennial Non-timber Crops
- Livestock, Farming and Ranching
- Climate Change
- Logging and Wood Harvesting
- Commercial and Industrial Areas
- Parasites/Pathogens/Diseases
- Fire and Fire Suppression
- Recreational Activities
- Housing and Urban Areas
- Renewable Energy
- Invasive Plants/Species
- Utility and Service Lines

A large proportion of threatened and endangered species in the County are dependent on the aquatic ecosystems that have been disrupted by the system of dams blocking waterways throughout Siskiyou County. For a complete list of sensitive species, habitat stressors and actions suggested for wildlife management in Siskiyou County and the North Coast/Cascade Regions, see Attachment B.

1.4.4 Public Participation

Although the Siskiyou region was impacted by both the global COVID pandemic and seasonal wildfires during the development of the 2021 RTP update, a creative and inclusive public participation campaign was executed to inform the public about the RTP and include the public in the planning process. The community was notified about the RTP and invited to virtual community workshops through a project website, a social media campaign including Facebook and Twitter, and posting physical flyers throughout the County. To accommodate social distancing recommendations, community meetings were held on the digital platform Zoom. In addition, community members were notified of the option to provide feedback online through various channels, including the Siskiyou LTC website, via a questionnaire promoted through various social media channels, and directly to the project team via email or phone.

The first community workshop, held on February 9th, 2021, introduced the Regional Transportation Plan and presented draft elements including the policies, action, and financial elements for feedback and review. Community members who attended were given the opportunity to provide input on prioritized projects, recommend new transportation projects, identify transportation issues, and voice their concerns. The meeting included a presentation on the benefits of regional transportation planning, existing conditions and barriers to mobility, and solutions for improving transportation throughout the region. After the presentation, the project team was available to

interact with community members and provide more in-depth discussion on transportation issues in the region. The questionnaire was promoted during meetings.

The second community outreach event was accomplished by posting a pre-recorded video presentation and solicitation for input on June 25, 2021 and acted as an update to the first community meeting. This presentation occurred at the draft phase of the plan, once the project lists were finalized, and initiated the 30-day public review period for the draft RTP. The video link was circulated through social media and email blasts to stakeholders and community members, and stakeholders were encouraged to share the video link through their own agencies' social media pages and email lists. For a full list of outreach methods and materials, see Attachment C.

1.4.5 Coordination with Native American Tribal Governments

In the interest of cooperation and improved planning, the RTP process consulted with and considered the interests of Tribal Governments in Siskiyou County. There are three federally recognized tribal entities in Siskiyou County: the Karuk Tribe, the Shasta Indian Nation and the Quartz Valley Indian reservation. All Tribal entities were contacted to discuss transportation deficiencies, system improvements ideas, and for correspondence regarding tribal project lists and Long Range Transportation Plans. Tribal contacts were also invited to all community outreach events and included in emails that promoted the community survey, Public Draft RTP, and other milestoned associated with the development of this RTP. No response was received from the Shasta Indian Nation and the Quartz Valley Indian reservation; the Karuk Tribe responded with an updated Tribal project list, which can be seen in Table 4.6 in the Action Element. Table 1.1 lists the contact information with tribes. For a full record of Native American Tribal coordination and consultation efforts, see Attachment D.

Table 1.1
Native American Tribal Government Contact List

Tribal Government	Contact	Address	Phone	Email
Shasta Indian Nation	Janice Crowe	P.O. Box 195 Macdoel, CA 96058	530-244-2742	twocrowes63@att.net
Karuk Tribe	Misty Rickwalt	37960 Highway 96 Building A Orleans, CA 95556	530-627-3016	mrickwalt@karuk.us
Quartz Valley Reservation	Mike Slizewski	13601 Quartz Valley Road Fort Jones, CA 96032	530-468-5907 ext 313	

1.5 COVID-19 Statement

The Siskiyou County Regional Transportation Plan development process began amid the COVID-19 pandemic and was significantly impacted by the pandemic and pandemic response. An altered public outreach campaign was conducted to be consistent with social distancing guidelines, but other more far-reaching impacts of the pandemic have arisen and will continue to arise in the following years. Transit is more impacted than other transportation modes based on how it is funded. Transit has experienced reduced ridership due to an overall decrease in trips as people are encouraged to stay home and avoid close contact with others, and subsequently, transit services have been reduced. Transit services will continue to be reduced and unpredictable. Transit funding is based on State sales tax, which has also experienced a decrease due to the pandemic and pandemic response, and faces uncertainty moving forward.

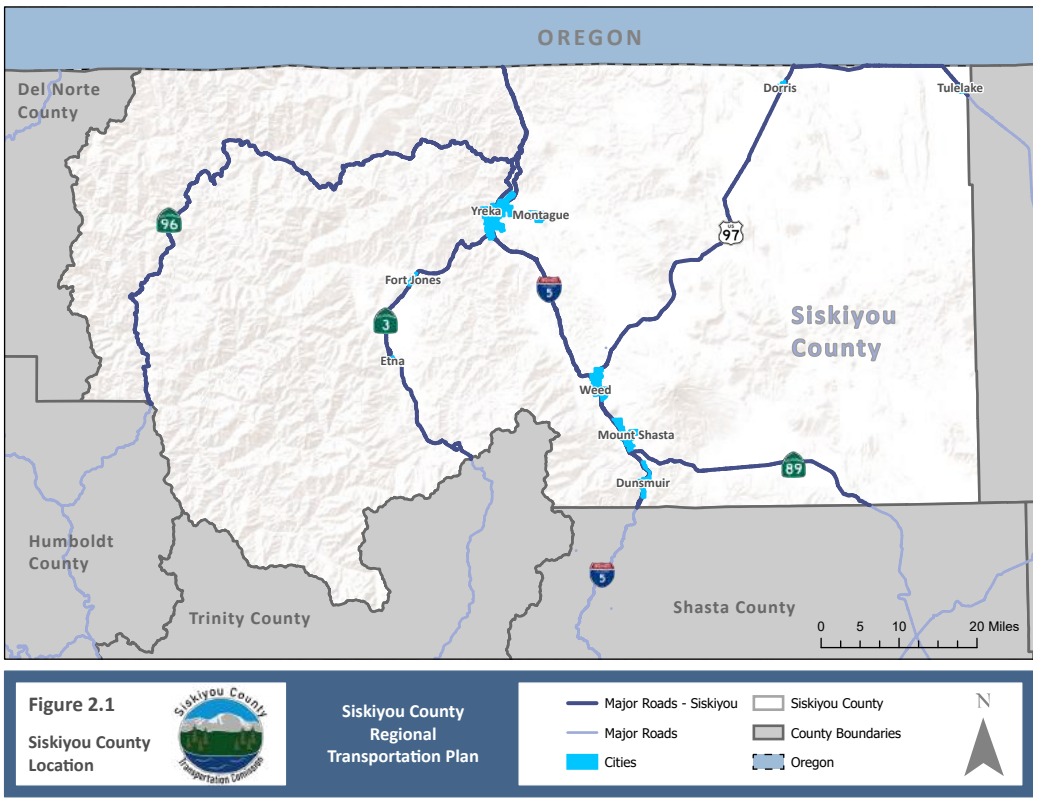
2 Existing Conditions

2.1 Setting

Siskiyou County is located in the Shasta-Cascade region at the north-central boundary of California and the State of Oregon. It is approximately 60 miles north of Redding, California and 210 miles north of Sacramento, California. The County is comprised of approximately 6,300 square miles, making it the largest County in northern California and the fifth largest in the state. The County is bounded by Del Norte, Humboldt, and Trinity Counties to the west; Shasta County to the south; and Modoc County to the east (Figure 2.1). Siskiyou County contains the incorporated communities of Dorris, Dunsmuir, Etna, Fort Jones, Montague, Mount Shasta, Tulelake, Weed, and Yreka, in addition to 11 unincorporated places, 19 unincorporated communities, and the Native American Tribal Governments of the Shasta Indian Nation, the Quartz Valley Indian Community and Karuk Tribe.

Siskiyou County has a diverse geography which includes dense forests, mountainous peaks, valleys, desert, chaparral, and numerous lakes, rivers, and streams. It is home to a diverse topography with elevations ranging from 4,000 feet to 14,180 feet at the summit of Mt. Shasta, the fourth highest point in the state of California. Siskiyou's climate is characterized by warm, dry summers, and cold winters with frequent severe snowstorms.

Siskiyou County contains five rivers: Klamath, McCloud, Sacramento, Scott, and Shasta. Mt. Shasta, a stratovolcano with a peak elevation of 14,180 feet, is found in the southeastern portion of the County. The County can be characterized as rural and mountainous, with ample opportunities for recreation for both residents and tourists. Hiking, hunting, fishing, cycling, skiing, camping, are among the many recreational attractions in the County.



2.2 Population Trends

2.2.1 Existing Population

Siskiyou County's total population was 44,721 in 2015 and decreased to 44,461 by 2020 at an average annual decrease of 0.1% since 2015. While the overall County population decreased slightly during this time period, the Cities of Weed and Dorris experienced minor population increases of 0.56% and 0.69% annually, respectively.

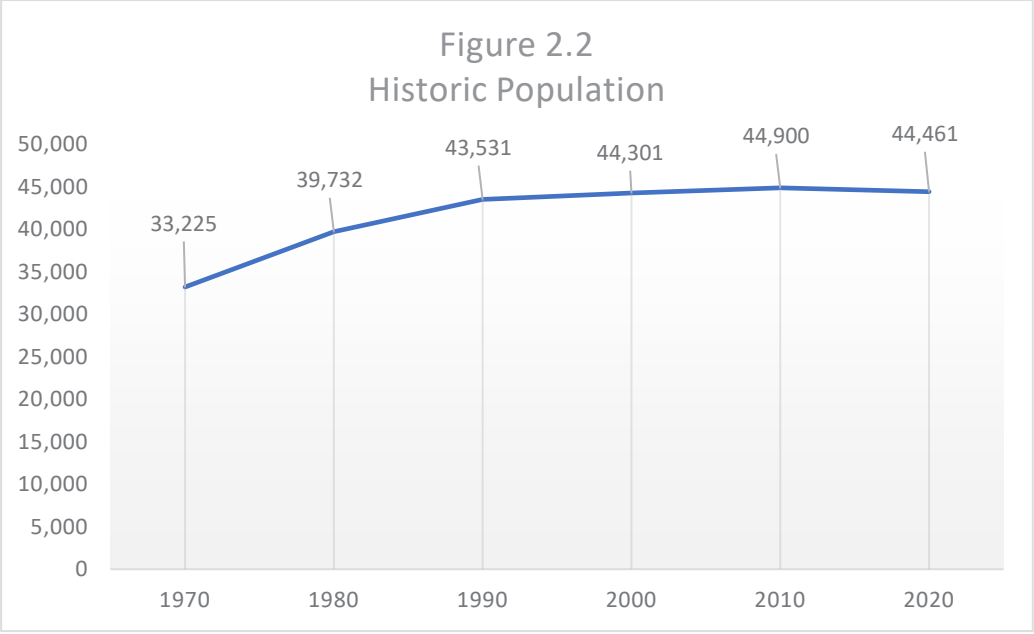
2.2.2 Historic Population

Figure 2.2 shows Siskiyou County's historic population trends from 1970 to 2020. According to the US Census and California Department of Finance, the population increased by average of 6.8% each decade. During the 50-year period, the population grew from 33,225 to 44,461.

Table 2.1
Existing Siskiyou County Population

	2015	2016	2017	2018	2019	2020
City of Dorris	969	984	987	994	1,001	996
City of Dunsmuir	1,650	1,651	1,641	1,640	1,641	1,634
City of Etna	748	750	748	747	747	745
Town of Fort Jones	697	689	686	679	676	673
City of Montague	1,406	1,397	1,388	1,375	1,370	1,363
City of Mount Shasta	3,395	3,392	3,393	3,386	3,386	3,375
City of Tulelake	966	950	939	924	914	910
City of Weed	2,655	2,703	2,742	2,736	2,762	2,747
City of Yreka	7,816	7,828	7,789	7,825	7,832	7,786
Balance of County	24,419	24,360	24,308	24,289	24,263	24,232
Incorporated	20,302	20,344	20,313	20,306	20,329	20,229
County Total	**44,721**	**44,704**	**44,621**	**44,595**	**44,592**	**44,461**

Source: California DOF Table E-4 Population Estimates for Cities, Counties and State



2.2.3 Forecasted Population

The decline in Siskiyou County's population is projected to continue through the year 2040. The population is projected to decline from 43,792 in 2020 to 41,434 in 2040. This decrease represents an annual population change of -0.27% annually.

2.3 Demographics

2.3.1 Age of Population

Current age trends show an increase in middle-aged population groups, including over 26-64 years. Meanwhile, younger age groups are experiencing a decreasing trend, including a somewhat significant decrease in the 18-35 age group. As of 2020, an approximate 26.4% of the Siskiyou County population is aged 65 or older, an age group that relies heavily on transit.

Figure 2.3
Forecasted Population

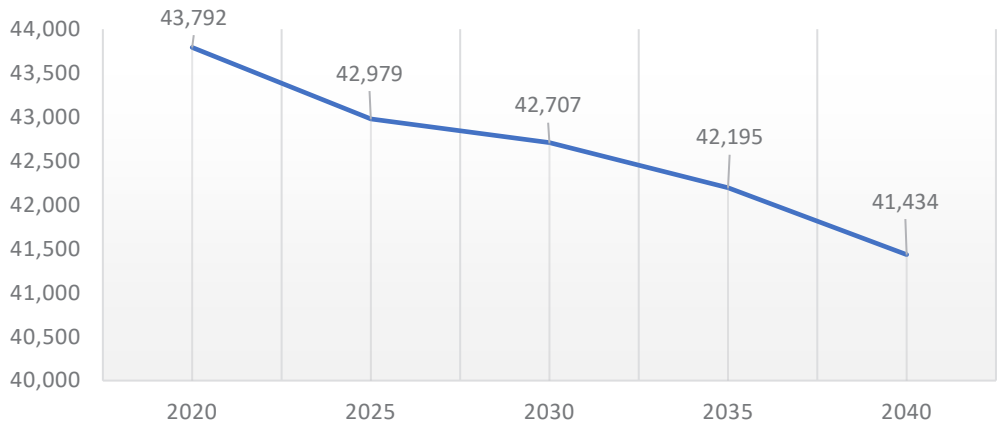


Table 2.2
Existing and Forecasted Age of the Siskiyou County Population

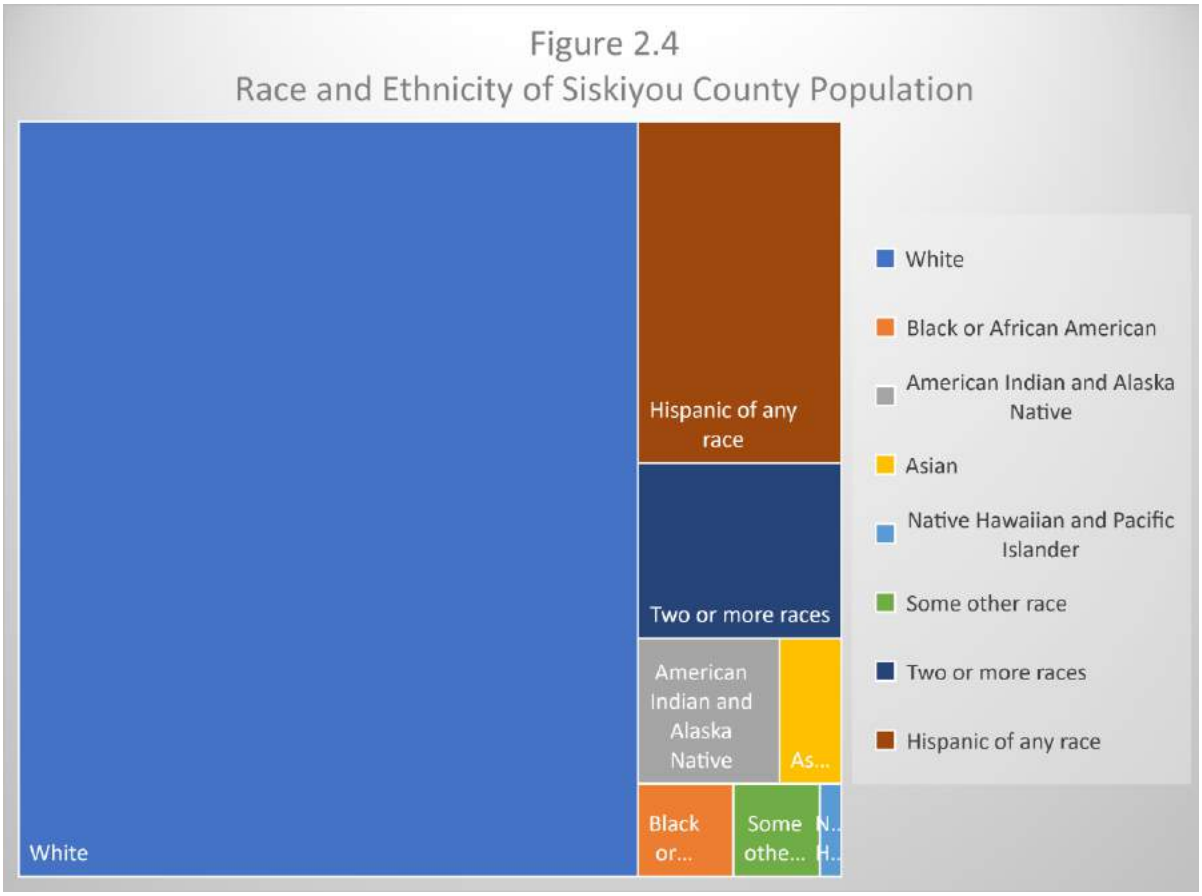
		Total	Ages 0-4	Ages 5-17	Ages 18-35	Ages 36-64	Ages 65+
2020	Number	29,011	2,161	5,978	9,265	;	11,607
	Percent	x	5.0%	13.5%	21.1%	34.0%	26.4%
2025	Number	43,464	2,218	5,746	9,285	13,737	12,478
	Percent	x	5.1%	13.2%	21.4%	31.6%	28.7%
2030	Number	42,834	2,358	5,612	8,882	13,561	12,421
	Percent	x	5.5%	13.1%	20.7%	31.7%	29.0%
2035	Number	42,162	2,323	5,834	8,390	14,320	11,295
	Percent	x	5.5%	13.8%	19.9%	34.0%	26.8%
2040	Number	41,290	2,251	5,981	8,013	14,947	10,098
	Percent	x	5.4%	14.5%	19.4%	36.2%	24.5%

Source: California Department of Finance Report P:2 County Population Projections by Age

2.3.2 Demographics

According to the 2019 American Community Survey, the Siskiyou population is predominately white (84.8%). There is a significant Hispanic population, of any race (12.6%).

Figure 2.4
Race and Ethnicity of Siskiyou County Population



2.4 Socioeconomic Conditions

2.4.1 Income

As seen in Table 2.3, household income (MHI) in Siskiyou County is significantly lower than the State average. In 2018, the largest income bracket in Siskiyou County was $50,000 to $74,999 (18.2%) whereas the largest bracket for California was $100,000 to $149,000 (17.4%).

2.4.2 Poverty

Siskiyou County has a large population of residents living below the poverty level (see Table 2.4). In 2018, nearly 20% of the Siskiyou population was living below the poverty line. This is notably higher than the state average of 11.8% and national average of 12.3% in the same year.

Table 2.3
Household Income

	Siskiyou County	California	United States
Less than $10,000	8.1%	4.6%	5.8%
$10,000 to $14,999	6.8%	3.7%	4.0%
$15,000 to $24,999	13.9%	6.6%	8.3%
$25,000 to $34,999	11.4%	6.8%	8.4%
$35,000 to $49,999	14.9%	9.9%	11.9%
$50,000 to $74,999	18.2%	15.3%	17.4%
$75,000 to $99,999	11.2%	12.5%	12.8%
$100,000 to $149,999	10.1%	17.4%	15.7%
$150,000 to $199,999	3.2%	9.4%	7.2%
$200,000 or more	2.3%	13.7%	8.5%

Source: 2018 American Community Survey 5-Year Estimates

Table 2.4
Poverty

Place	Percent Below Poverty
Siskiyou County	19.4%
California	11.8%
United States	12.3%

Source: 2018 ACS 5-Year Estimates

2.4.3 Major Employers

The total number of employed persons in Siskiyou County was estimated at about 16,539 in 2019 _2019 American Community Survey 1-Year Estimates). The major employers within the county (50 or more employees) are detailed in Table 2.5. Of the 25 largest employers in Siskiyou County, 21 are located in Yreka, Mt. Shasta or Weed.

Table 2.5
Major Employers

Employer Name	Location	Industry	Employees
College of the Siskiyous	Weed	Junior-Community College	100-249
County Coroner	Yreka	Government Offices-County	100-249
Electro-Guard Inc	Mt Shasta	Manufacturers	50-99
Fairchild Medical Clinic	Yreka	Clinics	100-249
Fairchild Medical Ctr	Yreka	Hospitals	250-499
Klamath National Forest Svc	Yreka	Government Offices-Us	100-249
Mercy Medical Ctr Mt Shasta	Mt Shasta	Hospitals	100-249
Mt Shasta Resort	Mt Shasta	Resorts	100-249
Mt Shasta Ski Park	Mccloud	Resorts	250-499
Nor-Cal Products Inc	Yreka	Vacuum Equipment & Systems	100-249
Plant Science Inc	Macdoel	Nurserymen	100-249
Rain Rock Casino	Yreka	Casinos	100-249
Raley's	Yreka	Grocers-Retail	100-249
Roseburg Forest Products	Weed	Plywood & Veneers	100-249
Siskiyou County Alcohol & Drug	Yreka	Government Offices-County	50-99
Siskiyou County Human Svc Dept	Yreka	Government Offices-County	100-249
Siskiyou County Public Works	Yreka	Grading Contractors	100-249
Siskiyou County Sheriff	Mt Shasta	Government Offices-County	100-249
Siskiyou County Sheriffs Ofc	Yreka	Police Departments	100-249
Siskiyou Lake LLC	Mt Shasta	Resorts	100-249
Timber Products Co	Yreka	Lumber-Wholesale	50-99
US Forest Svc	Mccloud	Services NEC	100-249
US Forestry Dept	Happy Camp	Government Offices-Us	100-249
Walmart Supercenter	Yreka	Department Stores	100-249

Source: California EDD Labor Market Information

2.4.4 Unemployment

According to the 2018 American Community Survey, the unemployment rate in Siskiyou County is somewhat higher than the state unemployment rate and significantly higher than the national unemployment rate (see Table 2.6). In addition, the labor force participation rate is lower in Siskiyou County.

2.4.5 Educational Attainment

Table 2.7 highlights the significant differences between educational attainment between Siskiyou County, California, and the United States. Siskiyou County has a lower rate of higher education attainment than California and the United States. Only 22.6% of people 25 and over in Siskiyou County have a bachelor's degree or higher, while the state and national rates are 35.0% and 33.1%, respectively.

Table 2.6
Unemployment

	Total	Labor Force Participation Rate	Employment/ Population Ratio	Unemployment Rate
Siskiyou County	35,851	50.7%	46.7%	7.9%
California	31,109,195	63.5%	58.9%	6.7%
United States	262,185,951	63.3%	59.8%	4.9%

Source: 2018 American Community Survey 5-Year Estimates

Table 2.7
Educational Attainment, 25 Years and Older

	Less Than High School	High School Graduate	Some College, No Degree	Associate's Degree	Bachelor's Degree	Graduate or Professional Degree
Siskiyou County	10.0%	25.5%	30.5%	11.4%	14.9%	7.7%
California	16.0%	20.6%	20.6%	7.9%	21.9%	13.1%
United States	11.4%	26.9%	20.0%	8.6%	20.3%	12.8%

Source: 2018 American Community Survey 5-Year Estimates

2.4.6 Disadvantaged Communities

Identifying project locations as disadvantaged communities is important when applying for competitive funding such as through the California Transportation Commission's Active Transportation Program. According to the Active Transportation Program Cycle 5 guidelines, a disadvantaged community can be defined through the following categories:

- Median Household Income - The Median Household Income is less than 80% of the statewide median based on the most current Census Tract level data from the American Community Survey (ACS). Thirteen of Siskiyou County's fourteen census tracts qualify as a disadvantaged community by this measure, as shown in Table 2.8 and in Figure 2.5.
- 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 3.0. Siskiyou County does not have any disadvantaged communities based on this metric.
- Free or Reduced Price School Meals - At least 75% of public school students in the project area are eligible to receive free or reduced-price meals (FRPM) under the National School Lunch Program. Applicants using this measure must demonstrate how the project benefits the school students in the project area.
- Other - Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria), projects located in areas that lack accurate Census or CalEnviroScreen data such as in a small neighborhood or unincorporated area, or regional definition.

Table 2.8
Disadvantaged Communities by MHI

Census Tract	Median Household Income	% CA MHI	Disadvantaged?
Census Tract 1	$29,191	41.0%	Yes
Census Tract 2	$34,009	47.7%	Yes
Census Tract 3	$46,161	64.8%	Yes
Census Tract 4	$31,731	44.5%	Yes
Census Tract 5	$36,579	51.4%	Yes
Census Tract 6	$44,276	62.2%	Yes
Census Tract 7.01	$60,609	85.1%	No
Census Tract 7.02	$33,750	47.4%	Yes
Census Tract 7.03	$51,589	72.4%	Yes
Census Tract 8	$47,068	66.1%	Yes
Census Tract 9	$51,711	72.6%	Yes
Census Tract 10	$47,982	67.4%	Yes
Census Tract 11	$34,338	48.2%	Yes
Census Tract 12	$40,000	56.2%	Yes

Source: 2018 American Community Survey 5-Year Estimates

Figure 2.5

Disadvantaged Communities

Siskiyou County Regional Transportation Plan

2.4.7 Housing

According to the 2018 American Community Survey, out of the approximate 24,102 housing units in Siskiyou County, an estimated 19,257 units were occupied. Of the occupied units, approximately 65.6% are owner-occupied and 34.4% are renter-occupied. Siskiyou County's vacancy rate of 20.1% is significantly higher than the state or country (Table 2.9); the vacancy rate in Siskiyou County is approximately double the State and national averages.

The 2018 median household income in Siskiyou County of $44,200 is below the state average of $80,440 (Table 2.10). However, the median home value of Siskiyou County was $186,300 according to the 2018 American Community Survey, which is substantially lower than the California median home value of $568,500. The median household income relative to median home value is greater in Siskiyou County than the California average, and similar to the national average.

Table 2.9
Housing Characteristics

Place	Total Housing Units	Owner-Occupied		Renter-Occupied		Vacant Units	
		Count	%	Count	%	Count	%
Siskiyou	24,102	12,633	52.4%	6,624	27.5%	4,845	20.1%
California	14,367,012	7,218,742	50.2%	5,939,131	41.3%	1,209,139	8.4%
United States	139,686,209	78,724,862	63.8%	44,077,990	36.2%	16,883,357	12.1%

Source: 2018 American Community Survey 5-Year Estimates

Table 2.10
Median Home Value vs. Median Household Income

	Median Home Value	Median Household Income	Median Household Income as % Home Value
Siskiyou County	$186,300	$44,200	23.7%
California	$568,500	$80,440	14.1%
United States	$240,500	$65,712	27.3%

Source: 2018 American Community Survey 5-Year Estimates

2.5 Transportation

2.5.1 Vehicle Ownership

In Siskiyou County, 93% of households have access to one or more vehicles. This is similar to the rates in both California and the United States (Table 2.11).

2.5.2 Mode Share

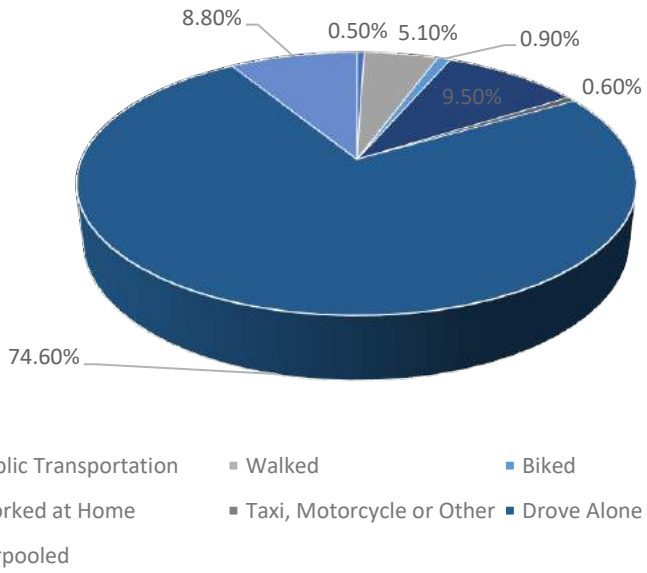
Figure 2.6 below illustrates how Siskiyou County residents commute to work. Single-occupant vehicles are the primary mode of transportation in Siskiyou County (74.6%). A heavy reliance on automobiles may be accredited to the rural nature of the County, low development densities, and limited options for non-auto modes of travel. Siskiyou County commuter trips are categorized by the following modes of transportation: driving alone (74.6%), carpooling (8.8%), walking (5.1%), public transportation (0.5%), bicycle (0.9%) and taxicab, motorcycle, or other means (0.6%). An approximate 9.5 % of Siskiyou County residents work from home.

Table 2.11
Vehicle Ownership

Vehicles Available	Siskiyou County	California	United States
0	7.0%	7.2%	8.7%
1	28.2%	30.8%	33.0%
2	36.7%	37.3%	37.3%
3+	28.1%	24.6%	21.0%

Source: 2018 American Community Survey 5-Year Estimates

Figure 2.6
Mode Share



2.5.3 Commute Patterns

As shown in Table 2.12, 9,445 of the 15,009 employed Siskiyou County residents work within Siskiyou County (or 62.9%). The remaining work in other counties including Shasta County, Humboldt County, Jackson County, Oregon, and Sacramento County.

2.6 Streets and Roads

2.6.1 Current System

As shown in Table 2.13, there are a total of 2,460.34 miles of maintained roads in Siskiyou County. The County of Siskiyou maintains and operates a total of 1,331.67 miles of roadway, while Caltrans

Table 2.12
Commuting Patterns

		Destination					
		Siskiyou County	Shasta County	Humboldt County	Jackson County, OR	Sacramento County	Klamath County, OR
Origin	Siskiyou County	9,445	1,137	480	465	389	335
	Shasta County	769	46,333	526	-	1,348	-
	Humboldt County	150	535	39,912		1,029	
	Jackson County, OR	317	-	-	67,253	-	813
	Sacramento County	70	1,130	307	-	397,688	-
	Klamath County, OR	323	-	-	1,233	-	17,441
	Other Counties	1,492	12,384	6,614	17,974	253,725	3,807

Source: 2017 Longitudinal Employer-Household Dynamics

Table 2.13
Roadway Mileage and Jurisdiction

Jurisdiction	Rural Road Miles	Urban Road Miles	Total Miles
City of Dorris	8.73		8.73
City of Dunsmuit	18.84		18.84
City of Etna	7.02		7.02
City of Fort Jones	4.61		4.61
City of Montague	14.15		14.15
City of Mt. Shasta	2.25	28.52	30.77
City of Tulelake	6.81		6.81
City of Weed	10.17	17.96	28.13
City of Yreka		57.38	57.38
Bureau of Indian Affairs	2.37		2.37
Siskiyou County	1,280.71	50.96 1	1,331.67
State Highways	313.73	39.63	353.36
State Park Service	1.03	0.41	1.44
U.S. Fish and Wildlife	6.37		6.37
U.S. Forest Services	783.55		783.55
Total Maintained Miles	**2,460.34**	**194.85**	**2,655.19**

Source: California Public Road Data 2018

maintains 353.36 miles of highways and the Bureau of Indian Affairs, State Park Service and U.S. Forest Service and Fish and Wildlife own and maintain 2.37, 1.44, 6.37, and 783.55 miles, respectively. The nine incorporated Cities in Siskiyou County maintain and operate a combined total of 176.44 miles of roadway.

2.6.2 Roadway Classification

Figure 2.7 displays the major roadways in Siskiyou County along with their functional classification, as designated by the Federal Highway Administration (FHWA). 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 and minor arterials identified in Siskiyou County are integrated inter-county roads connecting Siskiyou County to surrounding counties and cities, including cities and communities in the Central Valley and in Oregon. SR 3, SR 96, SR 161, SR 263, SR 265, as well as other streets located in Weed and Mt Shasta are classified as minor arterials in Siskiyou County. I-5, SR 139, US 97, and SR 89 are classified as principal arterials.

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 Siskiyou 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. Examples of major collectors in Siskiyou County include Scott River Road, Siskiyou Lake Boulevard and Cecilville Road. Examples of minor collectors in Siskiyou County include Indian Creek Road, Ishi Pishi Road and Old Stage Road (Mt Shasta).

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 Siskiyou County.

Table 2.14 shows the road miles by classification in Siskiyou County.

Table 2.14
Road Miles by Classification

Arterial	
Principle Arterial - Interstate	68.87
Principle Arterial - Other	98.37
Minor Arterial	209.81
Collectors	
Major	303.43
Minor	306.69
Local	
Local	1,668.01
Total	**2,655.19**

Source: FHWA California Road System Classification

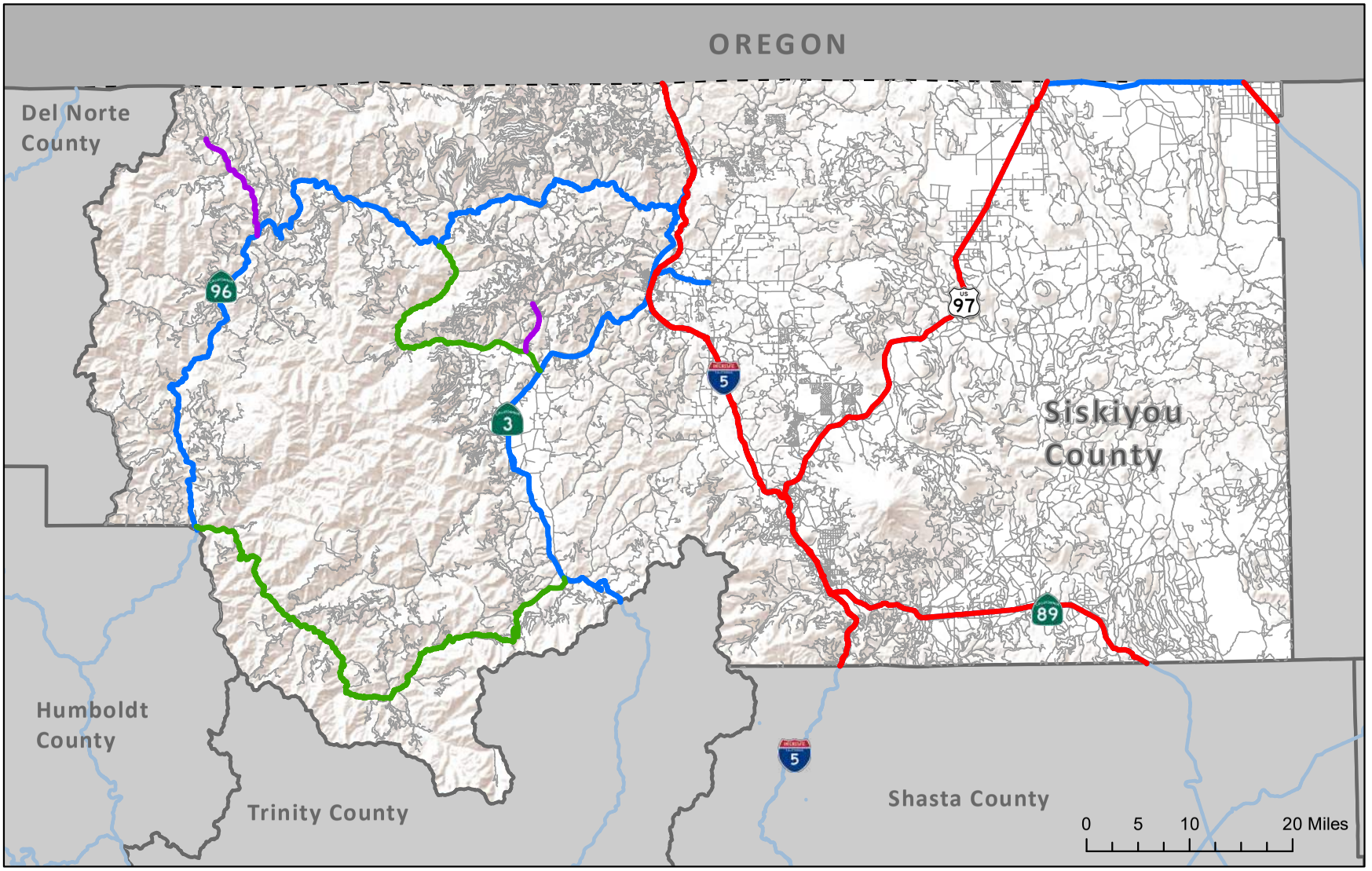


Figure 2.7

Roadway Classifications

Siskiyou County Transportation Comission

Siskiyou County Regional Transportation Plan

2.6.3 Interstate Highway

Interstate-5 (I-5)

I-5 is part of the national interstate highway network and is a 4-lane freeway in Siskiyou County. I-5 is the main interstate freeway on the west coast of the United States and runs north-south from San Diego, California in the south to Blaine, Washington in the north. I-5 is approximately 1,382 miles long. I-5 runs through the major incorporated cities in Siskiyou County: Yreka, Mount Shasta, and Weed. I-5 connects Siskiyou County to Redding and Sacramento to the south, as well as communities and cities in the central valley. I-5 also connects Siskiyou County to Medford and Portland in Oregon and Seattle, Washington to the north.

2.6.4 State Highways

State Route 3 (SR 3)

SR 3 is a north-south 2-lane conventional highway beginning at SR 36 near Peanut, California and ending in the City of Montague, with a length of approximately 147 miles. SR 3 connects the Siskiyou County communities of Etna and Fort Jones to I-5 at Yreka in the north and SR 36 and SR 299 to the south.

State Route 89 (SR 89)

SR 89 is a2-lane conventional highway that runs east-west and begins at I-5 in Mount Shasta and ends at US 395 near Coleville, California in Mono County. SR 89 has a length of approximately 243 miles. SR 89 runs north-south shortly before the Siskiyou/Shasta County boundary. SR 89 is a major thoroughfare for many mountain communities, as it runs through Siskiyou, Shasta, Tehama, Plumas, Sierra, Nevada, Placer, El Dorado, Alpine, and Mono counties. SR 89 is designated as a State Scenic Highway.

State Route 96 (SR 96)

SR 96 is a 2-lane conventional highway that runs north-south and east-west and begins at SR 299 in Willow Creek, California and ends at I-5 in Yreka, California. For approximately 147 miles, SR 96 follows the Klamath and Trinity Rivers through Humboldt and Siskiyou County. SR 96 passes through the Hoopa Valley Reservation, the Yurok Reservation, and the informally declared lands of the federally recognized Karuk Tribe near Happy Camp and Yreka.

California State Route 139 (SR 139)

SR 139 is a north-south 2-lane conventional highway beginning at SR 36 in Susanville and ending at SR 161 at the Oregon-California border. SR 139 connects Siskiyou County with Modoc and Plumas Counties to the east.

California State Route 161 (SR 161)

SR 161 is an east-west 2-lane conventional highway beginning at US 97 in Dorris and ending at SR 139 at Hatfield. SR 161 is approximately 20 miles in length and follows the Oregon-California border. SR 161 connects Siskiyou County communities east of Tule Lake and Klamath Lake with Siskiyou county communities west of the lakes.

State Route 263 (SR 263)

SR 263 is a north-south 2-lane conventional highway beginning at SR 3 in Montague and ending at SR 96 near Klamath River Road. SR 263 is approximately 8 miles in length and runs parallel to I-5.

State Route 265 (SR 265)

SR 265 is a 2-lane conventional highway with a length of approximately 0.7 miles, making it the shortest California State Highway. SR 265 begins at US 97 in Weed and ends at I-5 in Weed. SR 265 connects residents of Weed, California with I-5.

2.6.5 US Highways

US Route 97 (US 97)

US 97 is a north-south 2-lane conventional highway beginning at I-5 in Weed and ending at the Canadian border where it becomes British Colombia Highway 97. US 97 is approximately 663 miles in length and connects the communities of Dorris and Mt. Hebron with Klamath Falls and Bend in Oregon.

2.6.6 Forest Service Roads

There are five National forests in Siskiyou 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. Siskiyou County has approximately 784 miles of Forest Service Roads. In addition, there are approximately 6 miles of US Fish and Wildlife service roads within the county.

2.6.5 US Highways

Due to limited funds, many roadways have pavement conditions that are in need of repair. The average Pavement Condition Index (PCI) for roadways in Siskiyou County is 55 (California Local Streets & Roads Needs Assessment 2018 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 PCI between 50 and 70, repair costs go up to about $18.05-$18.80/square yard. Once 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.

The PCI in Siskiyou County is in the middle of the PCI score range deemed as "Higher Risk" (PCI of 50-60). As seen in Table 2.15, Siskiyou County's average PCI rating has dropped slightly since 2012. 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. Many of the projects listed in Chapter 4 are roadway rehabilitation projects and directly address pavement deterioration in the region.

Table 2.15
Pavement Conditions

	2012 PCI	2014 PCI	2016 PCI	2018 PCI
City of Dorris	No data	50-60	50-60	50-60
City of Dunsmuir	No data	71-100	50-60	50-60
City of Etna	No data	61-70	0-49	0-49
City of Fort Jones	No data	71-100	61-70	61-70
City of Montague	No data	61-70	0-49	0-49
City of Mt. Shasta	No data	50-60	0-49	0-49
City of Tulelake	No data	50-60	61-70	61-70
City of Weed	No data	50-60	0-49	0-49
City of Yreka	No data	50-60	50-60	0-49
Siskiyou County	57	57	58	55
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 and 2018

2.6.8 Bridges

According to the 2018 California Streets & Roads Needs Assessment, there are 178 County-maintained bridges within Siskiyou County (Table 2.16). 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 178 bridges in Siskiyou County, 39 have a sufficiency rating below 80 but above 50 and are eligible for rehabilitation and 17 have a sufficiency rating under 50 and are eligible for replacement. The average SR rating for Siskiyou County bridges has remained constant since 2012 at 82, and the estimated cost for bridge needs is currently estimated at $37 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.

2.6.9 Historic and Existing Traffic Volumes

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

Average annual daily traffic (AADT) volumes for Siskiyou County state highways can be seen in Table 2.17. The source of the existing condition roadway volumes in Siskiyou County are from the most recently published Caltrans traffic volumes for state highways (2018). As seen in Table 2.17, Interstate-5 experiences the highest Annual Average Daily Traffic (AADT) in Siskiyou County. Interstate-5 is the main route for goods movement, tourism, and local travel in the county. Many sections of State highways in Siskiyou County experienced no changes or negative growth between 2014 and 2018.

Table 2.16
Bridge Sufficiency Rating (SR)

	2012	2014	2016	2018
Number of Bridges	179	179	178	178
Average SR	82	82	82	82
Structures with SR <= 80	31	31	39	39
Structures with SR <= 50	18	18	17	17
Total Bridge Need (Millions)	$32.0	$32.0	$31.0	$37.0

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

Table 2.17
Historic and Existing Average Annual Daily Traffic

Segment	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	Avg. Annual Change, 2014-2018
State Route 3						
Trinity/Siskiyou Co. Line & Montague, East City Limits	200	200	200	140	140	0.0%
Gazelle Road	310	310	310	240	230	-4.2%
Callahan	405	405	405	380	370	-1.7%
Etna, Main Street	1400	1400	1400	1600	1550	5.4%
Collier Way	2200	2200	2200	2400	-	9.1%
Fort Jones, Scott River Road	3950	3950	3950	4200	4100	1.9%
Moffett Creek Road	2600	2600	2600	3100	3000	7.7%
Forest Mountain Ranch	2600	2600	2850	3100	3000	2.6%
Yreka, Moonlit Oaks Avenue	5900	5900	6400	7200	7000	4.7%
Yreka, Oberlin Road	6300	6300	6300	7100	6900	4.8%
Yreka, Center Street	8700	8700	8700	8800	8600	-0.6%
Yreka, Jct. Rte. 263 North	3150	3150	3150	6100	5900	-2.3%
Yreka, Jct. Rte. 5	3150	3150	3150	3450	3350	-1.6%
Yreka, Ager Road	1250	1250	1250	2400	2350	-1.4%
Yreka, Philipe Lane	1150	1150	1150	2150	2100	-2.1%
Montague, Grenada Lane	1800	1800	1800	3400	3300	-4.7%
Interstate 5						
Shasta/Siskiyou Co. Line & Oregon State Line	17200	18500	20000	20700	20400	1.0%
South Dunsmuir	16300	17700	19100	20000	19600	1.3%
Central Dunsmuir	17400	18800	20100	21900	21400	3.2%
Dunsmuir, Dunsmuir Avenue	18000	19400	20700	22500	22000	3.1%
Mott Road	18400	19800	21100	23100	22500	3.3%
Jct. Rte. 89	18400	20000	21000	21700	21100	0.2%
Mount Shatsa, Lake Street	19000	20700	21500	23000	22100	1.4%
North Mount Shasta	22400	24200	24400	24800	25500	2.3%
Abrams Lake Road, Right Align	21800	11600	11900	12900	12600	2.9%
Abrams Lake Road, Left Align	-	-	10550	10550	12600	9.7%
Deetz Road	21300	22800	23200	24800	25000	3.9%
South Weed	20400	21300	22100	23200	23200	2.5%
Jct. Rte. 97 North	15000	15400	16400	16600	16500	0.3%
Jct. Rte. 265	15900	16200	17300	17400	17200	-0.3%
Edgewood	15200	15400	16500	16700	16500	0.0%
Weed Airport NB Off	15300	15500	16700	-	-	0.0%
Louie Road	15300	15600	16700	16900	16600	-0.3%
Grenada	16600	17200	18100	18800	18600	1.4%
Killgore Hills Road	16900	17600	18500	19200	18900	1.1%
South Yreka	16100	17500	18000	18500	18300	0.8%
Yreka, Miner Street	14700	16500	16800	17200	17100	0.9%
YREKA, JCT. RTE. 3 & JCT. RTE. 96	13400	15500	15600	15900	15800	0.6%
Jct. Rt.e 96 West, Right Align	13900	15400	8400	7600	7600	-4.8%
Jct. Rt.e 96 West, Left Align Collier SRR Area	-	-	8400	7500	7400	-6.0%
Henley Way	13800	14800	17200	16200	16200	-2.9%
Ditch Creek Road	13800	14700	17300	16200	16200	-3.2%

Table 2.17
Historic and Existing Average Annual Daily Traffic

Segment	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	Avg. Annual Change, 2014-2018
Bailey Hill Road, Right Align	13800	14800	8300	8200	8200	-0.6%
Baiey Hill Road, Left Align	-	-	9100	8000	8000	-6.0%
Hilt Road	14700	15700	16700	16800	16700	0.0%
State Route 89						
Shasta/Siskiyou Co. Line & Jct. Rte. 5	1500	1500	1500	1300	1300	0.0%
Military Pass Road	1600	1600	1600	1250	1250	0.0%
Broadway/Southern Avenue	2650	2650	2650	2650	2650	0.0%
State Route 96						
Humboldt/Siskiyou Co. Line & Jct. Rte. 5	180	180	230	110	100	-9.1%
Ishi Pishi Road	190	190	250	120	110	-8.3%
Etna, Somes Bar Road	190	190	250	120	110	-8.3%
Swillup Creek Bridge	290	290	350	170	160	-5.9%
Benjamin Creek Road	400	400	510	360	330	-8.3%
Indian Creek Bridge	1100	1100	1550	990	910	-8.1%
Happy Camp, Main Street	2000	2000	3200	1800	1,650	-8.3%
Happy Camp, Second Street	1750	1750	2200	2600	1,450	-4.3%
Davis Road	760	760	950	880	800	-9.1%
Thompson Creek Bridge	640	640	970	700	640	-8.6%
Siead Maintenance Station	660	620	970	680	620	-8.8%
Scott Bar Roas	480	480	900	560	510	-8.9%
Jct. Rte. 263 South	680	680	1350	970	880	-9.3%
SR 97						
Weed, Jct. Rte. 5 & Oregon State Line	9000	9000	11300	11100	11,700	1.8%
Jct. Rte. 265	6000	6000	6700	7700	8,100	10.4%
Weed, West Lincoln Street	6700	6700	7200	7100	7,500	2.1%
Weed, Big Springs Road	5400	5400	5700	6100	6,400	6.1%
Grass Lake State Highway Maintenance Station	3050	3200	4950	3650	3,850	-11.1%
1-7 Mi. S/O Ball Mountain Road	-	-	-	3300	3,400	3.0%
Sams Neck Road	4900	4900	6000	4350	4,050	-6.9%
Dorris Quarantine Station	4800	4800	6200	4350	4,050	-6.9%
Dorris, First/Main Street	4050	4050	5000	5000	4,650	-7.0%
Jct. Rte. 161 East	3600	3600	5200	3500	3,250	-7.1%
State Route 139						
Modoc/Siskiyou Co. Line, Jct. Rte. 161 W	2000	2000	2600	2000	2,300	-5.8%
Tulelake, East/West Road	2400	2400	4700	2400	3,200	-16.0%
Jct. Rte. 161	-	-	-	2750	2,700	-1.8%
State Route 263						
Yreka, Jct. Rte. 3 & Jct. Rte. 96	2000	2000	2500	1950	1,900	-2.6%
Hawkinsville, Humbug Road	370	370	700	1000	970	-3.0%
Jct. Rte. 96, Weed, Jct. Rte. 97	1400	1400	1800	-	1,700	-2.8%

Source: 2014 - 2018 California Public Road Data

2.6.10 Projected Traffic Volumes

Forecasted Traffic Volumes Traffic volume forecasts can be seen in Table 2.18. A variable formula was used to forecast average traffic based on the average annual change from 2014-2018. 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 2014 and 2018. Road segments that experienced no change between 2014 and 2018 have been projected to remain constant.

Table 2.18
Forecasted Average Annual Daily Traffic

Segment	2021 AADT	2026 AADT	2031 AADT	2036 AADT	2041 AADT
State Route 3					
Trinity/Siskiyou Co. Line & Montague	140	140	140	140	140
Gazelle Road	210	180	155	133	114
Callahan	348	315	285	257	232
Etna, Main Street	1,744	2,121	2,581	3,140	3,820
Collier Way	2,778	3,546	4,526	5,776	7,372
Fort Jones, Scott River Road	4,351	4,804	5,304	5,856	6,465
Moffett Creek Road	3,473	4,432	5,657	7,220	9,215
Forest Mountain Ranch	3,278	3,800	4,406	5,107	5,921
Yreka, Moonlit Oaks Avenue	7,649	8,867	10,280	11,917	13,815
Yreka, Oberlin Road	7,540	8,741	10,133	11,747	13,618
Yreka, Center Street	8,446	8,196	7,953	7,717	7,488
Yreka, Jct. Rte. 263 North	5,553	5,020	4,537	4,101	3,707
Yreka, Jct. Rte. 5	3,153	2,850	2,576	2,329	2,105
Yreka, Ager Road	2,212	1,999	1,807	1,634	1,477
Yreka, Philipe Lane	1,977	1,787	1,615	1,460	1,320
Montague, Grenada Lane	3,270	3,222	3,174	3,126	3,080
Interstate 5					
Shasta/Siskiyou Co. Line & Oregon State Line	21,018	22,090	23,217	24,401	25,646
South Dunsmuir	20,800	22,965	25,355	27,994	30,907
Central Dunsmuir	23,384	27,109	31,427	36,432	42,235
Dunsmuir, Dunsmuir Avenue	24,040	27,869	32,308	37,454	43,419
Mott Road	24,586	28,502	33,042	38,305	44,406
Jct. Rte. 89	21,227	21,440	21,655	21,873	22,092
Mount Shatsa, Lake Street	23,453	25,894	28,589	31,564	34,849
North Mount Shasta	27,061	29,877	32,987	36,420	40,211
Abrams Lake Road, Right Align	13,768	15,961	18,504	21,451	24,867
Abrams Lake Road, Left Align	14,586	18,616	23,759	30,323	38,701
Deetz Road	27,318	31,669	36,713	42,561	49,340
South Weed	24,620	27,182	30,012	33,135	36,584
Jct. Rte. 97 North	16,649	16,900	17,155	17,414	17,677
Jct. Rte. 265	17,046	16,792	16,541	16,295	16,052

Table 2.18 Forecasted Average Annual Daily Traffic					
Segment	2021 AADT	2026 AADT	2031 AADT	2036 AADT	2041 AADT
Edgewood	16,500	16,500	16,500	16,500	16,500
Weed Airport NB Off	16,700	16,700	16,700	16,700	16,700
Louie Road	16,451	16,206	15,964	15,726	15,492
Grenada	19,738	21,793	24,061	26,565	29,330
Killgore Hills Road	20,057	22,144	24,449	26,994	29,803
South Yreka	18,743	19,505	20,297	21,122	21,981
Yreka, Miner Street	17,566	18,371	19,212	20,093	21,013
YREKA, JCT. RTE. 3 & JCT. RTE. 96	16,086	16,575	17,078	17,596	18,131
Jct. Rt.e 96 West, Right Align	6,936	5,956	5,115	4,392	3,772
Jct. Rt.e 96 West, Left Align Collier SRR Area	6,547	5,338	4,353	3,549	2,894
Henley Way	14,785	12,697	10,903	9,363	8,040
Ditch Creek Road	14,785	12,697	10,903	9,363	8,040
Bailey Hill Road, Right Align	8,053	7,815	7,583	7,358	7,140
Baiey Hill Road, Left Align	7,078	5,771	4,706	3,837	3,128
Hilt Road	16,700	16,700	16,700	16,700	16,700
State Route 89					
Shasta/Siskiyou Co. Line & Jct. Rte. 5	1,300	1,300	1,300	1,300	1,300
Military Pass Road	1,250	1,250	1,250	1,250	1,250
Broadway/Southern Avenue	2,650	2,650	2,650	2,650	2,650
State Route 96					
Humboldt/Siskiyou Co. Line & Jct. Rte. 5	86	66	51	40	31
Ishi Pishi Road	94	73	56	44	34
Etna, Somes Bar Road	94	73	56	44	34
Swillup Creek Bridge	142	115	94	77	63
Benjamin Creek Road	283	219	169	131	101
Indian Creek Bridge	780	604	467	361	280
Happy Camp, Main Street	1,415	1,095	847	655	507
Happy Camp, Second Street	1,323	1,136	976	838	720
Davis Road	686	531	411	318	246
Thompson Creek Bridge	549	425	329	254	197
Siead Maintenance Station	532	411	318	246	191
Scott Bar Roas	437	338	262	203	157
Jct. Rte. 263 South	754	584	452	350	270
SR 97					
Weed, Jct. Rte. 5 & Oregon State Line	12,416	13,708	15,135	16,710	18,450
Jct. Rte. 265	9,377	11,967	15,274	19,494	24,879
Weed, West Lincoln Street	7,959	8,787	9,702	10,712	11,827
Weed, Big Springs Road	7,199	8,759	10,656	12,965	15,774
Grass Lake State Highway Maintenance Station	3,301	2,554	1,976	1,529	1,183
1-7 Mi. S/O Ball Mountain Road	3,715	4,307	4,993	5,788	6,710

Table 2.18 Forecasted Average Annual Daily Traffic					
Segment	2021 AADT	2026 AADT	2031 AADT	2036 AADT	2041 AADT
Sams Neck Road	3,583	2,922	2,382	1,942	1,584
Dorris Quarantine Station	3,583	2,922	2,382	1,942	1,584
Dorris, First/Main Street	4,114	3,354	2,735	2,230	1,818
Jct. Rte. 161 East	2,875	2,345	1,912	1,559	1,271
State Route 139					
Modoc/Siskiyou Co. Line, Jct. Rte. 161 W	2,035	1,659	1,353	1,103	899
Tulelake, East/West Road	3,200	3,200	3,200	3,200	3,200
Jct. Rte. 161	2,541	2,297	2,076	1,877	1,697
State Route 263					
Yreka, Jct. Rte. 3 & Jct. Rte. 96	1,734	1,489	1,279	1,098	943
Hawkinsville, Humbug Road	885	760	653	561	481
Jct. Rte. 96, Weed, Jct. Rte. 97	1,552	1,332	1,144	983	844
Source: 2014 - 2018 California Public Road Data					

2.6.11 Historic and Existing 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 experiences 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 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.

Estimates of countywide VMT for Siskiyou County from 2015 to 2018 are provided in Table 2.19. VMT is displayed both as a total figure and as a per-capita figure for the jurisdiction it is measured in. As shown in Table 2.19, some roadway jurisdictions such as the Cities of Dorris, Etna, Fort Jones, Mount Shasta, Tulelake, Weed and Yreka have minor changes between 2015 and 2018. However, other jurisdictions such as U.S. Fish and Wildlife roads and Bureau of Indian Affairs have had much more significant changes. Dramatic changes in VMT within these jurisdictions can be attributed to roadway mile inventory changes (e.g., new or abandoned roadways).

Table 2.19
Historic and Existing Vehicle Miles Traveled (VMT)

Jurisdiction	2015 VMT			2016 VMT			2017 VMT			2018 VMT			Average Annual Change in VMT / Capita, 2015-2018
	Daily VMT	Pop.	VMT Per Capita	Daily VMT	Pop.	VMT Per Capita	Daily VMT	Pop.	VMT Per Capita	Daily VMT	Pop.	VMT Per Capita	
Cities													
City of Dorris	3,390	969	3.50	3,120	984	3.17	3,060	987	3.10	3,640	994	3.66	1.6%
City of Dunsmuir	6,510	1,650	3.95	5,890	1,651	3.57	5,850	1,641	3.56	5,940	1,640	3.62	-2.7%
City of Etna	2,890	748	3.86	2,900	750	3.87	2,860	748	3.82	2,870	747	3.84	-0.2%
City of Fort Jones	1,890	697	2.71	1,890	689	2.74	1,860	686	2.71	1,870	679	2.75	0.5%
City of Montague	8,240	1,406	5.86	9,590	1,397	6.86	9,610	1,388	6.92	9,620	1,375	7.00	6.5%
City of Mount Shasta	29,030	3,395	8.55	29,320	3,392	8.64	29,010	3,393	8.55	29,780	3,386	8.80	1.0%
City of Tulelake	3,420	966	3.54	3,290	950	3.46	3,330	939	3.55	3,330	924	3.60	0.6%
City of Weed	52,720	2,655	19.86	53,010	2,703	19.61	53,120	2,742	19.37	52,820	2,736	19.31	-0.9%
City of Yreka	44,190	7,816	5.65	44,500	7,828	5.68	44,720	7,789	5.74	44,730	7,825	5.72	0.4%
Other													
Bureau of Indian Affairs	290	44,721	0.01	150	44,704	0.00	150	44,621	0.00	140	44,595	0.00	-17.2%
Siskiyou County	812,270	44,721	18.16	694,710	44,704	15.54	691,800	44,621	15.50	603,570	44,595	13.53	-8.5%
State Highways	1,564,620	44,721	34.99	1,609,880	44,704	36.01	1,609,840	44,621	36.08	1,724,220	44,595	38.66	3.5%
State Park Service	190	44,721	0.00	80	44,704	0.00	80	44,621	0.00	80	44,595	0.00	-19.3%
U.S. Fish and Wildlife	710	44,721	0.02	140	44,704	0.00	140	44,621	0.00	140	44,595	0.00	-26.7%
U.S. Forest Service	71,170	44,721	1.59	90,050	44,704	2.01	89,890	44,621	2.01	82,240	44,595	1.84	5.3%
Total	**2,601,530**	**-**	**58.17**	**2,548,520**	**-**	**57.01**	**2,545,320**	**-**	**57.04**	**2,564,990**	**-**	**57.52**	**-0.4%**

Source: 2010 - 2018 California Public Road Data

2.6.12 Projected Vehicle Miles Traveled

Vehicle Miles Traveled have been projected over the lifetime of the RTP in Table 2.20. A variable formula was used to forecast VMT based on the average annual change from 2014-2018. 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 2014 and 2018. Road segments that experienced no change between 2014 and 2018 have been projected to remain constant. These overall figures were these tabulated on a per-capita basis using population projections determined earlier in this chapter. Overall, VMT on roadways in Siskiyou County is not expected to change drastically between 2021 and 2041.

Table 2.20
Forcasted Vehicle Miles Traveled (VMT) Per Capita

Jurisdiction	2021 VMT Per Capita	2026 VMT Per Capita	2031 VMT Per Capita	2036 VMT Per Capita	2041 VMT Per Capita
Cities					
City of Dorris	3.86	4.10	4.34	4.62	4.95
City of Dunsmuir	3.51	3.20	2.91	2.67	2.46
City of Etna	3.93	3.92	3.90	3.91	3.94
City of Fort Jones	2.82	2.80	2.77	2.76	2.76
City of Montague	7.92	9.26	10.81	12.71	15.01
City of Mount Shasta	9.29	9.79	10.28	10.89	11.58
City of Tulelake	3.66	3.53	3.40	3.30	3.22
City of Weed	19.77	20.02	20.20	20.56	21.01
City of Yreka	5.97	6.15	6.32	6.54	6.80
Other					
Bureau of Indian Affairs	0.00	0.00	0.00	0.00	0.00
Siskiyou County	12.33	10.15	8.33	6.89	5.72
State Highways	42.24	47.07	52.31	58.60	65.90
State Park Service	0.00	0.00	0.00	0.00	0.00
U.S. Fish and Wildlife	0.00	0.00	0.00	0.00	0.00
U.S. Forest Service	2.07	2.43	2.83	3.33	3.93

2.6.13 Truck Traffic

Table 2.22 displays truck traffic in Siskiyou County expressed as a percent of the total traffic per roadway segment. Interstate-5 and State Route 89, State Route 97 and State Route 139 experience the highest rate of truck AADT in Siskiyou County. In the segments of Interstate-5 that experience the most truck traffic, trucks make up over 30% of the total vehicles on the road. From 2014 to 2018,

Interstate-5 and State Routes 3, 139 and 263 have not significantly changed in total truck AADT levels; State Route 89 and State Route 97 are the only highways with significant increases in truck traffic.

Table 2.21
Truck Traffic as a Percentage of Total Traffic

Segment	2014	2015	2016	2017	2018
State Route 3					
Yreka, Center Street	4.4%	4.5%	3.7%	4.0%	5.0%
Montague, East City Limits	6.5%	6.5%	7.4%	6.4%	5.9%
Interstate 5					
Jct. Rte. 89	30.9%	30.9%	33.4%	33.4%	30.0%
South Weed	24.3%	24.5%	26.8%	27.7%	27.2%
Louie Road	25.1%	25.2%	25.9%	26.1%	27.6%
Yreka, Jct. Rte. 3	26.1%	26.1%	27.6%	27.6%	29.7%
Jct. Rte. 96 West	28.8%	29.0%	27.9%	27.9%	29.2%
Oregon State Line	31.9%	32.3%	29.5%	29.7%	30.5%
State Route 89					
Broadway/Southern Avenue	15.7%	15.7%	20.2%	21.9%	21.9%
Jct. Rte. 5	16.7%	16.7%	21.9%	15.6%	15.6%
State Route 96					
Davis Road	5.9%	5.9%	4.7%	5.3%	5.4%
Scott Bar Road	5.0%	5.2%	6.4%	6.0%	5.3%
Jct. Rte. 5	26.2%	26.2%	29.1%	10.4%	10.4%
SR 97					
Weed, Big Springs Road	16.0%	16.0%	17.3%	16.7%	24.3%
Sams Neck Road	38.8%	34.0%	32.0%	29.7%	25.7%
Oregon State Line	27.9%	27.9%	29.2%	29.4%	29.4%
State Route 139					
Modoc/Siskiyou Co. Line, Jct. Rte. 161 W	16.7%	16.7%	18.3%	18.1%	18.1%
Jct. Rte. 161	13.9%	13.9%	14.8%	15.9%	15.9%
State Route 263					
Hawkinsville, Humbug Road	5.9%	5.9%	5.9%	7.5%	7.5%
Weed, Jct. Rte. 97	12.6%	12.7%	12.7%	11.4%	11.4%

Source: 2014 - 2018California Public Road Data ***Each AADT is an average of up to 5 traffic count locations*

2.6.14 Safety

Table 2.22 details a four-year collision history for highways in Siskiyou County. Most collisions (approximately 42%) occurred on Interstate-5. From 2016 to 2019, 13 of the total 183 collisions on interstate-5 were fatal. For more detailed location data, please refer to the most current Statewide Integrated Traffic Records System managed by the California Highway Patrol (http://iswitrs.chp.ca.gov/Reports/jsp/userLogin.jsp). See Figure 2.8 for a heatmap of collisions in Siskiyou County.

Table 2.22
Collision History

Route	Total Collisions	Fatal Collisions	Highway Collisions	Pedestrian Collisions	Bicycle Collisions
2016					
SR 3	12	1	12	2	0
SR 5	39	2	39	0	0
SR 89	14	3	14	1	0
SR 96	13	1	13	0	0
SR 97	10	1	10	1	0
SR 139	1	0	1	0	0
SR 161	0	0	0	0	0
SR 263	3	0	3	0	0
2016 Total	**92**	**8**	**92**	**4**	**0**
2017					
SR 3	11	2	11	0	0
SR 5	51	4	51	2	0
SR 89	11	0	11	0	1
SR 96	16	1	16	0	0
SR 97	25	3	25	1	0
SR 139	1	0	1	0	0
SR 161	3	0	3	0	0
SR 263	6	0	6	0	0
2017 Total	**124**	**10**	**124**	**3**	**1**
2018					
SR 3	13	1	13	2	1
SR 5	40	4	40	0	0
SR 89	5	2	5	0	0
SR 96	24	2	24	0	0
SR 97	18	2	18	0	1
SR 139	0	0	0	0	0
SR 161	1	1	1	0	0
SR 263	2	0	2	0	0
2018 Total	**103**	**12**	**103**	**2**	**2**
2019					
SR 3	5	0	5	0	0
SR 5	53	3	53	2	0
SR 89	14	0	14	0	0
SR 96	18	0	18	0	0
SR 97	18	2	18	0	0
SR 139	1	0	1	0	0
SR 161	1	0	1	0	0
SR 263	4	1	4	0	0
2019 Total	**114**	**6**	**114**	**2**	**0**
Total	***433***	***36***	***433***	***11***	***3***

Source: Berkley TIMS

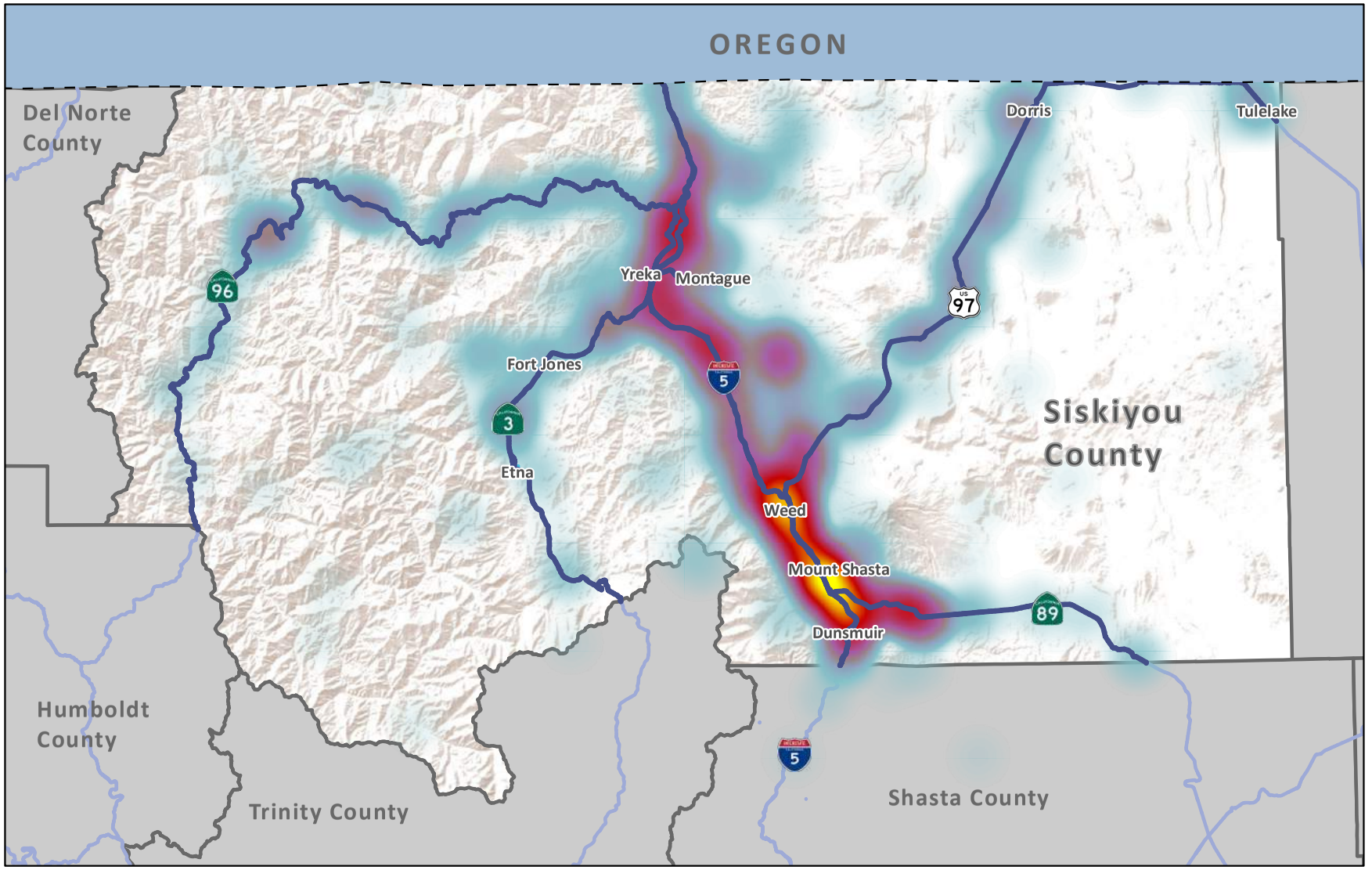


Figure 2.8

Collisions Heatmap

Siskiyou County Regional Transportation Plan

2.7 Public Transit

The Transportation Division of Siskiyou County's General Services is responsible for operating the County's public transit system. The Siskiyou County Local Transportation Commission (SCLTC) appoints council members to the Social Services Transportation Advisory Council (SSTAC) which represents seniors, people with disabilities and transit dependents.

2.7.1 Siskiyou Transit and General Express (STAGE)

Siskiyou Transit and General Express (STAGE) is the County's public transit service provider. The STAGE office is located at 190 Greenhorn Road in Yreka. Busses typically run Monday through Friday from 6:05 am to 8:55 pm, except on County holidays; however, amended STAGE services and routes were implemented during COVID shutdowns. Routes are based on a fix-route system. STAGE currently offers 5 different routes that serve the entire County, detailed in Table 2.23 and Figure 2.9. Specific departure and arrival times depend on the trip origin and destination. Fares typically range from $1.25 for in-town trips to $6.00 for trips to Happy Camp; however, free fare has been offered to all riders as a response to the impacts of COVID.

2.7.2 Senior Services

The City of Yreka offers senior transportation Monday through Friday 9am to 4pm, with door-to-door service and wheelchair lifts. Trips are scheduled 24 hours in advance, and the suggested contribution for transportation services is $1.00.

2.7.3 Interagency Connections with Other Providers

Amtrak

Amtrak provides a bus and rail service in Dunsmuir. Dunsmuir is a stop along the "Coast Starlight" route, which connects Vancouver, BC to San Diego, CA. Several stations along the "Coast Starlight" route provide a bus and rail connection to Amtrak's nationwide network. The Dunsmuir Amtrak station is accessible via the STAGE bus transit service.

Greyhound

Greyhound is a private operator that provides intercity bus service with routes throughout north America. The U.S. Greyhound provides service within the region in south Weed, near the College of the Siskiyous. This location is accessible via the STAGE bus transit service.

Table 2.23
STAGE Routes and Destinations

Route	Destinations
1	Yreka, Mt. Shasta, Weed, Dunsmuir, McCloud, Lake Shastina
2	Yreka, Mt. Shasta, Weed, Dunsmuir, McCloud
3A	Yreka, Mt. Shasta, Weed, Dunsmuir, Montague, Lake Shastina, Hornbrook
3B	Yreka, Mt. Shasta, Weed, Dunsmuir, Scott Valley, Montague, Lake Shastina
4	Yreka, Scott Valley, Montague, Hornbrook

Figure 2.9

STAGE Routes

Siskiyou County Regional Transportation Plan

2.8 Active Transportation

Siskiyou County offers several recreational off-road biking and hiking trails and is striving to improve roadway bicycle and pedestrian access and safety. Constraints with bicycle and pedestrian facilities in the County include a transportation network that is not well connected or maintained, as well as long distances between destinations. The cities of Yreka has an adopted Bicycle and Pedestrian Master Plan (2007) and Mt. Shasta is currently developing a citywide Active Transportation Plan.

An astounding 86.2% of respondents to the community survey distributed as part of this RTP planning process ride a bicycle in Siskiyou County at least sometimes for recreational or transportation purposes, and 65.5% ride a bicycle at least a few times a month. Every respondent to the community survey walks in Siskiyou County for recreational or transportation trips with 86.2% walking at least 1-2 times per week. Most respondents indicated a desire for more bike lanes (60.7%), bicycle and pedestrian paths (64.3%), and more walking and biking connections (53.6%). The most common areas listed as having the greatest need for bicycle and pedestrian facilities were, in order: McCloud, everywhere, Mt. Shasta, connecting between cities, and connecting residential areas to services and downtown areas. Investing in bicycle and pedestrian infrastructure was ranked as the second highest priority for survey respondents after road maintenance, and 17.2% of survey respondents ranked it as the highest priority in the region.

The survey concluded with an open-ended question that sked respondents to provide any other concerns or suggestions regarding the transportation network in Siskiyou County. Over one-third of survey respondents answered this question, and of those who answered, over half mentioned bicycling and active transportation. Several respondents supported an emphasis on bicycle tourism in the region, specifically in the City of Dunsmuir. Many respondents also had concerns about shoulder widths on various roadways throughout the region and were greatly supportive of wider shoulders to safely accommodate bicyclists. Bicycle and active transportation related feedback submitted in the open-ended comment includes:

1. Desire for the region to focus on bicycle-related tourism.
2. Wider shoulders to accommodate bicyclists.
3. Replace Class III Bicycle Route signage with wider shoulders or bike lanes.
4. More bike racks and lockers overall.
5. Educational campaigns to encourage bicycling.

This feedback indicates an urgent need in the region to improve the safety of bicyclists and pedestrians in the region and to encourage greater active transportation use through the implementation of an expanded and more connected active transportation network. To view all responses to the community survey, see Attachment C.

The SCLTC was recently awarded funding to develop a Countywide Active Transportation Plan (ATP). The planning process will begin in late 2021. The input received as part of this RTP will be considered during the development of the countywide ATP. In addition, the SCLTC will work extensively with local partners to conduct public outreach within each community and countywide to determine specific active transportation needs

and desires, which will then be prioritized. The final ATP will include lists of projects for each community, regionally-significant projects, and an implementation Plan to identify potential funding programs and prepare the highest-prioritized projects for funding opportunities and competitive grant programs.

2.9 Aviation

Siskiyou County owns five public use, general aviation airports in Butte Valley, Happy Camp, Scotts Valley, Weed and Montague/Yreka. A private emergency medic flight service operates between Medford, OR and Redding, CA. In addition, UPS Ground Freight Services are available at the Montague/Yreka Rohrer Field and the Dunsmuir Municipal Airport. The Siskiyou County Airport, located in Shasta Valley -- 11 miles east of Yreka, is home to a US Forest Service Fire Attack Base in the summer months.

2.10 Goods and Freight Movement

Interstate-5, State Route 89, and State Route 97 are the most-used routes for goods movements in Siskiyou County (refer back to Table 2.21 for proportional truck traffic on Siskiyou County highways).

2.11 Railroads

The rail line in Siskiyou County has been dormant from Weed to Oregon since 2008, yet remains historically significant. The rail line follows the Sacramento River and I-5 through the central valley and Shasta and Siskiyou Counties and into Oregon. Rant funding has allowed for rehabilitation and repair projects for sections of the track. Reopening the track will create additional transportation options for lumber and manufacturing goods from Oregon, which will subsequently result in decreased truck use to transport goods. The rail line is an important historic and cultural attraction in Dunsmuir where the rail line is actively used for passenger travel through Amtrak. Near the rail line in Dunsmuir, the Railroad Resort offers a hotel, restaurant, and museum in vintage train cars.

2.12 Plug-in Electric Vehicles

The Siskiyou County Economic Development Council is leading a project to coordinate efforts throughout the Upstate Region in support of the successful introduction of plug-in electric vehicles and the strategic development of charging infrastructure to support PEVs. This will be facilitated through the creation of a regional Plug-in Electric Vehicle Coordinating Council (PEVCC), development of an infrastructure deployment plan, streamlining of the permitting and installation process for electric vehicle supply equipment (EVSE), efforts to accelerate PEV adoption in vehicle fleets, and development of an education and outreach program to promote PEV adoption throughout the region.

2.13 Interconnectivity Issues

The rural nature of Siskiyou County inherently creates connectivity issues involving roadways, transit, and non-motorized modes of transportation. Severe winter weather creates additional obstacles to provide County residents with reliable, interconnected travel options. The SCLTC is currently in the process of developing a Short Range Transit Plan update and will begin development of a Countywide Active Transportation Plan before the end of 2021. These plans will help identify and address multimodal and connectivity issues involving transit and bicycle infrastructure, pedestrian infrastructure and trails, respectively. The Short Range Transit Plan update will include a service assessment and may

recommend new routes or more frequent service, or other improvement recommendation. The Short Range Transit Plan update is scheduled for adoption in fall 2021 and the Countywide Active Transportation Plan will be adopted by fall of 2023.

3 Policy Element

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

- Describe the most important transportation issues in Siskiyou County as a region.
- Identify regional needs for both short-term (0-10 years) and long-term (11-20 years) planning horizons (Government code Section 65080 (b) (1).
- Maintain internal consistency with the Financial Element and fund estimates.

The Policy Element describes transportation issues in the Siskiyou region, California, and the United States and provides goals, objectives, and policies to assist in setting transportation priorities. The Policy Element from the 2016 Siskiyou RTP was used as the baseline for the new Policy Element. Current policies and objectives have been updated to align with new legislation and planning strategies. The 2021 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.

3.1 Transportation Issues

3.1.1 Local and Regional Issues and Needs

The primary local and regional issues continue to revolve around a lack of maintenance funding to maintain the integrity of existing facilities. A major concern for the Siskiyou County LTC is the continuing maintenance requirements of the existing road system. Delayed projects and the lack of funding results in additional deterioration of already poor pavement quality, higher costs due to inflation, and more expensive rehabilitation and reconstruction costs when thresholds are met. While a lack of population growth has prevented large land-use development controversies and the accompanying demand for new transportation infrastructure, heavy traffic caused by increasing tourism and truck traffic continues to generate greater maintenance needs on the existing roadways. Traffic generated by new development in Siskiyou County may affect the existing or future vehicle miles traveled (VMT) on roadways providing access to state highways. Developers are required to mitigate project-specific improvements to reduce per capita VMT on state highways in the region and local agencies have policies and reviews in place to mitigate impacts.

While economic growth in the form of recreation and tourism has not significantly increased demand for public transportation, the growth of the senior and retiree community is reflecting a developing need for both fixed-route and specialized para-transit operations, particularly for service to medical facilities both within and out of the County. Many seniors travel to either Redding, California, or Medford, Oregon for medical care. Traversing mountain passes, particularly in the winter, is a hardship. Many of these needs are currently being met by various social service agencies, but as the County population increases and ages, as identified in Chapter 2, demand for public transportation to provide the service will increase.

Whether the region can financially meet future road and transit needs is a question yet to be answered. Federal and State funding to improve these roads has declined in real dollars for more

than two decades, and local revenue sources provide only a small portion of the overall cost of transportation improvements. This problem is exacerbated by uncertainty in construction costs and delivery schedules, which has resulted in substantial increases in the overall cost of improvements.

Consideration of resiliency planning related to climate-change impacts such as wildfires and flooding events will be of utmost importance to the SCLTC and the region moving forward as these threats become increasingly more apparent. This RTP is consistent with the Siskiyou Hazard Mitigation Plan (2018). Maintaining regional roadways in proper condition will assist in the efficient movement of emergency service vehicles and residents in an emergency evacuation event. The SCLTC will continue to monitor roadway conditions and consider areas of improvements to the regional transportation network that may be required to aid in future climate-change related events.

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 percent below 1990 levels. The transportation sector accounts for 37% of California's carbon emissions, prompting policy to reduce vehicle miles traveled. Subsequent legislation has been passed to support California's goals of GHG emissions reductions, such as Senate Bill 743 (SB 743), described below, which has an impact on the RTP guidelines and the RTP development process. In 2017, transportation funding in California was changed with California Senate Bill 1 (SB 1), which is a $52 billion transportation program funded by increased state gas taxes and vehicle license fees.

Senate Bill 743

Former 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 those alternative criteria, and auto delay (slowed traffic congestion) is no longer be considered a significant impact under CEQA. Transportation impacts related to air quality, noise and safety must still be analyzed under CEQA where appropriate. SB 743 also amended congestion management law to allow cities and counties to opt out of LOS standards 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 drastically change the financial outlook for transportation funding for the next decade were being debated within the State Legislature. The results of those legislative effort culminated in the Governor's signing of Senate Bill 1 (SB1) on April 28, 2017. In November of 2018, California Proposition 8 (Prop 8) was defeated, which proposed a repeal of SB 1.

SB 1 is a $52 billion transportation plan funded by increased taxes on gasoline and diesel fuel, and vehicle license fees, including a new fee for vehicles that do not utilize fossil fuels, but do use the public roads. That new funding source will be used exclusively for transportation purposes, including maintenance, repair and rehabilitation of roads

and bridges, new bicycle and pedestrian facilities, public transportation, and planning grants.

SB 1 created the following new and augmented programs that fall under California Transportation Commission (CTC) purview:

- Active Transportation Program (ATP) - $100 million (80%) 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) – Funding source stabilized.

California Electric Vehicle Mandate

On September 23, 2020, Governor Newson signed Executive Order N-79-20 establishing a State goal that 100% of in-state sales of new passenger vehicles and trucks will be zero-emissions by 2035. The Executive Order establishes a further goal 100% of medium- and heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. Finally, the order sets a goal of 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 25% of new vehicles in small fleets to be zero-emission by 2026, and all new vehicles by 2029.

3.1.3 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.

FAST Act

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorized $305 billion over fiscal years 2016 through 2020 for highway improvements, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act expired on September 30, 2020 and the region is working with a Continuing Resolution until a new Federal Highway Bill is passed by Congress.

3.1.4 Climate Change and Greenhouse 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 Siskiyou:

- Emphasize transportation investments in areas where desired land uses as 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 the SCLTC 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, as well as successful transitioning to a zero-emissions transit fleet. VMT reductions correlate directly with reductions in GHG emissions. Caltrans reports VMT by county on an annual basis.

Although the population in Siskiyou County has not significantly increased nor decreased recently, vehicle miles traveled (VMT) has increased on some roadways and decreased on other roadways since 2015. As seen previously in Table 2.19 Historic and Existing Vehicle Miles Traveled, per capita VMT has decreased on roadways under the jurisdiction of the Cities of Dunsmuir, Etna, and Weed, the Bureau of Indian Affairs, Siskiyou County, the State Park Service, and overall. Per capita VMT has increased on roadways under the jurisdiction of the Cities of Dorris, Fort Jones, Montague, mt. Shasta, Tulelake and Yreka, State Highways, and the U.S. Forest Service. The VMT on state highways increased from 34.99 per capita in 2015 to 38.66 per capita in 2018, for an average annual increase of 3.5%. The VMT on Siskiyou County roadways decreased from 18.16 per capita in 2015 to 13.53 per capita in 2018 for an average annual decrease of -8.5%. Overall, VMT per capita on all roadways in the Siskiyou region have decreased by an average annual rate of -0.4% between 2015 and 2018.

Population and employment in the region will continue to be monitored and VMT growth consistent with the RTP and RTP performance measures 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 set the framework for carrying out the roles and responsibilities of the Siskiyou County LTC 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 the Siskiyou region.

The goals, objectives, and policies for each component of the Siskiyou regional transportation system are discussed 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 for use in determining present and future decisions, often used to help reach goals.

- A policy is a specific means to accomplish the intent of the goal and direction of the objective.

The goals, objectives and policies set forth in this Plan are consistent with the policy direction of the Siskiyou County LTC, the 1988 Siskiyou County General Plan Circulation Element Update, the California Strategic Highway Safety Plan (SHSP), and the updated California Transportation Plan (CTP 2040).

3.2.1 State Highway and Regional Goals

Goal 1:

Provide and maintain a safe, efficient, and convenient countywide roadway system that meets the travel needs of people and goods within the region and connecting to points beyond.

Objective:

Identify and prioritize improvements to the roadway system that benefit the region.

Policy 1.1:

Maintain open and efficient communication between Caltrans, local agencies and tribal governments through the Technical Advisory Committee forum to make cooperative decisions that benefit the region.

Policy 1.2:

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.

Policy 1.3:

Pursue funding resources that move the region toward Goal 1.

Objective:

Monitor the performance of transportation investments.

Policy 1.4:

Siskiyou County will use system-level performance measures (quantitative) and other accepted qualitative measures to select RTP projects that represent wise financial investments.

Objective:

Maintain roadways at acceptable safety standards.

Policy 1.5:

Identify and eliminate unsafe conditions on state highways and regionally significant roadways and intersections.

Objective:

Employ Intelligent Transportation System (ITS) strategies when feasible and cost effective.

Policy 1.6:

The Siskiyou County LTC will consider implementation of Intelligent Transportation Systems (ITS) technologies for individual modes based on availability and funding.

Objective:

Implement improvement projects which will increase the walkability, bikeability and attractiveness of downtown areas.

Policy 1.7:

The Siskiyou LTC will coordinate with Caltrans and local agencies to pursue traffic calming and streetscape projects in downtown areas.

Objective:

Improve funding availability from State and Federal resources.

Policy 1.8:

Advocate for increased funding for projects in the Siskiyou region.

Policy 1.9:

Maintain and upgrade existing roads as a priority over the construction of new roads to new areas except when the public benefit clearly outweighs overall costs.

Policy 1.10:

Improve project competitiveness by building solid project foundations through planning and project development efforts.

Goal 2:

Support the economic vitality of the region.

Objective:

Maintain and promote the competitiveness of the region by directing and leveraging investment in the transportation infrastructure that attracts tourism, increases goods movement, and supports

existing employment centers and industries.

Policy 2.1:

Support improvements that provide safe access to State and National Parks, trails, bicycle routes, campgrounds, and other recreational facilities.

Objective:

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

Policy 2.2:

Increase safety and access to recreational facilities for vehicles and active transportation users.

3.2.2 Local Roads

Goal 3:

Maintain a local road system to serve the public's needs for safety, mobility and to provide access to the county's major activity centers.

Objective:

Accept new roads into the locally maintained road system only when they meet the criteria established by the local jurisdiction, and they have funding identified.

Policy 3.1:

Access to new development and to newly created parcels should meet County and/or local standards under any applicable Community Plan, Specific Plan, Special Plan, or Mixed Use/Master Project area, and the applicable jurisdictional road ordinances.

Goal 4:

Maintain existing local roads in good condition.

Objective:

Improve overall pavement condition ratings to an acceptable level so as to reduce the need for expensive roadway reconstruction projects over the long-term.

Policy 4.1:

Develop a Pavement Management Plan.

Objective:

Direct the limited maintenance funding to local roads based on safety needs, high traffic volumes, pavement condition and cost effectiveness as identified by the various departments of public works or transportation within the County.

Policy 4.2:

Prioritize roadway maintenance projects based on pavement condition data obtained from the Pavement Management System, the overall regional importance of the local roadway, and cost effectiveness.

Objective:

Pursue new funding sources to help reduce the backlog of deferred maintenance by 15 to 20 percent over the next 20 years.

Policy 4.3:

Representatives from the LTC should attend meetings with the County, local jurisdictions, Rural Counties Task Force, and the CTC to help identify and promote new sources of maintenance funding.

3.2.3 Bicycle, Pedestrian, and Equestrian Travel

Goal 5:

Provide a safe, convenient and efficient multi-modal transportation system that is part of a balanced overall transportation system and provides amenities to provide safe travel for bicyclists, pedestrians, and equestrians on existing and proposed facilities.

Objective:

Incorporate bicycle, pedestrian, and transit improvements when planning roadway improvements.

Policy 5.1:

Prioritize roadway and street designs that avoid bicycle-auto, pedestrian-auto and bicycle-pedestrian conflicts.

Policy 5.2:

Maximize multi-modal access to the roadway system and eliminate barriers to alternative transportation systems.

Policy 5.3:

Prioritize improvement projects which will increase bicycle and pedestrian safety along corridors and intersections frequently used by school children, recreational cyclists, commuter cyclists/pedestrians and visitors.

Policy 5.4:

Support project development activities that will improve competitiveness of projects in the region.

Objective:

Prioritize active transportation projects that enhance the connectivity of the existing non-motorized system and implement for each jurisdiction as funding allows.

Policy 5.5:

Coordinate with funding programs to provide multiple components of an infrastructure project when appropriate.

Goal 6:

Enhance opportunities for safe pedestrian and bicycle travel on and across State highways.

Objective:

Local jurisdictions should coordinate with Caltrans to identify project concepts for pedestrian and bicycle facilities and crosswalks along State Highways.

Policy 6.1:

Provide recommendations for pedestrian/bike features in projects proposed for funding by District 2 in the SHOPP.

Goal 7:

Promote alternative transportation.

Objective:

Encourage active transportation facilities where possible.

Policy 7.1:

Actively seek funding sources for multi-modal transportation development.

Objective:

Promote equitable and sustainable use of resources.

Policy 7.2:

Promote equity, cost effectiveness, and modal balance in planning, and allocate funds to regionally significant roadway, bicycle and pedestrian, and transit projects.

Policy 7.3:

Promote equitable public participation during the planning process by targeted outreach to disadvantaged communities and by making outreach events and materials accessible.

3.2.4 Public Transit

Goal 8:

Maintain affordable, safe and effective public and private transit that is a viable option for Siskiyou County residents, especially disabled residents and others with specialized transportation needs.

Objective:

Provide and promote an affordable and accessible transit system that responds to current and future needs of citizens, elderly, disabled, youth, and economically disadvantaged.

Policy 8.1:

Conduct meetings with the Social Services Transportation Advisory Committee (SSTAC) at

least once a year. Involve SSTAC in transportation planning activities as appropriate.

Policy 8.2:

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

Policy 8.3:

Monitor accidents and crimes on transit and implement strategies to reduce them.

Objective:

Maintain an accessible and effective transit system that meets the needs of users and provides access to and from major local and regional destinations.

Policy 8.4:

Coordinate with developers to provide convenient access to transit service.

Policy 8.5:

Explore opportunities to connect with or supplement transit services in neighboring counties. Explore opportunities for improved Amtrak and Greyhound passenger service.

Objective:

As funding permits, develop transit service as an effective alternative transportation mode choice.

Policy 8.6:

Coordinate annual grant programs, such as FTA Section 5310, and assist agencies in preparing applications when applicable.

Policy 8.7:

Support transit projects that serve visitors and residents for commute and recreation trip purposes and that enhance economic development.

Objective:

Promote the use of renewable and alternative fuels for transit.

Policy 8.8:

Purchase renewable and alternative fuel transit vehicles. Actively seek funding that would allow the purchase of fleet vehicles that use renewable and clean alternatives.

Policy 8.9:

Promote the use of renewable and alternative fueled transportation.

Policy 8.10:

Develop partnerships with other departments and entities to expand the availability and use of alternative and renewable fuels.

3.2.5 Aviation

Goal 9:

Maintain safe and efficient commercial and general aviation facility and improve general aviation airports in Siskiyou County.

Objective:

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

Policy 9.1:

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

Policy 9.2:

Implement Airport Capital Improvement Projects as funding allows, with priority for projects that improve the safety of the airport.

Objective:

Maintain existing airport asphalt and concrete pavement and airport facilities in acceptable condition.

Policy 9.3:

Plan and implement projects to meet objective.

Policy 9.4:

Protect existing funding resources and seek out additional funding sources for airport improvements.

Policy 9.5:

Promote the planned development of aviation facilities consistent with County land use policies and zoning.

3.2.6 Goods Movement

Goal 10:

Promote the continued and expanded use of air, rail and trucks for the transport of suitable products and materials while minimizing negative impacts on the local road system.

Objective:

Install passing lanes, turnouts, and other lower-cost improvements to minimize adverse traffic impacts from truck traffic.

Objective:

Periodically review road standards and pavement conditions to ensure planned infrastructure is consistent with truck volumes.

Policy 10.1:

Promote the efficient utilization of truck transport through transportation and land use decisions that minimize impacts to the local road system.

Goal 11:

Provide for the safe and efficient movement of regional and interregional goods.

Objective:

Minimize conditions that restrict the movement of goods in and out of the region.

Policy 11.1:

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

Policy 11.2:

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

3.2.7 Rail

Goal 12:

Promote opportunities for rail transport of freight and passengers to and from the County.

Objective:

Improve a transit connection to existing rail service as funding allows.

Policy 12.1:

Support the coordinated interaction of truck and rail freight movements through periodic contact with industry officials and/or attendance at annual meetings.

3.2.8 Tribal Transportation

Goal 13:

Plan and coordinate for Tribal residents within the Siskiyou 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 13.1:

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

Policy 13.2:

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 13.3:

Meet with Tribes to review the status of the government-to-government relationships and

exchange information, as appropriate.

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

Policy 13.4:
Coordinate with Tribes to consider financial partnership on projects and grants that serve Tribal lands.

Policy 13.5:
Coordinate with Tribes and surrounding communities to identify any concerns of safety within the region.

3.2.9 Management of the Transportation System

Goal 14:
Improve safety and efficiency by using Transportation System Management (TSM), Transportation Demand Management (TDM), and Intelligent Transportation Systems (ITS) to reduce the demand for travel by single-occupant vehicles and improve traffic operations.

Objective:
Periodically review traffic operations along State highways and major County roads and implement cost effective solutions to improve efficiency.

Policy 14.1:
Promote signal timing, access management, transit priority treatments, and accident scene management measures to ensure safety and maintain efficient traffic flow.

Objective:
Implement updated Caltrans ITS recommendations.

Policy 14.2:
Consider the use of appropriate ITS and New Technologies to improve traffic operations within the region as funding allows.

3.2.10 Funding

Goal 15:
Ensure that the allocation of transportation funding dollars maximizes the "highest and best use" for interregional and local projects.

Objective:
Identify and allocate funding and resources for building, operating, and maintaining the existing and future transportation system.

Policy 15.1:
Ensure that transportation investments consider established selection and ranking criteria, and are cost-effective.

3.2.11 Air Quality and Environment

Goal 16:
Ensure sensitivity to the environment in all transportation decisions.

Objective:
Promote transportation policies and projects that support a healthy environment and meet the environmental concerns of the region while meeting statewide and national objectives.

Objective:
Improve resiliency of the region's transportation system to climate related impacts.

Policy 16.1:
Prioritize grant opportunities that provide funding for projects to identify and implement climate change adaptation strategies.

Policy 16.2:
Encourage agencies to prioritize climate change adaptation strategies when designing improvements or additions to transportation networks.

Goal 17:

Include climate change strategies in transportation investment decisions.

Objective:

Ensure consistency with Senate Bill 743 Legislation.

Policy 17.1:

Replace Level of Service (LOS) analysis with Vehicle Miles Traveled (VMT) analysis as required statewide under CEQA and to support state and national goals to reduce greenhouse gas (GHG) emissions.

Objective:

Reduce or maintain GHG emissions from transportation related sources in the Siskiyou region.

Policy 17.2:

Comply with state and federal climate change regulations and standards.

Policy 17.3:

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

Policy 17.4:

Make alternative transportation such as active transportation and transit a priority when developing plans.

Policy 17.5:

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

Policy 17.6:

Encourage private and public investment in an electric vehicle charging station network that can be utilized by transit vehicles and personal vehicles for the Siskiyou region and seek funding to fill gaps in the network.

Objective:

Promote transportation policies and projects that minimize impacts to the natural environment.

Policy 17.7:

Conduct environmental review consistent with the CEQA and NEPA for individual projects as they advance to the implementation stage of development.

Policy 17.8:

Avoid areas of sensitive habitats for plants and wildlife when constructing transportation facilities whenever feasible.

Goal 18:

Maintain air quality standards established by the State Air Resources Board (ARB).

Objective:

Coordinate transportation planning with air quality planning at the technical and policy level.

Policy 18.1:

Siskiyou County will assist the Northern California Air Pollution Control District in developing the transportation-related portions of the State Implementation Plan, if requested.

3.2.12 Land Use

Goal 19:

Improve livability in the County through land use and transportation decisions that encourage walking, transit and bicycling.

Objective:

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

Objective:

Encourage all jurisdictions to actively participate in the Regional Transportation Plan (RTP) Update process.

Policy 19.1:

Design the transportation system to improve the quality of life for residents and visitors in Siskiyou County.

Policy 19.2:

Consider a multi-modal approach to land use and transportation decisions for each and every project.

4 Action Element

4.1 Plan Assumptions

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 identified as constrained or unconstrained improvements, consistent with the identified needs and policies. These plans are based on the existing conditions, forecasts for future conditions and transportation needs discussed in the existing conditions section and Policy Element and are consistent with the Financial Element.

In addition to the data discussed above, it is necessary to base the Action Element on a series of planning assumptions, as presented below:

- Environmental Conditions – No change is assumed in attainment status for air or water quality affecting transportation projects.
- Travel Mode – The private automobile will remain the primary mode of transportation for residents and visitors. Public transportation will remain a vital service for the elderly, low-income, and for persons with mobility limitations. Bicycle and pedestrian travel will increase modestly, for both recreational and utility purposes.
- Changes in Truck Traffic – The proportion of truck traffic on State highways will remain relatively steady during the planning period. Primary goods movement corridors are along Interstate-5 and State Route 97.
- Recreational Travel – Recreation-oriented local travel will continue to have a major impact on State highways in the County as well as intra-county visitor travel. Interstate-5 is the primary corridor for recreational travel; however, all major highways in the County connect visitors with recreational opportunities.
- Transit Service – Though future planning efforts may lead to expansion of services in Siskiyou County, any expansion will not significantly impact overall traffic levels. Demand for public transit will increase as the population ages.
- Population Growth –The Siskiyou County population will increase at a rate not greater than the California Department of Finance projections of 1 percent annually. Population growth of neighboring Shasta does exceed 1 percent annually and may impact traffic levels entering Siskiyou County. Population of other neighboring counties is expected to remain small.
- Planning Requirements – New state and federal requirements with respect to climate change and GHG emissions will continue to shape the planning process in the future. This RTP is a dynamic document which will be updated as requirements change.
- Geography – Increases in population of adjacent counties (Del Norte, Humboldt, Trinity, Shasta, and Modoc) will potentially affect both through and recreational traffic in Siskiyou County. The greatest assets of the County will continue to be its natural beauty and geography, agricultural resources, Oregon border access, and the many recreational opportunities it has to offer.

4.2 Project Purpose and Need

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. For Siskiyou County, each project listed in the RTP project lists contributes to system preservation, 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 County. This document uses the following definitions:

System Preservation – This improvement category indicates a project that serves to maintain the integrity of the existing system so that traveler access and mobility are not hindered. Improvements may include repairs to bridges and airport runways, as well as upgrades to existing rail lines and signs, traffic control devices, and striping. In addition, because Siskiyou County is rural and contains several small cities and communities, the lack of maintenance funding has resulted in a large amount of "deferred maintenance" that has actually lapsed into a serious need to "rehabilitate" roadways to maintain system preservation. Rehabilitation entails primarily overlay and/or other repair work that can also be considered a safety improvement. The majority of road projects listed indicate either "rehabilitation" or "reconstruction" to maintain system preservation.

Safety Projects – Safety improvements are intended to reduce the chance of conflicts between modes, prevent injury to motorists using the transportation system, and ensure that motorists can efficiently travel to their destinations. Safety improvements may include the following:

- Roadway and intersection realignments to improve sight-distance.
- Signage to clarify traffic and aviation operations.
- Obstacle removal so that traffic flows are not hindered.
- Improvements to pedestrian and bicycle facilities.
- Bridge repairs and reinforcement.
- Airport pavement or runway resurfacing to provide for a smooth travel surface.

The desired outcome is to reduce collisions on the region's facilities and the societal costs in terms of injury, death, or property damage.

Multimodal Enhancement – This type of improvement focuses on non-auto modes of travel such as bicycling, walking and transit. Projects designated as multimodal are designed to enhance travel by one or more of these modes, provide for better connectivity between modes, and improve non-auto access to major destinations and activity centers. Typical projects include separated bike lanes, shared bike routes, sidewalks, transit amenities and signage.

4.3 Regional Priorities

4.3.1 Roadway Maintenance Emphasis

In Siskiyou County, the limited available funding is focused on maintaining existing roadway, transit, non-motorized, and airport facilities and programs. 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 County has limited capacity to fund large projects even when outside funding is available.

The recommended 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 by reducing VMT and GHG emissions, and help accommodate future travel demand in the County. This chapter also addresses recommended action programs for Transportation Systems Management (TSM), Transportation Demand Management (TDM), and Intelligent Transportation Systems (ITS).

4.3.2 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 mode. 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), which was most recently updated in 2015. This plan sets forth one primary safety goal: reduce roadway fatalities to less than one per one hundred million 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. Transportation improvement projects that specifically address safety for all types of transportation modes are included in the project list tables in this chapter.

4.3.3 Transportation Security/Emergency Preparedness

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

As this region is remote and not densely populated, it is not likely that Siskiyou County would be the focus of a terrorist attack. There is the possibility that the County could become a refuge for persons displaced by an attack or natural disaster elsewhere in California. However, in the Siskiyou County region, forced evacuation due to wildfire, flood, landslide, or volcanic eruption is the most likely emergency scenario.

As Siskiyou County has small pockets of population centers, there is no countywide evacuation plan that has been developed for the region. Siskiyou County has instituted a countywide notification service called CodeRED which systematically contacts residents via telephone in the event of an emergency situation. This is a voluntary system, so not all County residents participate in the system.

Six major highways traverse Siskiyou County and act as the primary evacuation routes for Siskiyou County communities. In the event of a natural

disaster, the Siskiyou Transit General Express (STAGE) vehicles could be made available to transport evacuees, particularly those with limited mobility. The five County-owned airports are available for emergency evacuation as well. The best preventative measures with respect to this document for an emergency evacuation will be to continue implementing projects in the RTP which upgrade roadways, airport facilities, and public transit.

4.4 Transportation System Improvements

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 Siskiyou County. Projects for each type of transportation facility are divided into financially constrained and financially unconstrained improvements. Financially constrained projects are funded over the short-term time period (1-10 years), as demonstrated in the Financial Element. The unconstrained project list is considered a "wish list" of projects that would provide benefit to the region and will be constructed in the long-term time period (11-20 years) or beyond.

4.4.1 Roadway

Table 4.1a displays short term roadway projects programmed to be constructed between 2021 and 2030, and Table 4.1b displays long term roadway projects, expected to be completed between 2031-2041 and beyond. A total of approximately $71.2 million of short term and $72.5 million of long term roadway project needs have been identified. Rehabilitating roads is the most important project type for Siskiyou County.

Table 4.1a Roadway Projects - Short Term					
Funding Source	**Road**	**Description**	**Cost**		**Const. Year**
County of Siskiyou					
STIP	Big Springs Road; Lake Shastina Drive to A-12--8.6 Miles	Reconstruction	$	6,000,000	2022
STIP	Jackson Ranch Road; Big Springs Rd to Edgewood Rd- 5 Miles	Reconstruction	$	3,000,000	2024
STIP	Ager Rd; MP 16.57 to Copco Rd	Reconstruction	$	2,300,000	2025
STIP	Summit Drive - Entire length	Reconstruction	$	1,700,000	2025
STIP	Tennant Rd; Highway 97 to Tennant- 13 miles	Reconstruction	$	8,500,000	2026
STIP	Siskiyou Blvd; entire length	Reconstruction	$	1,500,000	2028
STIP	A-12; I-5 to Highway 97--22 Miles	Thin Overlay	$	4,000,000	2026
STIP	Dunsmuir Ave; entire length	Thin Overlay	$	200,000	2028
STIP	Red Rock Rd; MP 0 to MP 10.25	Reconstruction	$	7,000,000	2030
STIP	Meiss Lake Sams Neck Road; State Highway 97 to 8QO24- 8.9 Miles	Reconstruction	$	5,800,000	2030
RMRA	Various County Roads; Various 230 miles	Chip Seal Maintenance	$	6,900,000	Various
County of Siskiyou Short Term Total			***$***	***46,900,000***	
Dorris					
STIP	Hazen and Sly Streets; From Oregon Street to Main Street	Rehabilitate Road	$	270,000	2025
STIP	N. Juniper & N. Pine Streets; Sly to North and 1st to North, respectively	Rehabilitate Road	$	250,000	2027
STIP	S. Pine Street; 1st to 2nd	Rehabilitate Road	$	100,000	2029
STIP	Oregon Street; 1st to 3rd and 4th to 5th	Rehabilitate Road	$	200,000	2031
Dorris Short Term Total			***$***	***820,000***	
Dunsmuir					
STIP/RSTP	Bransetter Ave; Elinore to Sacramento	Overlay	$	63,000	2026
STIP/RSTP	Florence Loop; a''	Rehabilitate Road	$	60,000	2026
STIP/RSTP	Gill Ave; Gill to Hart	Rehabilitate Road	$	36,000	2026
STIP/RSTP	Hart Ave; Hemlock to Gill	Rehabilitate Road	$	70,000	2026
STIP/RSTP	N Spring Ave; all	Rehabilitate Road	$	45,000	2026
STIP/RSTP	Shasta Ave; Overlay North End to Bransetter St	Rehabilitate Road	$	263,000	2026
STIP/RSTP	Simpson Street; Scarlet Way to West End	Rehabilitate Road	$	239,000	2026
STIP/RSTP	South Street; Elinore to Hill	Overlay	$	8,000	2026
STIP/RSTP	Stagecoach Road; Masson Ave to Dunsmuir Ave	Rehabilitate Road	$	33,000	2026
STIP/RSTP	Hope Lane	Rehab and Drainage	$	125,000	2026
STIP/RSTP	Gray Street; Gleaves Ave to Hart Ave	Overlay	$	45,000	2026
STIP/RSTP	Apple Street	Overlay	$	15,000	2026
STIP/RSTP	Dunsmuir Ave; Scarlet Way to I-5	Curb, gutter and sidewalk	$	210,000	2026
STIP/RSTP	Siskiyou Road; Masson Ave to Dunsmuir Ave	Overlay	$	260,000	2026
STIP	Dunsmuir Road	Rehabilitate Road	$	239,000	2023
Dunsmuir Short TermTotal			***$***	***1,711,000***	
Etna					
STIP	Main Street (CA Route 3); Callahan St. to Church St.;	Rehabilitate Road	$	585,000	2025
STIP	Oak Street; Diggles St. to College Ave.	Rehabilitate Road	$	200,000	2027
STIP	Main Street (CA Route 3); Hwy 3 to Callahan St.	Rehabilitate Road	$	525,000	2029

Table 4.1a Roadway Projects - Short Term					
Funding Source	**Road**	**Description**	**Cost**		**Const. Year**
STIP	Bryan Street; Woodland to College Ave.	Rehabilitate Road	$	220,000	2031
Etna Short Term Total			***$***	***945,000***	
Fort Jones					
STIP	Horn, Bower, Butte, and Cowan Streets	Rehabilitate Road	$	250,000	2025
STIP	Bridge Street; Carlock to Scott River Rd.	Rehabilitate Road	$	140,000	2027
STIP	Allison Street; HWY 3 to End	Rehabilitate Road	$	75,000	2029
STIP	Main Street (CA Route 3); Complete Roads Project	Rehabilitate Road		TBD	2031
Fort Jones Short Term Total			***$***	***465,000***	
Montague					
STIP	South 9th Street; Orr St. to Webb St.	Rehabilitate Road	$	373,000	2022
STIP	S. 12th and 14th Streets; Scobie St. to Webb St.	Rehabilitate Road	$	348,000	2025
STIP	King Street; Hwy 3 to 9th St.	Rehabilitate Road	$	280,000	2027
STIP	Scobie Street; Hwy 3 to 10th St.	Rehabilitate Road	$	280,000	2029
Montague Short Term Total			***$***	***1,281,000***	
Mt. Shasta					
STIP/local	Washington Dr.; Lake St./Old McCloud Rd.	Reconstruct, curb, gutter, sidewalk	$	1,985,069	2025
STIP/local	McCloud Ave; S Mt Shasta Blvd/McCloud Ave	Reconstruct, curb, gutter, sidewalk	$	1,629,833	2025
STIP/local	E Ivy Street; Birch St/N Mt Shasta Blvd	Reconstruct, curb, gutter, sidewalk	$	606,944	2025
STIP/local	Rockfellow Dr.; Kenneth Way/Everitt Memorial	Reconstruct, curb, gutter, sidewalk	$	998,241	2025
STIP/local	Everitt Memorial Hwy; Rockfellow/Shasta Ave	Reconstruct, curb, gutter, sidewalk	$	905,251	2025
STIP/local	Mt. Shasta Blvd (North); Ski Village Dr./McCloud Ave	Reconstruct, curb, gutter, sidewalk	$	2,883,924	2025
STIP/local	Mt. Shasta Blvd (South); McCloud Ave to City Limits	Reconstruct, curb, gutter, sidewalk	$	4,322,809	2025
STIP	Mt. Shasta Blvd.; Spring Hill Dr./Ski Village Dr.	Rehabilitate roadway	$	294,000	2022
STIP	Lake St; Mt. Shasta Blvd to Rockfellow	Reconstruction	$	2,105,000	2024
Mt. Shasta Short Term Total			***$***	***15,731,071***	
Weed					
STIP	Lincoln, Union & Etc; Hwy 97 to Hwy 97	Rehabilitate roadway	$	865,000	2022
STIP	Hillside Drive; Davis to Davis	Rehabilitate roadway	$	565,000	2025
STIP	Boles Street and Lake Street; Main Street to Weed Blvd	Rehabilitate roadway	$	930,000	2027
STIP	Alameda, Church, Wakefield, Kennedy	Rehabilitate roadway		TBD	2029
Weed Short Term Total			***$***	***2,360,000***	
Yreka					
STIP	S. Oregon Street and 4H Way	Rehabilitate Roadway	$	996,000	2021
Yreka Short Term Total			***$***	***996,000***	
Short Term Total			**$**	**71,209,071**	
Caltrans					
Maint.	SR 89; 7.0 to 14.0	AC Overlay with digouts	$	1,300,000	2021
Maint.	SR 3; 36.0 to 38.1; 45.0 to 46.9	AR Chip Seal	$	790,000	2021
SHOPP	SR 96; 32.2 to 82.7	Drainage Rehabilitation	$	1,718,000	2021
SHOPP	SR 96; 23.4 to 54.4	Replace or Rehabilitate Drainage Systems	$	1,974,000	2021
SHOPP	I-5; SR 96; 57.5 to 59.6; 105.5 to 105.5	Install electric vehicle stations	$	465,000	2021

Table 4.1a Roadway Projects - Short Term					
Funding Source	Road	Description	Cost		Const. Year
SHOPP	I-5; SR 96; 2.7 to 11.4; 7.3 to 11.9 to 15.6	2 R Roadway Rehabiliatio	$	56,655,000	2021
SHOPP	I-5; SR 89; 5.9 to 15.3; 29.3 to 30.6	Install, TMS	$	3,530,000	2021
Maint.	SR 97; 11.5 to 17.1	Mill and Fill	$	1,700,000	2021
SHOPP	SR 161; 4.5 to 9.1	CAPM Pavement		TBD	2025
SHOPP	SR 3; 47.4 to 47.4	Upgrade Shop	$	4,490,000	2024
SHOPP	I-5; 8.29 to 8.29	Deck and Rail Rehab	$	1,707,000	2021
SHOPP	I-5; 2.5 to 2.9	Deck Replacement	$	14,460,000	2022
SHOPP	SR 3; SR 263; 46.8 to 48.0; 49.07 to 49.41	Roadway Rehabilitation	$	52,950,000	2022
SHOPP	SR 96; 43.4 to 43.8 to 57.0	Fish Passage - Replace culverts with bridges	$	12,200,000	2024
SHOPP	SR 96; 26.05 to 99.62	Drainage Rehabilitation	$	950,000	2022
Maint.	SR 89; 14.0 to 19.0	Flexible Roadbeds		TBD	2021
Maint.	SR 96; 34.5 to 92.0	Pavement Preservation		TBD	2021
SHOPP	I-5; 25.4 to 25.9	Rest Area Water System	$	1,580,000	2021
SHOPP	I-5; 2.7 to 15.9	Roadway Rehabiliation	$	116,040,000	2022
SHOPP	I-5; 25.2 to 38.6	Pavement Rehabilitation	$	20,350,000	2023
SHOPP	I-5; 9.9 to 68.1	Improve CRZ	$	3,770,000	2022
SHOPP	SR 97; 45.0 to 54.09	Pavement Preservation	$	10,700,000	2023
SHOPP	SR 96; 60.8 to 93.8	Worker Safety	$	4,470,000	2023
SHOPP	SR 96; 33.2 to 33.2	Construct catchment area	$	600,000	2022
SHOPP	SR 161; 17.5 to 18.5	Roadway Rehabilitation	$	1,250,000	2021
SHOPP	I-5; 25.4 to 25.9	Construct Barrier Wall	$	437,000	2021
SHOPP	SR-97; 49.6 to 49.6	Install, TMS	$	800,000	2022
SHOPP	SR-97; 49.83 to 49.83	Install, TMS	$	800,000	2022
SHOPP	SR-97; 51.0 to 51.0	Install, TMS	$	800,000	2022
SHOPP	SR-97; 54.09 to 54.09	Install, TMS	$	800,000	2022
SHOPP	SR 3; 48.6 to 54.1	Pavement Rehabilitation	$	6,020,000	2026
SHOPP	SR 96; 36.9 to 37.3	Clean benches and increase catchment area, install rock fence	$	4,000,000	2021
SHOPP	SR 89; 20.0 to 34.62	Pavement Rehabilitation	$	14,468,000	2025
SHOPP	SR 96; 71.2	Paement Preservation	$	16,554,000	2026
SHOPP	SR 89; 0.0 to 21.0	Pavement Rehabilitation	$	22,000,000	2027
SHOPP	SR 96; 60.8	Maintenance Facilities	$	10,000,000	2027
SHOPP	SR 97; 0.2-54.1	Drainage System Restoration	$	14,000,000	2028
SHOPP	SR 97; SR 265; L0.0 - 9.0; 19.801 20.328	Pavement Rehabilitation	$	16,100,000	2028
SHOPP	SR 97; 90.0 - 25.0	Pavement Rehabilitation	$	21,900,000	2029
State Short Term Total			**$**	**442,328,000**	

Table 4.1b Roadway Projects - Long Term				
Funding Source	**Road**	**Description**	**Cost**	**Const. Year**
County of Siskiyou				
Unknown	Various Roads	Chip Seal- 250 Miles	$ 12,500,000	2031+
County of Siskiyou Long Term Total			$ 12,500,000	
Dorris				
STIP	Fifth Street; Butte to California	Rehabilitate Roadway	TBD	2033
STIP	Fouth Street; Pine to Center	Rehabilitate Roadway	TBD	2035
STIP	S. California; 4th to 5th	Rehabilitate Roadway	TBD	2037
STIP	S. California; 3rd to 4th	Rehabilitate Roadway	TBD	2039
STIP	Seattle; 4th to 5th	Rehabilitate Roadway	TBD	2041
Dorris Long Term Total			$ -	
Etna				
STIP	Church Street; Howell Ave to Hiland Street	Rehabilitate Roadway	TBD	2033
STIP	Cleveland Street; College to End	Rehabilitate Roadway	TBD	2035
STIP	Charles Street; Main to Fredrick	Rehabilitate Roadway	TBD	2037
STIP	College Street; Wagner Way to Oak Street	Rehabilitate Roadway	TBD	2039
STIP	Wagner Way; all	Rehabilitate Roadway	TBD	2041
Etna Long Term Total			$ -	
Fort Jones				
STIP	Newton Street; all	Rehabilitate Roadway	TBD	2033
STIP	Carlock Street; Matthews to Hwy 3	Rehabilitate Roadway	TBD	2037
STIP	Sterling and high Street; Church to Hwy 3	Rehabilitate Roadway	TBD	2039
STIP	Jane Drive, Pine Street, and Fern Way; all	Rehabilitate Roadway	TBD	2041
Fort Jones Long Term Total			$ -	
Montague				
STIP	9th Street; Webb St. to County Line	Rehabilitate Roadway	TBD	2031
STIP	Prather Street; 12th St. to 15th St.	Rehabilitate Roadway	TBD	2033
STIP	King Street; 6th St. to 9th St.	Rehabilitate Roadway	TBD	2035
STIP	7th Street; King St. to Webb St.	Rehabilitate Roadway	TBD	2037
STIP	8th Street; Scobie St. to Webb St.	Rehabilitate Roadway	TBD	2039
STIP	6th Street; King St. to Webb St.	Rehabilitate Roadway	TBD	2041
Montague Long Term Total			$ -	
Mt. Shasta				

Table 4.1b Roadway Projects - Long Term				
Funding Source	Road	Description	Cost	Const. Year
STIP/local	A Street (North)	Reconstruct, curb, gutter, sidewalk	$ 283,281	2031+
STIP/local	A Street (South)	Reconstruct, curb, gutter, sidewalk	$ 790,485	2031+
STIP/local	Ackley Ave	Reconstruct, curb, gutter, sidewalk	$ 324,487	2031+
STIP/local	Adams Dr. (North); McCloud to Rockfellow	Reconstruct, curb, gutter, sidewalk	$ 1,509,185	2031+
STIP/local	Alder (North); E. Ivy to Birch St.	Reconstruct, curb, gutter, sidewalk	$ 229,325	2031+
STIP/local	Alder (South); Alma to Lake	Reconstruct, curb, gutter, sidewalk	$ 532,413	2031+
STIP/local	Alma St. (East); Mt. Shasta Blvd to Rockfellow	Reconstruct, curb, gutter, sidewalk	$ 1,295,610	2031+
STIP/local	Alma St. (West); Cedar to Mt. Shasta Blvd.	Reconstruct, curb, gutter, sidewalk	$ 737,172	2031+
STIP/local	Alpine Street	Reconstruct, curb, gutter, sidewalk	$ 193,490	2031+
STIP/local	B (North); McCloud Ave to End	Reconstruct, curb, gutter, sidewalk	$ 414,361	2031+
STIP/local	B (S)/Ackley; McCloud to Ackley	Reconstruct, curb, gutter, sidewalk	$ 141,759	2031+
STIP/local	B (S)/Old McCloud	Reconstruct, curb, gutter, sidewalk	$ 813,758	2031+
STIP/local	Bear Springs Road	Reconstruct, curb, gutter, sidewalk	$ 503,500	2031+
STIP/local	Berry	Reconstruct, curb, gutter, sidewalk	$ 696,338	2031+
STIP/local	Birch (North)	Reconstruct, curb, gutter, sidewalk	$ 224,017	2031+
STIP/local	Birch (South)	Reconstruct, curb, gutter, sidewalk	$ 84,389	2031+
STIP/local	Brush	Reconstruct, curb, gutter, sidewalk	$ 144,874	2031+
STIP/local	Buena Vista Court	Reconstruct, curb, gutter, sidewalk	$ 106,245	2031+
STIP/local	C (N)	Reconstruct, curb, gutter, sidewalk	$ 474,742	2031+
STIP/local	Carmen Drive	Reconstruct, curb, gutter, sidewalk	$ 699,142	2031+
STIP/local	Caroline Ave	Reconstruct, curb, gutter, sidewalk	$ 697,072	2031+
STIP/local	Castle (East); Pine to RR crossing	Reconstruct, curb, gutter, sidewalk	$ 475,756	2031+
STIP/local	Castle (West); RR to end	Reconstruct, curb, gutter, sidewalk	$ 342,182	2031+
STIP/local	Cedar; Field St. to south end	Reconstruct, curb, gutter, sidewalk	$ 1,105,214	2031+
STIP/local	Cedar; North end to Field St.	Reconstruct, curb, gutter, sidewalk	$ 434,033	2031+
STIP/local	Chestnut; Ivy to Mt. Shasta Blvd.	Reconstruct, curb, gutter, sidewalk	$ 1,853,914	2031+
STIP/local	Court; Ream to end	Reconstruct, curb, gutter, sidewalk	$ 101,857	2031+
STIP/local	Eiler	Reconstruct, curb, gutter, sidewalk	$ 235,224	2031+
STIP/local	Eugene Ave.	Reconstruct, curb, gutter, sidewalk	$ 530,374	2031+
STIP/local	Field	Reconstruct, curb, gutter, sidewalk	$ 67,956	2031+
STIP/local	Forest Street; Berry St. to Mt. Shasta Blvd	Reconstruct, curb, gutter, sidewalk	$ 351,030	2031+
STIP/local	Galletti Place	Reconstruct, curb, gutter, sidewalk	$ 56,428	2031+
STIP/local	Gaudenzio Street	Reconstruct, curb, gutter, sidewalk	$ 415,727	2031+
STIP/local	Glen Mar Drive	Reconstruct, curb, gutter, sidewalk	$ 805,366	2031+
STIP/local	Hercules	Reconstruct, curb, gutter, sidewalk	$ 465,667	2031+
STIP/local	High	Reconstruct, curb, gutter, sidewalk	$ 400,070	2031+

Table 4.1b Roadway Projects - Long Term				
Funding Source	Road	Description	Cost	Const. Year
STIP/local	Hinkley (East)	Reconstruct, curb, gutter, sidewalk	$ 413,926	2031+
STIP/local	Holly Street	Reconstruct, curb, gutter, sidewalk	$ 155,015	2031+
STIP/local	Ida Street	Reconstruct, curb, gutter, sidewalk	$ 675,859	2031+
STIP/local	Ivy (West); W Ivy Spring St to RR xing	Reconstruct, curb, gutter, sidewalk	$ 655,100	2031+
STIP/local	Jefferson Drive	Reconstruct, curb, gutter, sidewalk	$ 1,422,768	2031+
STIP/local	Jessie (E)/Mt. Shasta Blvd. to Chestnut	Reconstruct, curb, gutter, sidewalk	$ 547,935	2031+
STIP/local	Jessie (West)/Pine to end	Reconstruct, curb, gutter, sidewalk	$ 833,906	2031+
STIP/local	Kennedy Drive	Reconstruct, curb, gutter, sidewalk	$ 404,230	2031+
STIP/local	Kenneth Way	Reconstruct, curb, gutter, sidewalk	$ 625,598	2031+
STIP/local	Lake (West)/I-5 overcrossing to Hatchery	Reconstruct, curb, gutter, sidewalk	$ 598,123	2031+
STIP/local	Lake (West)/I-5 overcrossing to RR xing	Reconstruct, curb, gutter, sidewalk	$ 2,342,233	2031+
STIP/local	Le Baron/Glen Mar to Meadow	Reconstruct, curb, gutter, sidewalk	$ 295,502	2031+
STIP/local	Lennon	Reconstruct, curb, gutter, sidewalk	$ 232,834	2031+
STIP/local	Magnolia	Reconstruct, curb, gutter, sidewalk	$ 175,143	2031+
STIP/local	Maple	Reconstruct, curb, gutter, sidewalk	$ 194,390	2031+
STIP/local	Margie Court	Reconstruct, curb, gutter, sidewalk	$ 73,358	2031+
STIP/local	Marjorie Street	Reconstruct, curb, gutter, sidewalk	$ 305,033	2031+
STIP/local	Meadow Ave	Reconstruct, curb, gutter, sidewalk	$ 653,765	2031+
STIP/local	Merritt Ave.	Reconstruct, curb, gutter, sidewalk	$ 469,030	2031+
STIP/local	Mill Street	Reconstruct, curb, gutter, sidewalk	$ 949,930	2031+
STIP/local	Morgan Way	Reconstruct, curb, gutter, sidewalk	$ 336,315	2031+
STIP/local	Mountain Oak Dr.	Reconstruct, curb, gutter, sidewalk	$ 328,078	2031+
STIP/local	Mt. View	Reconstruct, curb, gutter, sidewalk	$ 574,612	2031+
STIP/local	Nixon Road	Reconstruct, curb, gutter, sidewalk	$ 874,875	2031+
STIP/local	Oak	Reconstruct, curb, gutter, sidewalk	$ 515,038	2031+
STIP/local	Old Mill	Reconstruct, curb, gutter, sidewalk	$ 161,141	2031+
STIP/local	Orem Street	Reconstruct, curb, gutter, sidewalk	$ 681,167	2031+
STIP/local	Perry Street	Reconstruct, curb, gutter, sidewalk	$ 472,383	2031+
STIP/local	Pine	Reconstruct, curb, gutter, sidewalk	$ 2,787,669	2031+
STIP/local	Pine Ridge Ave.	Reconstruct, curb, gutter, sidewalk	$ 898,158	2031+
STIP/local	Ream Ave; Mt. Shasta Blvd to City Limits	Reconstruct, curb, gutter, sidewalk	$ 1,736,545	2031+
STIP/local	Reginato	Reconstruct, curb, gutter, sidewalk	$ 148,579	2031+
STIP/local	Rockfellow; Everitt Memorial Hwy. to City Limits	Reconstruct, curb, gutter, sidewalk	$ 1,403,603	2031+
STIP/local	Roelofs Court	Reconstruct, curb, gutter, sidewalk	$ 103,989	2031+

Table 4.1b Roadway Projects - Long Term				
Funding Source	Road	Description	Cost	Const. Year
STIP/local	Russell Street	Reconstruct, curb, gutter, sidewalk	$ 306,833	2031+
STIP/local	Sarah Bell; Hercules to cul de sac	Reconstruct, curb, gutter, sidewalk	$ 238,008	2031+
STIP/local	Shasta Ct.	Reconstruct, curb, gutter, sidewalk	$ 82,423	2031+
STIP/local	Sheldon Ave	Reconstruct, curb, gutter, sidewalk	$ 615,871	2031+
STIP/local	Siskiyou Ave.	Reconstruct, curb, gutter, sidewalk	$ 516,166	2031+
STIP/local	Sisson Street	Reconstruct, curb, gutter, sidewalk	$ 343,611	2031+
STIP/local	Ski Bowl Drive	Reconstruct, curb, gutter, sidewalk	$ 714,292	2031+
STIP/local	Ski Village; Beginning to City Limits	Reconstruct, curb, gutter, sidewalk	$ 718,597	2031+
STIP/local	Smith Street	Reconstruct, curb, gutter, sidewalk	$ 682,875	2031+
STIP/local	Spring Hill Drive; Mt. Shasta Blvd. to City Limits	Reconstruct, curb, gutter, sidewalk	$ 4,115,100	2031+
STIP/local	Spring Street	Reconstruct, curb, gutter, sidewalk	$ 232,792	2031+
STIP/local	Terry Lynn Ave.	Reconstruct, curb, gutter, sidewalk	$ 395,310	2031+
STIP/local	Water Street	Reconstruct, curb, gutter, sidewalk	$ 348,547	2031+
Mt. Shasta Long Term Total			$ 50,892,697	
Tulelake				
TBD	Main Street;	Rehabilitate Roadway	TBD	2031+
TBD	Main Street; D Street to E Street	Rehabilitate Roadway	TBD	2031+
TBD	Second Street; C Street to E Street	Rehabilitate Roadway	TBD	2031+
TBD	Fifth Street; Modoc Ave to D Street	Reconstruct Roadway	TBD	2031+
TBD	Fifth Street; F Street to G Street	Rehabilitate Roadway	TBD	2031+
TBD	Modoc Ave.; C Street to E Street	Reconstruct Roadway	TBD	2031+
TBD	C Street; Main Street to Second Street	Rehabilitate Roadway	TBD	2031+
TBD	C Street; Main Street to Fourth Street	Rehabilitate Roadway	TBD	2031+
TBD	C Street; Fourth Street to Modoc Ave	Rehabilitate Roadway	TBD	2031+
TBD	D Street; Mai Street to Second Street	Rehabilitate Roadway	TBD	2031+
TBD	Ray Oehlerich Way	Rehabilitate Roadway	TBD	2031+
TBD	Ridgeview St; Main to Dean Callas Way	Rehabilitate Roadway	TBD	2031+
Tulelake Long Term Total			$ -	
Weed				

Table 4.1b Roadway Projects - Long Term				
Funding Source	**Road**	**Description**	**Cost**	**Const. Year**
STIP	Trailer Lane; County Line to HWY 265	Rehabilitate Roadway	TBD	2031
STIP	Mill Street; all	Rehabilitate Roadway	TBD	2033
STIP	Main Street; all	Rehabilitate Roadway	TBD	2035
STIP	Sullivan Avenue; Oregon Street to Bel Air	Rehabilitate Roadway	TBD	2037
STIP	South Davis; all	Rehabilitate Roadway	TBD	2039
Weed Long Term Total			$ -	
Yreka				
STIP/RSTP	Bruce Street- Main to Wendy Dr	Rehabilitate Roadway	$ 438,000	2031+
STIP/RSTP	Comstock- S End to Campbell	Rehabilitate Roadway	$ 293,000	2031+
STIP/RSTP	Foothill Drive- Center to East City Limit	Rehabilitate Roadway	$ 1,333,000	2031+
STIP/RSTP	Oregon - Lawrence to Ture	Rehabilitate Roadway	$ 495,000	2031+
STIP/RSTP	Phillipe Lane- SCL to Oberlin	Reconstruct Roadway	$ 4,375,000	2031+
STIP/RSTP	SR3/ Juniper Dr	Left Turn Construction	$ 1,496,000	2031+
STIP/RSTP	Sharps	Rehabilitate Roadway	TBD	2031+
STIP/RSTP	Fairlane Road	Rehabilitate Roadway	TBD	2031+
STIP/RSTP	Yama - Hillcrest to Main	Rehabilitate Roadway	$ 658,000	2031+
Yreka Long Term Total			$ 9,088,000	
Long Term Total			**$ 72,480,697**	
Caltrans				
Maint.	I-5; 5.9 - 5.9	Repair concrete cracks	TBD	2031+
STIP	SR 89; 34.1 - 34.6	Install left turn lane	TBD	2031+
TBD	SR 97; 50.89 - 50.89	Install left turn lane on SR 97 (Main St) on to 1st St	TBD	2031+
TBD	SR 97; 50.6 - 50.6	Install left turn lane on SR 97 (Main St) on to Center St	TBD	2031+
TBD	SR 97; 49.83	Install Super HAR and CCTV	TBD	2031+
TBD	SR 89; 3.23	Install CCTV and RWIS - Deadhorse Summit	TBD	2031+
TBD	SR 3; 19.7	Install CMS - near Etna	TBD	2031+
TBD	I-5; R65.62	Install CCTV - Bailey Hill Overcrossing	TBD	2031+
TBD	I-5; R63.7	Install CCTV - Hornbrook Inspection Station	TBD	2031+
SHOPP	SR 97; 20.2	Grass Lake Maintenance Station - Facilities	TBD	2031+
SHOPP	I-5; R58.2R - R69.293	Pavement Rehabilitation	TBD	2031+
Caltrans Long Term Total			**$ -**	

4.4.2 Bridge

Table 4.2a displays short term bridge projects programmed to be constructed between 2021 and 2030, and Table 4.1b displays long term bridge projects, expected to be completed between 2031-2041 and beyond. A total of $5 million of short term and $19.8 million of long term bridge project needs have been identified.

4.4.3 Active Transportation

Table 4.3 displays long term bicycle and pedestrian projects, expected to be completed between 2031-2041 and beyond. A total of $21.8 million of long term bicycle and pedestrian project needs have been identified. Most of these identified projects do not have an expected construction date; the most likely source of funding for bicycle and pedestrian projects is the highly competitive and non-reliable Active Transportation grant program.

Table 4.2a
Short Term Bridge Projects

Funding	Bridge #	Route	Description	Cost	Const. Year
County of Siskiyou					
HBP/STIP	33 Bridges	-	Bridge Preventive Maintenance	$ 5,000,000	2026
Short Term Total				**$ 5,000,000**	
Caltrans					
SHOPP	2E480	096; 263	SIS-263 Klamath Riv Br Replace	$15,360,000	2019
SHOPP	4F540	005	Black Butte SB OH Bdg Replacement	$9,604,000	2019
SHOPP	1H360	096	Horse Crk Brdge Replacmnt-Long Lead	$14,000,000	2024
SHOPP	4G440	003	Lower Moffett Crk Scour	$6,762,000	2021
SHOPP	0H730	096	Scott River Bridge Rehabilitation	TBD	2026
SHOPP	1J330	263	SIS-263 Bridge Repairs	TBD	2026
State Short Term Total				**$ 45,726,000**	

Table 4.2b Long Term Bridge Projects						
Funding	**Bridge #**	**Route**	**Description**	**Suff. Rating**	**Cost**	**Const. Year**
County of Siskiyou						
STIP/RSTP	County	Various Bridges	Bridge Replacement		$ 1,000,000	TBD
STIP/RSTP/HBP	02C-0122	Little Castle Creek	Replace	44.4	$ 1,000,000	TBD
STIP/RSTP/HBP	02C-0160	Butler Creek	Scour	67.3	$ 200,000	TBD
STIP/RSTP/HBP	02C-0154	Crawford Creek	Scour	93.1	$ 200,000	TBD
STIP/RSTP/HBP	02C-0049	Scott River	Scour	47	$ 200,000	TBD
STIP/RSTP/HBP	02C-0036	Shasta River	Replace	30.1	$ 4,000,000	TBD
STIP/RSTP/HBP	02C-0008	Klamath River	Replace	39.2	$ 8,000,000	TBD
STIP/RSTP/HBP	02C-0239	Yreka Creek	Scour	47.3	$ 200,000	TBD
STIP/RSTP/HBP	02C-0085	Scott River	Replace	37	$ 2,000,000	TBD
STIP/RSTP/HBP	02C-0014	Scott River	Scour	26.7	$ 200,000	TBD
STIP/RSTP/HBP	02C-0229	Indian Creek	Scour	44.5	$ 200,000	TBD
STIP/RSTP/HBP	02C-037	Spada Bridge	Scour	96.9	$ 100,000	TBD
STIP/RSTP/HBP	02C-155	East Fork Scott River	Scour	69.7	$ 200,000	TBD
STIP/RSTP/HBP	02C-028	Scott Mtn Rd	Replace	46	$ 1,000,000	TBD
STIP/RSTP/HBP	02C-099	York Rd	Replace	36	$ 400,000	TBD
STIP/RSTP/HBP	02C-165	Harry Cash Rd	Replace	38.7	$ 500,000	TBD
STIP/RSTP/HBP	02C-111	Fairlane Rd	Replace	48.1	$ 400,000	TBD
Long Term Total					**$ 19,800,000**	

Table 4.3 Long Term Bicycle and Pedestrian Projects				
Funding Source	Road	Description	Cost	Const. Year
Mt. Shasta				
ATP/Other	Midtown Trail Project	Construct Class I-multiuse path	$ 3,000,000	TBD
ATP/Other	Bear Springs Rd. to Moutain View Dr.	S. Mt. Shasta Blvd.-Pedestrian Priority Corridors, 350 feet of sidewalk, paving along east side only.	$ 38,000	TBD
ATP/Other	Cedar St. to Rockfellow Dr.	East and West Alma St.-Class II, Striped Bicycle Lanes providing access route between Mt. Shasta Elementary School and Sisson School.	$ 22,000	TBD
ATP/Other	City Limits to Spring Hill Dr.	North and South Mt. Shasta Blvd.-Class II, Striped Bicycle Lanes providing a north/south route through city. Project can be broken into segments. The downtown segment may be appropriate for Class III signing and striping due to mitigating features.	$ 183,000	TBD
ATP/Other	City Park to Lake Street	City Park to Downtown Pathway-Class I, Construct multi-use path connecting City Park to Downtown area along a north/south alignment roughly following UPRR corridor.	$ 3,000,000	TBD
ATP/Other	City Park to Spring Hill Trailhead Connector	City Park to Spring Hill Trailhead Connector - Class 1 Path from City Park to Spring Hill Trailhead (.5 mile)	$ 400,000	TBD
ATP/Other	E. Ivy St. to Hinkley St.	N. Mt. Shasta Blvd.-Pedestrian Priority Corridors, 2,200 feet of sidewalk.	$ 238,000	TBD
ATP/Other	East Alma St. to Shasta Avenue	Spruce St. Alternate-Class I, multi-use path using existing city right-of-way connecting E. Alma St to Shasta Avenue via Spruce St and Kenneth Way.	$ 200,000	TBD
ATP/Other	East Ivy St. to City Limits	Rockfellow Dr.-Class II, Striped Bicycle Lanes providing access to high schools and Shastice Park.	$ 200,000	TBD
ATP/Other	Eastern Terminus of Old McCloud Ave to Midtown Trail	Old McCloud Avenue - Bicycle Lanes & sidewalk/path to Midtown Trail	$ 750,000	TBD
ATP/Other	Everitt Memorial Highway Safety Modifications	Traffic Calming and Width Reduction on Everitt Memorial Highway from Rockfellow to Butte Ave - Street Renovation (.4 mile)	$ 950,000	TBD
ATP/Other	Rockfellow Drive Pedestrian Improvements	Rockfellow Dr.-Pedestrian Priority Corridors, 1,000 feet of sidewalk.	$ 108,000	TBD
ATP/Other	Gaudenzio St. to McCloud Ave.	South A St.-Class III, Signed Bicycle Routes	$ 5,000	TBD

Table 4.3 Long Term Bicycle and Pedestrian Projects				
Funding Source	Road	Description	Cost	Const. Year
ATP/Other	Hinkley St. to Nixon Rd.	N. Mt. Shasta Blvd.-Pedestrian Priority Corridors, 1,800 feet of sidewalk, paving along east side only	$ 108,000	TBD
ATP/Other	I-5 to Washington Dr.	East and West Lake St.-Pedestrian Priority Corridors, 500 feet of sidewalk	$ 54,000	TBD
ATP/Other	Maple St. to Sisson Meadows	East and West Castle St.-Class III, Signed Bicycle Routes	$ 5,000	TBD
ATP/Other	McCloud Ave. to East Lake St.	North B St./Birch St.-Class III, Signed Bicycle Routes	$ 5,000	TBD
ATP/Other	McCloud Ave. to N. Mt. Shasta Blvd.	Chestnut St.-Class III, Signed Bicycle Routes	$ 14,000	TBD
ATP/Other	McCloud Ave. to N. Mt. Shasta Blvd.	Chestnut St.-Pedestrian Priority Corridors, 1,700 feet of sidewalk	$ 184,000	TBD
ATP/Other	Sisson St. - Bikes	Sisson St.-Class III, Signed Bicycle Routes	$ 3,000	TBD
ATP/Other	Maple St.- Bikes	Maple St.-Class III, Signed Bicycle Routes	$ 5,000	TBD
ATP/Other	Cedar St.-Bikes	Cedar St.-Class III, Signed Bicycle Routes	$ 14,000	TBD
ATP/Other	Cedar St.-Pedestrian	Cedar St.-Pedestrian Priority Corridors, 3,700 feet of sidewalk	$ 200,000	TBD
ATP/Other	Springhill Drive Bike Lanes	Spring Hill Dr.-Class II, Striped Bicycle Lane with excellent opportunity for long term development due to ample pavement and excessive right of way which may be ample for Class I route. Future links to county areas.	$ 59,000	TBD
ATP/Other	N. Mt. Shasta Blvd. to Rockfellow Dr.	East Ivy St.-Class III, Signed Bicycle Routes	$ 8,000	TBD
ATP/Other	Old McCloud Rd. to Gaudenzio St.	South B. St.-Class III, Signed Bicycle Routes	$ 5,000	TBD
ATP/Other	Washington Drive Pedestrian Improvements	Washington Dr./Everitt Memorial Hwy.-Pedestrian Priority Corridors, one mile of sidewalk	$ 570,000	TBD
ATP/Other	Washington Drive Bike Improvements	Washington Dr./Everitt Memorial Hwy-Class II, Striped Bicycle Lanes providing north/south access across the city. Washington Dr. intended as long term. Future roadway widening or repaving.	$ 48,000	TBD
ATP/Other	Pine Grove Drive	Pine Grove Drive - Class 3 bike facilities along length of Pine Grove Drive	$ 10,000	TBD
ATP/Other	Pine St. to Rockfellow St.	East and West Alma St.-Pedestrian Priority Corridors, 1,400 feet of sidewalk.	$ 162,000	TBD
ATP/Other	Mountain View Bike Improvements	Mountain View Dr.-Class III, Signed Bicycle Routes	$ 5,000	TBD
ATP/Other	Sheldon Ave Bike Improvements	Sheldon Ave.-Class III, Signed Bicycle Routes	$ 5,000	TBD

Table 4.3 Long Term Bicycle and Pedestrian Projects					
Funding Source	**Road**	**Description**	**Cost**		**Const. Year**
ATP/Other	McCloud Ave Bike improvements	McCloud Ave.-Class III, Signed Bicycle Routes	$	8,000	TBD
ATP/Other	Sisson St. to Maple St.	Mill St.-Class III, Signed Bicycle Routes	$	8,000	TBD
ATP/Other	South A St. to South B St.	Gaudenzio St.-Class III, Signed Bicycle Routes	$	3,000	TBD
ATP/Other	Pine Street Bike Lanes	Pine St.-Class II, Striped Bicycle Lanes providing nort	$	29,000	TBD
Mt. Shasta Long Term Total			***$***	***10,606,000***	
Yreka					
ATP/Other	Greenhorn Park	Trails, shoulder work, signage and striping, install bike lanes on access Rd.	$	750,000	TBD
ATP/Other	Interstate 5	Landscape Oberlin Rd to S. Yreka Interchange	$	300,000	TBD
ATP/Other	SR 3/Yreka Creek	Multi-use trail N. Yreka to S. city limit. Acquisition, floodplain restoration	$	4,375,000	TBD
ATP/Other	SR3 N	Deer Creek Way Landscaping	$	45,000	TBD
ATP/Other	City Property N. of SR3	Multi-use Trail along Yreka Creek	$	1,500,000	TBD
ATP/Other	Oregon Street	Signing and striping, N/S corridor street	$	1,500,000	TBD
ATP/Other	West Lennox	Signing and striping, Oregon St. to Fairchild St.	$	225,000	TBD
ATP/Other	SR 3	Streetscape Improvements	$	2,500,000	TBD
Yreka Long Term Total			***$***	***11,195,000***	
Long Term Total			**$**	**21,801,000**	
Caltrans					
ATP	Happy Camp Complete Streets	Complete Streets	$	6,133,000	2025
Caltrans Total			***$***	***6,133,000***	
State Total			**$**	**6,133,000**	

4.4.4 Transit

Table 4.4 displays short term transit projects programmed to be implemented between 2021 and 2030 and long term transit projects expected to be implemented between 2031-2041 and beyond. A total of $674,000 of short term and $350,000 of long term transit project needs have been identified.

Table 4.4
Transit Projects

Funding	Project	Cost	Const. Year	Source
Short Term				
LTF, PTMISEA	Bus stop shelters and signage, maintenance	$ 8,000	2021	2021 SRTP
LTF, PTMISEA	Bus stop shelters and signage, maintenance	$ 8,000	2022	2021 SRTP
FTA/STIP/TDA	Vehicle Replacement	$ 658,000	2025	2021 SRTP
Short Term Total		**$ 674,000**		
Long Term				
FTA/STIP/TDA	Vehicle Replacement	$ 350,000	2027	2021 SRTP
FTA/STIP/TDA	Electric Vehicle Charging Infrastructure	NA	2027	2021 SRTP
Long Term Total		**$ 350,000**		

4.4.5 Aviation

Table 4.5a displays short term aviation projects programmed to be constructed between 2021 and 2030, and Table 4.5b displays long term aviation projects, expected to be completed between 2031-2041 and beyond. A total of $7.3 million of short term and $6.8 million of long term aviation project needs have been identified.

4.4.6 Tribal

Table 4.4 displays short term transportation projects programmed to be implemented between 2021 and 2030 and long term transportation projects expected to be implemented between 2031-2041 and beyond for the Karuk Tribe. No project estimates have been identified for these projects, and most are not expected to be completed in the short term horizon window.

Table 4.5a
Short Term Aviation Projects

Funding	Project	Cost	Const. Year	Source
Siskiyou County Airport (Public)				
State/local	ALP Master update with Aeronautical Survey	$ 350,000	2022	ACIP
State/local	PMMP Update	$ 100,000	2023	ACIP
State/local	Pavement Improvements (Phase 1 - Design)	$ 150,000	2026	ACIP
Siskiyou County Airport Total		***$ 350,000***		
Weed Airport (Public)				
State/Local	ALP Update	$ 5,000	2021	ACIP
State/Local	Taxiway West Rehabilitation (Phase 1 - Design)	$ 150,000	2021	ACIP
State/Local	Taxiway/Apron Rehabilitation (Phase 1 - Design)	$ 370,000	2021	ACIP
State/Local	ALP and Master Plan Update with Aeronautical Survey	$ 350,000	2022	ACIP
State/Local	Taxiway West Rehabilitation (Phase 2 - Construction	$ 1,290,000	2022	ACIP
State/Local	Taxiway/Apron Rehabilitation (Phase 2 - Construction	$ 3,710,000	2023	ACIP
State/Local	PMMP Update	$ 100,000	2024	ACIP
State/Local	Airfield Electrical (Phase 1 - Design)	$ 75,000	2025	ACIP
Local	Airfield Electrical (Phase 2 - Construction)	$ 500,000	2026	ACIP
Weed Airport Total		***$ 6,550,000***		
Scott Valley Airport (Public)				
State/Local	ALP and Master Plan Update with Aeronautical Survey	$ 350,000	2022	ACIP
State/Local	PMMP Update	$ 100,000	2024	ACIP
Scott Valley Airport Total		***$ 350,000***		
Short Term Total		**$ 7,250,000**		

Table 4.5b Long Term Aviation Projects					
Funding	**Project**		**Cost**	**Const. Year**	**Source**
Siskiyou County Airport (Public)					
AIP/CAAP	Slurry Seal Runway, Taxiway	$	428,000	TBD	2016 RTP
Siskiyou County Airport Total		***$***	***428,000***		
Butte Valley Airport (Public)					
AIP/CAAP	Construct Perimeter Fence	$	323,000	TBD	2016 RTP
AIP/CAAP	Runway Slurry Seal	$	276,000	TBD	2016 RTP
Butte Valley Airport Total		***$***	***599,000***		
Weed Airport (Public)					
AIP/CAAP	Reconstruct Perimeter Fence	$	266,000	TBD	2016 RTP
TBD	Taxiway Runway Rehab	$	3,000,000	TBD	SCLTC
Weed Airport Total		***$***	***3,266,000***		
Scott Valley Airport (Public)					
AIP/CAAP	Construct parallel Taxiway, Crossover	$	726,000	TBD	2016 RTP
Scott Valley Airport Total		***$***	***726,000***		
Montague/Yreka/Rohrer Field					
AIP/CAAP	Widen (50'-60') and resurface Runwa	$	1,500,000	TBD	2016 RTP
AIP/CAAP	Install PAPI on Runway 14	$	250,000	TBD	2016 RTP
Montague/Yreka/Rohrer Field Total		***$***	***1,750,000***		
Long Term Total		**$**	**6,769,000**		

Table 4.6 Tribal Projects				
Funding Source	**Road**	**Description**	**Cost**	**Const. Year**
Short Term - Karuk Tribe				
FHWA TTP	Jacobs Way	Intersection Safety Prj.	TBD	TBD
ATP	SR 96 Happy Camp	Bike/ped safety and traffic control	TBD	2024
ATP/SHOPP	SR 96 Happy Camp	Complete Streets	TBD	TBD
Public Works/ FHWA TTP	Ishi-Pishi Road	Intersection Safety Prj.	TBD	TBD
ATP	SR 96 Orleans	Multi-use pathway	TBD	2025
Public Works/ FHWA TTP	Campbell Avenue	Repair and resurface, curb and gutter sidewalks	TBD	2022
Public Works/ FHWA TTP	China Grade Road	Shoulder improvements	TBD	TBD
Public Works/ FHWA TTP	Second Avenue	Intersection Safety Prj.	TBD	TBD
Short Term Total			***$***	**-**
Long Term - Karuk Tribe				
TTP	Comprehensive Bicycle and Pedestrian Plan	Plan	TBD	TBD
TTP	Tribal Transportation Facilities Maintenance Plan	Plan	TBD	TBD
TTP	Tribal Transportation Program Maintenance Project	Maintenance	TBD	TBD
TTP	Tribal Transit Program Supplemental Funding	Program	TBD	TBD
Yreka				
TTP	Campbell Avenue	Repair and resurface, curb and gutter sidewalks	TBD	2022
TTP	Apsuun Road	Repair and resurface, improve drainage, safety measures	TBD	TBD
TTP	KTHA Office Parking Lot	Redeisgn and repave, drainage and lighting	TBD	TBD
TTP	Rain Rock Casino Parking Lot Expansion and Hotel Access Road	Roadway development	TBD	TBD
TTP	Road Maintenance and Transit Facility	Acquire property and/or facilities	TBD	TBD
TTP	New Medical and Dental Clinic	Expand current parking lot	TBD	TBD

Table 4.6 Tribal Projects				
Funding Source	**Road**	**Description**	**Cost**	**Const. Year**
TTP	Yreka Karuk Justice Center	Improve current parking lot	TBD	TBD
TTP	Head Start Renovation or New Construction	Improve current parking lot	TBD	TBD
TTP	Behavioral and Substance Abuse Program Health Clinic	Improve current parking lot	TBD	TBD
TTP	Ishpuk Rd. Safety and Pedestrian Improvements	Roadway safety, sidewalk, lighting	TBD	TBD
		Happy Camp		
TTP	Jacobs Way Wellness Center Parking Lot	COMPLETED	TBD	TBD
TTP	Jacobs Way Maintenance and Repair	Maintenance and repair, curb and gutter, vegetation	TBD	TBD
TTP	Hillside Parking Lot Expansion	Expand current parking lot	TBD	TBD
TTP	Hillside Rd. Safety Improvements	Traffic control and signage	TBD	TBD
TTP	Klamath River Emergency Access Point/Boat Ramp (location TBD)	Klamath River access point for Emergency Operations	TBD	TBD
TTP	Indian Creek Ct.	New access road for Indian Creek development	TBD	TBD
TTP	Child Care Center, Old TANF Office	Improve current parking lot	TBD	TBD
TTP	Tribal Council Chamber/Admin Office Parking Lot Section 010)	Parking lot surface improvement	TBD	TBD
TTP	S.R. 96	Lighting Improvement Project	TBD	TBD
TTP	Klamath River - location TBD	Klamath River emergency access point/boat ramp	TBD	TBD
TTP	West end of Klamath Bridge to Placer Dr. /USFS Rd 12N01	Multi-use pathway	TBD	TBD
TTP	Red Cap Rd. to Pearch Creek Rd.	Multi-use pathway	TBD	TBD
TTP	RV Park Road	Parking lot surface improvement	TBD	TBD

Table 4.6 Tribal Projects				
Funding Source	**Road**	**Description**	**Cost**	**Const. Year**
TTP	Red Cap Rd	New access road for eventual development	TBD	TBD
TTP	Wellness Center/Community Center	Construction of access road and parking lot	TBD	TBD
TTP	Elementary School off of SR96	Child Care Center	TBD	TBD
TTP	Asip Road extension	Medically Assisted Treatment (MAT) Center	TBD	TBD
Location Not Determined				
TTP	TBD	Tribal Transit Service	TBD	TBD
TTP	TBD	Road Maintenance Shop/Garage	TBD	TBD
Long Term Total			***$***	**-**

4.5 Performance Measures

4.5.1 Program-Level Performance Measures

In 2015 the Rural County Task Force (RCTF) completed a study on the use of performance measure indicators for the 26 Regional Transportation Planning Agencies in California. This study evaluated the current statewide performance monitoring metrics applicability to rural and small urban areas. In addition, the study identified and recommended performance measures more appropriate for the unique conditions and resources of rural and small urban places, like Siskiyou County. These performance measures 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 following criteria was used in selecting performance measures for this Regional Transportation Plan, ensuring it is feasible to collect data and monitor performance of the transportation investments:

1. Performance measures align with California State transportation goals and objectives.
2. Performance measures continue to inform current goals and objectives of Siskiyou County.
3. Performance measures are applicable to Siskiyou County as a rural area.
4. Performance Measures are capable of being linked to specific decisions on transportation investments.
5. Performance measures do not impose substantial resource requirements on Siskiyou County.
6. Performance measures can be normalized to provide equitable comparisons to urban regions.

4.5.2 Application of Performance Measures

The program-level performance measures 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 below.

Performance Measure 1 – Congestion/ Delay/ Vehicle Miles Traveled

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 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 location and may be used in a cost/benefit analysis with additional calculations (travel time/delay as functions of V/C). Desired outcome and RTP/State Goals:

- Measure of overall vehicle activity and use of the roadway network.
- Input maintenance and system preservation.
- Input to safety.
- Input health based pollutant reduction, input GHG reduction.
- (RTP Goals 1, 2, 3, 4, 11, 13).

Performance Measure 2 – 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 2000 and does not require a high level of additional resource requirements. Although the data is less accurate for smaller counties, the data is reasonably accurate at the County level. This performance measure cannot be

used as a benefit/cost analysis. Desired outcome and RTP/State Goals:

- Multimodal.
- Efficiency.
- GHG reduction.
- (RTP Goals 1, 2, 3, 4, 5, 6, 7, 8, 11, 13, 15).

Performance Measure 3 – Safety

This performance measure monitors safety through the total accident cost 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 County tracks the number of collisions on local roads and these will be monitored to identify locations that are in need of safety improvements by comparing County roads to similar facilities throughout the State. 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. Desired outcome and RTP/State Goals:

- Establish baseline values for the number of fatal collisions and injuries per ADT 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 Siskyou County State highways.
- Completion of project identified in TCRs and RTP.
- (RTP Goals 1, 3, 4, 5, 6, 8, 9, 11, 14).

Performance Measure 4 - Transit

This performance measure monitors the cost-effectiveness of transit in Siskiyou County. This performance measure should be monitored annually. Desired outcome and RTP/State Goals:

- Increase productivity.
- Increase efficiency.
- Reduce the cost per passenger.
- (RTP Goals: 1, 2, 5, 7, 8, 13, 16, 17, 18, 19).

Performance Measure 5 – Transportation System Investment

This performance measure monitors the condition of the roadway in Siskiyou County, 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.
- Reliability.
- Productivity.
- Return on Investment.
- (RTP Goals: 1, 2, 3, 4, 11, 13, 14, 15).

Performance Measure 6 – Preservation Service/ Fuel Use/ Travel

In addition to performance measure 5, performance measure 6 also monitors the condition of the roadway in Siskiyou County through pavement condition, which should be monitored every two 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.

- Coordinate with Caltrans on State highway projects to maintain State highways at acceptable maintenance levels and reduce lane miles needing rehabilitation or resurfacing.
- Recommend RTP projects to maintain roads at or above the minimum acceptable condition as set by the Cities or County.
- (RTP Goals: 1, 2, 3, 4, 10, 11, 13, 14)

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 County in order maintain its economic status, which is why monitoring of land use efficiency is important. Accessing this data requires minimal resource requirements, should be monitored every 2 years, and has a high level of accuracy. This kind of data is not usable 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 the Cities or County.
- (RTP Goals: 5, 6, 7, 8, 13, 16, 17, 18, 19).

4.6 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 areas such as Siskiyou County, many measures that would apply in metropolitan areas are not practical.

With limited funding, Siskiyou County 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 the interstate. 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.

4.7 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. Key ITS applications, either existing or recommended for Siskiyou County, include:

- Transit and traveler information (for example, telephonic and Web-based travel information access).
- Highway advisory radio.
- Commercial vehicle operations systems (for example, weigh-in-motion systems at roadside weighing and inspection stations).
- Automated vehicle location (AVL) systems for transit vehicles.

See Table 4.7 for a summary table of Siskiyou County performance measures and indicators.

Table 4.7
Program Level Performance Measures

Performance Measure	Performance Measure Indicator		Mode	Data Source	Monitoring Frequency	RTP Goals
1. Transportation System Investment	Distressed Lane Miles	• Total and percent • By jurisdiction	Roadway	NA	Triannual	1, 2, 3, 4, 11, 13
2. Preservation/ Service Fuel Use/ Travel Distance/ Time/ Cost	Pavement Condition Index	• Local Roads	Roadway, trucks	NA	2 years	1, 2, 3, 4, 5, 6, 7, 8, 11, 13, 15
3. Safety	Total Accident Cost	• Per capita • Per VMT	Roadway, transit, people	NA	Annual	1, 3, 4, 5, 6, 8, 9, 11, 14
4. Mode Share/Split	Journey to work	• Work trips/commute (Peak Periods) • Drive alone, carpool, transit, walk, bike	Roadway, transit, people	NA	Triannual	1, 2, 5, 7, 8, 13, 16, 17, 18, 19
5. Transit	Total Operating Cost	• Per revenue mile	Regional, corridor, mode	NA	Annual	1, 2, 3, 4, 11, 13, 14, 15
	Vehicle Miles Traveled (VMT)	• Per Capita • Area (County, jurisdiction, sub-region) • By Facility Ownership (State hwy; local, state, federal roads) • Local vs Tourist	Roadway; Regional, corridor, road segment	Highway Performance Monitoring System (HPMS), Caltrans Vehicle Volumes, Department of Finance(DOF) Annual Population Report	Annual	
6. Congestion/ Delay/ VMT	Congestion/ Delay/ Vehicle Miles Traveled (VMT)	• 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		Caltrans Vehicle Volumes, Roadway Capacities, Local Traffic Counts	Annual	1, 2, 3, 4, 10, 11, 13, 14
7.Land Use	Land use efficiency	• Building density • Walkability	People	NA	2 years	5, 6, 7, 8, 13, 16, 17, 18, 19

5 Financial Element

The Financial Element is fundamental to the development and implementation of the RTP. This chapter identifies current and expected revenue resources available to implement the short range (1-10 yr.) projects defined in the action element of the RTP (Chapter 4). This chapter also anticipates long-range funding based on financial information we know today, but these projections are subject to change and should be updated with each subsequent RTP cycle. Each funding resource identified in the financial element is aligned with eligible projects for that specific resource. The intent of the financial element is to provide a realistic perspective of funding opportunities and instill flexibility based on project delivery performance throughout the RTP horizon.

It is important to note that there are different funding sources for different types of projects. The County 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 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 Regionally Significant Projects

Roadway maintenance remains a top priority for the SCLTC and the region. Delayed projects and the lack of funding results in additional deterioration of already poor pavement quality, higher costs due to inflation, and more expensive rehabilitation and reconstruction costs when thresholds are met. The maintenance emphasis in the region indicates projects that serve to maintain the integrity of the existing system so that traveler access and mobility are not hindered. Improvements may include repairs to bridges and airport runways, as well as upgrades to existing rail lines and signs, traffic control devices, and striping. Of the short term local roadway projects listed in the Action element, 55 of the 56 are roadway maintenance projects including rehabilitations and reconstructions (Table 4.1a) and the sole short term local bridge project is a preventative maintenance project (Table 4.2a).

In addition to maintenance projects, a few regionally significant projects have been identified. The following projects have been identified through the community and stakeholder outreach process as being the most highly desired and/or needed projects in the region:

Countywide Active Transportation Plan

The majority of community feedback revolved around bicycle and pedestrian needs in the region. Bicycle tourism is a significant part of the regional economy and expanded and connected bicycle and pedestrian facilities will serve both residents and visitors as well as promote local economic stimulus. The SCLTC received funding through Cycle 5 of the Active Transportation Program to develop a Countywide Regional Transportation Plan. This Plan will identify the highest priority active transportation needs for each community in Siskiyou County and regional priorities, and will create a path towards implementation for these

projects.

Happy Camp Complete Streets Project

The Happy Camp Complete Streets project has been an historically high-priority project for the Karuk Tribe, community of Happy Camp, Caltrans, and Siskiyou County and continues to be. This project is comprised of safety improvements along SR 96 through the community of Happy Camp. SR 96 acts as the Main Street in Happy Camp and bisects the town, separating happy Camp Elementary School and recreational opportunities along the Klamath River from the residential areas of the community. After several rounds of submitting this project for funding, a joint application between the Karuk Tribe, Siskiyou County, and Caltrans was successfully awarded through Cycle 5 of the Active Transportation Program. Construction of the Happy Camp Complete Streets project is scheduled to be completed in 2025.

Transit Vehicle Charging Infrastructure

In order to be compliant with state and national greenhouse gas emissions goals and the state electric vehicle mandate, the region will need to transition to a zero-emissions transit system. A transit vehicle charging infrastructure project as been identified in the long range transit needs in the Action Element of this Plan (Table 4.4). The Short Range Transit Plan scheduled for adoption in fall 2021 will include more information about electric vehicle needs and future plans for electric transit vehicle implementation in the region.

5.2 Projected Revenues

Projecting revenues and expenditures over a 20-year horizon is difficult to ascertain 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.

Table 5.1 provides a summary of the projected federal, state, and local transportation funding sources and programs available to the Siskiyou region for transportation facility improvements over the next 20 years. All estimates account for expected inflation based on the consumer price index and adjusted to the year of construction. 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 2020 RTP are consistent with the programmed projects and revenue projections in the 2020/2022 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. To project funding for the long range (11-20 years) we use the following assumptions:

- Revenues that have been historically constant and reliable are reflected through 2041 for all modes.
- State revenues are expected to be available at historical funding levels.
- Non-auto revenues are estimated based on historical levels.

Table 5.1
Projected Revenues from Federal, State, and Local Sources for the Siskiyou Region

Revenue Category	Revenue		
	Short-Range (1-10 yr)	Long-Range (11-20 yr)	Total
Grant Programs			
Active Transportation Program (ATP)(1)	$ -	$ -	$ -
Highway Safety Improvement Program (HSIP)(2)	$ -	$ -	$ -
Grant Programs Total	***$ -***	***$ -***	***$ -***
Bridge Programs			
Highway Bridge Program (HBP)(3)	$ 5,000,000	$ 19,800,000	$ 24,800,000
Bridge Programs Total	***$ 5,000,000***	***$ 19,800,000***	***$ 24,800,000***
Roadway Programs - Local			
Highway Users Tax Account (HUTA) Siskiyou County (4)(5)(6)(7)	$ 35,889,292	$ 35,889,292	$ 71,778,585
Highway Users Tax Account (HUTA) City of Dorris (4)(5)(6)(7)	$ 248,483	$ 248,483	$ 496,967
Highway Users Tax Account (HUTA) City of Dunsmuir (4)(5)(6)(7)	$ 598,968	$ 598,968	$ 1,197,936
Highway Users Tax Account (HUTA) City of Etna (4)(5)(6)(7)	$ 203,479	$ 203,479	$ 406,958
Highway Users Tax Account (HUTA) City of Fort Jones (4)(5)(6)(7)	$ 198,826	$ 198,826	$ 397,651
Highway Users Tax Account (HUTA) City of Montague (4)(5)(6)(7)	$ 344,356	$ 344,356	$ 688,712
Highway Users Tax Account (HUTA) City of Mt. Shasta (4)(5)(6)(7)	$ 1,274,362	$ 1,274,362	$ 2,548,725
Highway Users Tax Account (HUTA) City of Tulelake (4)(5)(6)(7)	$ 257,529	$ 257,529	$ 515,058
Highway Users Tax Account (HUTA) City of Weed (4)(5)(6)(7)	$ 1,279,178	$ 1,279,178	$ 2,558,357
Highway Users Tax Account (HUTA) City of Yreka (4)(5)(6)(7)	$ 1,756,935	$ 1,756,935	$ 3,513,870
Roadway TCRF Loan Repayment (Siskiyou County) (8)(9)(10)	$ 2,499,278	$ 2,499,278	$ 4,998,556
Roadway TCRF Loan Repayment (Dorris) (8)(9)(10)	$ 10,811	$ 10,811	$ 21,621
Roadway TCRF Loan Repayment (Dunsmuir) (8)(9)(10)	$ 18,751	$ 18,751	$ 37,502
Roadway TCRF Loan Repayment (Etna) (8)(9)(10)	$ 8,351	$ 8,351	$ 16,703
Roadway TCRF Loan Repayment (Fort Jones) (8)(9)(10)	$ 8,129	$ 8,129	$ 16,258
Roadway TCRF Loan Repayment (Montague) (8)(9)(10)	$ 16,300	$ 16,300	$ 32,600
Roadway TCRF Loan Repayment (Mt. Shasta) (8)(9)(10)	$ 38,338	$ 38,338	$ 76,676
Roadway TCRF Loan Repayment (Tulelake) (8)(9)(10)	$ 11,409	$ 11,409	$ 22,818
Roadway TCRF Loan Repayment (Weed) (8)(9)(10)	$ 33,515	$ 33,515	$ 67,030
Roadway TCRF Loan Repayment (Yreka) (8)(9)(10)	$ 88,040	$ 88,040	$ 176,079
Road Maintenance and Rehabilitation Account (Siskiyou County) (11)	$ 37,557,430	$ 37,557,430	$ 75,114,860
Road Maintenance and Rehabilitation Account (Dorris) (11)	$ 158,890	$ 158,890	$ 317,780
Road Maintenance and Rehabilitation Account (Dunsmuir) (11)	$ 279,200	$ 279,200	$ 558,400
Road Maintenance and Rehabilitation Account (Etna) (11)	$ 124,710	$ 124,710	$ 249,420
Road Maintenance and Rehabilitation Account (Fort Jones) (11)	$ 120,145	$ 120,145	$ 240,290
Road Maintenance and Rehabilitation Account (Montague) (11)	$ 244,170	$ 244,170	$ 488,340
Road Maintenance and Rehabilitation Account (Mt. Shasta) (11)	$ 574,305	$ 574,305	$ 1,148,610
Road Maintenance and Rehabilitation Account (Tulelake) (11)	$ 170,905	$ 170,905	$ 341,810
Road Maintenance and Rehabilitation Account (Weed) (11)	$ 502,055	$ 502,055	$ 1,004,110
Road Maintenance and Rehabilitation Account (Yreka) (11)	$ 1,313,930	$ 1,313,930	$ 2,627,860
Receipts from Federal Lands (Secure Rural Schools, 1908 Act, et. Al.)(12)	$ 32,568,416	$ 32,568,416	$ 65,136,832
State Transportation Improvement Program (STIP)(13)(14)	$ 15,641,400	$ 14,224,000	$ 29,865,400
Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) + Supplemental STIP (15)	$ 1,165,500	$ -	$ 1,165,500
Roadway Programs - Local Total	***$ 135,205,386***	***$ 132,622,486***	***$ 267,827,872***

Table 5.1
Projected Revenues from Federal, State, and Local Sources for the Siskiyou Region

Revenue Category	Revenue		
	Short-Range (1-10 yr)	Long-Range (11-20 yr)	Total
Transit Programs			
Local Transportation Funds (LTF)(16)	$ 4,136,600	$ 4,136,600	$ 8,273,200
Federal (5307, 5310, 5311, 5317)(16)	$ 2,936,600	$ 2,936,600	$ 5,873,200
Proposition 1B PTMINSEA (16)	$ 786,000	$ 786,000	$ 1,572,000
Transit Programs Total	***$ 7,859,200***	***$ 7,859,200***	***$ 15,718,400***
Aviation Programs			
Annual Distribution for Aviation(17)	$ 500,000	$ 500,000	$ 1,000,000
Aviation Programs - Total	***$ 500,000***	***$ 500,000***	***$ 1,000,000***
Regional and Local Transportation Revenue	***$ 148,564,586***	***$ 160,781,686***	***$ 309,346,272***
State Highway Operation and Protection Program - State			
State Highway Operation Protection Program - Road (SHOPP)(18)	$ 442,328,000	$ 491,475,556	$ 933,803,556
State Highway Operation Protection Program - Bridge (SHOPP)(18)	$ 45,726,000	$ 45,726,000	$ 91,452,000
State Highway Transportation Revenue	***$ 488,054,000***	***$ 537,201,556***	***$ 1,025,255,556***

(1) Executive Director recommended.

(2) Executive Director recommended.

(3) Based on assumption of 100% bridge toll matching funds.

(4) Source: https://www.sco.ca.gov/ard_payments_highway_fy1718.html

(5) Source: https://www.sco.ca.gov/ard_payments_highway_fy1819.html

(6) Source: https://www.sco.ca.gov/ard_payments_highway_fy1920.html

(7) Source: https://www.sco.ca.gov/ard_payments_highway_fy2021.html

(8) Source: https://www.sco.ca.gov/ard_payments_traffic_fy1718.html

(9) Source: https://www.sco.ca.gov/ard_payments_traffic_fy1819.html

(10) Source: https://www.sco.ca.gov/ard_payments_traffic_fy1920.html

(11) Source: http://californiacityfinance.com/LSR2005.pdf

(12) Source https://www.fs.usda.gov/main/pts/securepayments/projectedpayments

(13) Estimate based on 2020 Report of STIP balances for FY 20/21 through 24/25

(14) Source: https://catc.ca.gov/-/media/ctc-media/documents/programs/stip/2020-stip/2020325-2020-stip-resolution-a11y.pdf

(15) Source: https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/crrsaa

(16) From the Siskiyou STAGE Short Range Transit Plan 2019 (pg 118)

(17) Based on $10,000 annual distribution per airport

(18) Derived from Caltrans supplied project list

5.3 Cost Summary

Table 5.2 contains a summary of the RTP improvement costs identified for each modal category in the RTP. All cost estimates have been projected in year-of-construction dollars. The numbers in red 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 in the long-range planning and programming of projects in Siskiyou County. A total of approximately $572.2 million has been proposed for roadway, bridge, bike/pedestrian, transit and aviation projects for the next 10 year RTP period, and an addition $121.2 of long range project needs have been identified. This only includes projects with cost estimates. Many projects, specifically in the long-range project lists, do not have associated estimates. The identified funding shortfalls do not include projects that have been identified but lack cost estimate detail. Additional funding sources, like grants and appropriations, may be awarded to the region to decrease this funding shortfall.

Table 5.2
Revenue vs Cost by Mode

Project Type	Funding Source	Projected Revenue by Mode		Projected Costs by Mode		Difference	
		Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Roadway	HUTA, RMRA, TCRF, RSTP, STIP	$ 135,205,386	$ 132,622,486	$ 71,209,071	$ 72,480,697	$ 63,996,315	$ 60,141,788
Radway - State	SHOPP	$ 442,328,000	$ 491,475,556	$ 442,328,000	$ -	$ -	$ 491,475,556
Bridge	HBP	$ 5,000,000	$ 19,800,000	$ 5,000,000	$ 19,800,000	$ -	$ -
Bridge - State	SHOPP	$ 45,726,000	$ 45,726,000	$ 45,726,000	$ -	$ -	$ 45,726,000
Bicycle and Pedestrian	ATP	$ -	$ -	$ -	$ 21,801,000	$ -	$ (21,801,000)
Transit	LTF, PTMINSEA,	$ 7,859,200	$ 7,859,200	$ 674,000	$ 350,000	$ 7,185,200	$ 7,509,200
Airport Capital	Annual Distribution, AIP	$ 500,000	$ 500,000	$ 7,250,000	$ 6,769,000	$ (6,750,000)	$ (6,269,000)
Total		**$ 636,618,586**	**$ 697,983,241**	**$ 572,187,071**	**$ 121,200,697**	$ 64,431,515	$ 576,782,544

5.4 Revenue vs. Cost by Mode

5.4.1 Roadway

Table 5.3 compares Siskiyou County roadway improvement costs to the expected available revenues. Roadway revenues identified here include the State Transportation Improvement Program, Regional Surface Transportation Program, Highway Safety Improvement Program and limited Federal Forest reserve program. Each of these programs have different eligibility requirements, but are generally used for roadway preservation, rehabilitation, reconstruction and other improvements. A total of $135.2 million of local roadway needs and $442.3 million of State roadway needs have been identified over the next 20-year period.

As transportation revenues have become less predictable over recent years, this financial plan is very conservative. It is likely that some of the financially unconstrained projects will be constructed over the long-term. However, there will not be sufficient funding over the next twenty years to implement all the projects identified in the RTP, even though these projects are important improvements for the regional and local transportation system.

5.4.2 Bridge

Table 5.4 compares the expected revenue for bridge projects to expected costs for the next 20 years. The Highway Bridge Program will cover a percentage of the cost of replacing or rehabilitating public highway bridges. Bridge conditions are checked regularly and conditions are reported. Many bridges are also eligible for the bridge toll credit match program. A total of $24.8 million of local bridge project needs and $45.7 million of State bridge needs have been identified.

Table 5.3
Comparison of Roadway Costs to Expected Revenue

	Projected Revenue by Mode		Projected Costs by Mode		Difference	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Estimated Roadway Costs	$ 135,205,386	$ 132,622,486	$ 71,209,071	$ 72,480,697	$ 63,996,315	$ 60,141,788
Estimated Roadway Costs - State	$ 442,328,000	$ 491,475,556	$ 442,328,000	$ -	$ -	$ 491,475,556

Table 5.4
Comparison of Bridge Costs to Expected Revenue

	Projected Revenue by Mode		Projected Costs by Mode		Difference	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Estimated Bridge Costs - Local	$ 5,000,000	$ 19,800,000	$ 5,000,000	$ 19,800,000	$ -	$ -
Estimated Bridge Costs - State	$ 45,726,000	$ 45,726,000	$ 45,726,000	$ -	$ -	$ 45,726,000

5.4.3 Active Transportation

In order to complete the bicycle and pedestrian projects identified in this RTP, the region will need $21.8 million over the course of the next 20 years. Funding will come primarily from the Active Transportation Program (ATP) which is a highly competitive grant program which supports active transportation.

5.4.4 Transit

Transit projects are funded under the Transit Development Act (TDA) which provides Local Transportation Funds (LTF) and State Transit Assistance (STA) for supporting public transportation. Additional funding for transit capital purchase and pilot projects is available through the Federal Transit Administration Programs. Funds are allocated based on population and transit performance. Transit fares also cover some costs. A total of $1 million of capital transit projects needs have been identified in this RTP.

5.4.5 Aviation

The Federal Aviation Administration (FAA) allocates an annual aviation grant of $10,000 for each airports. There is a shortfall of funding for aviation improvement projects of over $12.9 million of aviation project needs over the lifetime of this RTP.

Table 5.5
Comparison of Bicycle and Pedestrian Costs to Expected Revenue

	Projected Revenue by Mode		Projected Costs by Mode		Difference	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Estimated Bike/Ped Costs	$ -	$ -	$ -	$ 21,801,000	$ -	$ (21,801,000)

Table 5.6
Comparison of Transit Costs to Expected Revenue

	Projected Revenue by Mode		Projected Costs by Mode		Difference	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Estimated Transit Costs	$ 7,859,200	$ 7,859,200	$ 674,000	$ 350,000	$ 7,185,200	$ 7,509,200

Table 5.7
Comparison of Aviation Costs to Expected Revenue

	Projected Revenue by		Projected Costs by Mode		Difference	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Estimated Aviation Costs	$ 500,000	$ 500,000	$ 7,250,000	$ 6,769,000	$ (6,750,000)	$ (6,269,000)

End of Report

2021 REGIONAL TRANSPORTATION PLAN

SISKIYOU COUNTY LOCAL TRANSPORTATION COMMISSION

ATTACHMENTS

August 2021

Attachment A - Stakeholder List

PROJECT TEAM			
Organization	**Contact Person**	**Phone**	**Email**
Green DOT Transportation Solutions/Siskiyou LTC	Jeff Schwein	530-895-1109	jeff@greendottransportation.com
Green DOT Transportation Solutions/Siskiyou LTC	Stephanie Alward	530-209-0427	stephanie@greendottransportation.com
Green DOT Transportation Solutions/Siskiyou LTC	Sofia Lepore		sofia@greendottransportation.com
STAKEHOLDERS			
Siskiyou County Superintendent	Kermith Walters		kwalters@siskiyoucoe.net
Superintendent Assistant	Nancy Grenvik	530-842-8457	ngrenvik@siskiyoucoe.net
Yreka City Manager	Steve Baker		sbaker@ci.yreka.ca.us
Dorris Public Works	Carrol McCay	530-397-3511	cityadmin@cot.net
Dunsmuir-Administrative Assistant and Deputy City Clerk	Wendy Perkins	(530) 235-4822 ext 102	wperkins@ci.dunsmuir.ca.us
City of Etna	Dan Burbank		dan.burbank@cityofetna.org
Etna - City Clerk	Kristina Hargrove		K.Hargrove@etnaca.com
Fort Jones - Public Works	Scott Gery	(530)-598-6430	scottg@fortjonesca.com
Montague - Public Works	No name listed	530-459-5204	publicworks@cityofmontagueca.com
Mt Shasta - Public Works Director	Rod Bryan	(530) 926-7526	
Mount Shasta- Parks and Recreation	Mike Rodriguez	530-926-2494	
Tulelake - Public Works	Brett Nystrom		tulelakepublicworks@cot.net
Tulelake		530-667-5522	cityoftulelake@cot.net
City of Weed City Manager	Tim Rundel		tim.rundel@ci.weed.ca.us
City of Weed	Earl Wilson	530-938-5020	
Yreka - City Clerk	Elizabeth Casson	530-841-2324	casson@ci.yreka.ca.us
All Airports	Scott Waite, Director	530-842-8220	swaite@co.siskiyou.ca.us
College of the Siskiyous	Office of the President/Superintendent	(530) 938-5200	presidentsoffice@siskiyous.edu
Siskiyou County	n/a	530-842-8005	personnel@co.siskiyou.ca.us
Yreka Chamber of Commerce	No specific contact listed	530-842-1649	yrekachamber117@gmail.com
County Health & Human Services Agency Director	Sarah Collard, Ph.D,	530-841-2700	
County Public Works Director	Scott Waite	530-842-8250	swaite@co.siskiyou.ca.us
Yreka CHP	Captain Rich Mendez	530-842-0530	rmendez@chp.ca.gov
Caltrans District 2 Local Assistance	Ian Howat	(530) 225-3484	Ian.howat@dot.ca.gov
Mount Shasta Mountain Bike Association			info@bikeshasta.org
Siskiyou Economic Development	Alex McBride, Program Manager	(530) 842-1638	alex@siskiyoucounty.org

Siskiyou Gardens Parks and Greenways Association			info@sgpga.org
SSTAC - Yreka Area	Andre Economopoulos	842-2736	aegreekman@gmail.com
SSTAC - College of the Siskiyous	Doug Haugen	530-938-5295	haugen@siskiyous.edu
SSTAC - Siskiyou County Health and Human Services	Trish Barbieri	530-841-4200	pbarbieri@co.siskiyou.ca.us
SSTAC - Karuk Tribe	Misty Rickwalkt	530-627-3016	mrickwalt@karuk.us
Airport Advisory - Weed	Bill Hoy		
Airport Advisory - Lake Shastina	Brian Favero		
Airport Advisory - Greenview	Clifford Faulkner	530-468-2568	
Airport Advisory - Yreka	Don Cortright	530-842-7121	
Airport Advisory - Montague	Don McCormick		
Airport Advisory - Yreka	Ed Medlin	530-842-5648	
Airport Advisory - Yreka	Elizabeth Dealey	530-842-6414	
Airport Advisory - Dorris	Elton Taft	530-397-2144	
Airport Advisory - Yreka	Jim Davis		
Airport Advisory - Montague	John Cowling	530-459-0900	
Airport Advisory - Montague	Larry Graves		
Airport Advisory - Ft Jones	Paula Schoennauer	530-468-5902	renenpaula@sisqtel.net
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Airport Advisory - Yreka	Randy Akana	530-459-5188	rakana@co.siskiyou.ca.us
Airport Advisory - Montague	Rex Houghton	530-459-5437	
Airport Advisory - Hornbrook	Richard Pfiffner	530-475-0740	
Airport Advisory - Mt Shasta	Ted Swartz	530-926-4000	
Airport Advisory - Montague	Vernon Fueston	530-459-5658	
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SCLTC Commission, Chair	Joan Smith Freeman	966-5626	jfreeman@ci.yreka.ca.us
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SCLTC Commission	Michael Kobseff	918-9128	mkobseff@co.siskiyou.ca.us
SCLTC Commission	Susan Tavalero		susan.tavalero@ci.weed.ca.us
SCLTC Commission, Alternate	Tiffanie Lorenzini		tlorenzini@live.com
SCLTC Commission	Lisa Nixon	530-643-3503	lnixon@co.siskiyou.ca.us
SCLTC Commission	Bruce Deutsch		brucend75@yahoo.com
Caltrans District 2	Marcelino "Marci Gonzalez	225-3369	marcelino.gonzalez@dot.ca.gov
City of Dorris	Morgan Eastlick		morgan-brayengr@sbcglobal.net
City of Dunsmuir	Bill Willman	530-859-4437	publicworks@ci.dunsmuir.ca.us
City of Etna	Dan Burbank	530-598-286	dan.burbank@cityofetna.org

City of Etna	Kris Hargrove	530-467-5256	kris.hargrove@cityofetna.org
City of Etna	Morgan Eastlick		morgan-brayengr@sbcglobal.net
Town of Ft. Jones	Karl Drexel		karl@kdmanagement.us
City of Montague	David Dunn		Publicworks@cityofmontagueca.com
City of Mt. Shasta	Rod Bryan	530-926-7526	rbryan@mtshastaca.gov
City of Tulelake	Brett Nystrom		tulelakepublicworks@cot.net
City of Weed	Craig Sharp	938-5028	sharp@ci.weed.ca.us
TAC	Christopher Liles	467-3103	cliles@scottvalleysystems.com
TAC - City of Dunsmuir		235-4822	
TAC - City of Etna	Kris Hargrove	467-5256	kris.hargrove@cityofetna.org
TAC - City of Ft. Jones	Karl Drexel	468-2281	karl@kdmanagement.us
TAC - City of Montague	Dave Dunn	459-5204	Publicworks@cityofmontagueca.com
TAC - City of Mt. Shasta	Juliana Lucchesi		jlucchesi@mtshastaca.gov
TAC - City of Mt. Shasta	Rod Bryan	926-7510	rbryan@mtshastaca.gov
TAC - City of Tulelake	Brett Nystrom	667-5522	tulelakepublicworks@cot.net
TAC - City of Weed	Craig Sharp	938-5020	
TAC - City of Yreka	Matt Bray	841-2386	mbray@ci.yreka.ca.us
TAC - City of Dorris	Carol McCay	397-3511	cityadmin@cot.net
TAC - City of Weed	Craig Sharp		sharp@ci.weed.ca.us
TAC - City of Etna	Dan Burbank		
TAC - DH Engineering	Darrell Hook		
TAC - City of Etna	Diana Callahan		
TAC - City of Weed	Earl Wilson	938-5020	
TAC - City of Montague	Frank Hoag	459-5204	
TAC - City of Dunsmuir	J. Keith Anderson	235-4822	
TAC - City of Weed	Kelly McKinnis	938-5020	
TAC - Eskaton George Washington Manor	Ken Ryan		kdryan60@juno.com
TAC - City of Ft. Jones	Linda Romaine	468-2281	
TAC - Supervior, District 5	Marcia Armstrong		
TAC - Mt. Shasta Parks & Recreation	Mike Rodriguez	926-2494	
TAC - City of Mt. Shasta	Mike Workman	926-7510	
TAC - Pace Civil Inc.	Jim Elkins		
TAC - McCloud Community Service District	Peter Kampa		
TAC - City of Etna	Ray Waller		
TAC - Karuk Tribe	Mity Rickwalt		mrickwalt@karuk.us
TAC - Karuk Tribe	Scott Quinn	627-3593	
TAC - City of Yreka	Steve Neill		

TAC - Siskiyou Opportunity Center	Steve Rogers	926-4698	
TAC - Quartz Valley Indian Reservation	Arvada Nelson	468-4470	
TAC - Quartz Valley Indian Reservation	Ray Robles	468-5907	
TAC	Joe Wirth		
Sis. Co. Human Services Dept.	Arden Carr	841-4704	
Madrone Hospice	Audrey Flower	842-3160	aflower@madronehopice
Siskiyou County Library	Betsy Emery	841-4179	
Supervisor, District 5	Marcia Armstrong		
Sis. Co. Human Services Dept.	Michael Noda	841-2762 (Sandy)	
Fairchild Medical Center	Mike Madden	842-4111	
Mt. Shasta Parks & Recreation	Mike Rodriguez	926-2494	
Siskiyou Opportunity Center	Steve Rogers		
Sis. Co. Probation Dept.	Adele Arnold		
Madrone Hospice	Audrey Flower		
PSA Area 2, Agency on Aging	Barbara Swenson		
College of the Siskiyous	Martha Gentry		
COS Transition Class	Gail Jones		
	Grace Bennett		
City of Weed	Kelly McKinnis	938-5020	
Department of Public Health	Lynn Corlis		
	Marilyn Seward		
Scott Valley Rotary	Vinnie McNeil		
Sis. Co. Behavioral Health	Sara Jackson		
Karuk Tribe	Scott Quinn	627-3593	
Yreka Comm. Resource Center	Stephany Hoyer		
Siskiyou Opportunity Center	Steve Rogers	926-4698 ext. 12	
Fairchild Medical Center	Susan Braun		
Southern Oregon Good Will	Theresa Rifenburg		
Neighboring Counties			
Del Norte LTC 900 Northcrest Drive, PMB 16 Crescent City, California 95531	Tamera Leighton Executive Director	707-218-6424	tamera@dnltc.org
Humoldt Area Council of Governments 611 I St, Suite B Eureka, CA 95501	Marcella May Executive Director	707-444-8208	marcella.clem@hcaog.net

Trinity County Transportation Commission PO Box 2490 31301 State Highway 3 Weaverville, CA 96093	Department of Transportation	530-623-1365	tcdot@trinitycounty.org
Shasta PO Box 347 Mammoth Lakes, CA 93546	Gerry Le Francois Executive Director	760-924-1810	glefrancois@mono.ca.gov
Klamath County, Oregon - Planning Division 305 Main Street Klamath Falls Klamath Falls, OR 97601	Erik Nocble Planning Director	541-883-5121 Option 4	enobel@klamathcounty.org
Josephine, Oregon - Josephine Community Transit 201 River Heights Way Grants Pass, OR 97527	Transit Program Supervisor	541-474-5452	n/a
Jackson County, Oregon - Jackson Co Roads 200 Antelope Road White City, OR 97503	John Vial Director	(541) 774-8184	roadsinfo@jacksoncounty.org
Karuk Tribe Transportation 37960 Highway 96, Building A PO Box 203 Orleans, CA 95556	Misty Rickwaldt Director	(530) 627-3016	mrickwalt@karuk.us
Quartz Valley Reservation 13601 Quartz Valley Road Fort Jones, CA 96032	Mike Slizewski Administrator	530-468-5907 ext 313	

Attachment B - Outreach Materials

SISKIYOU COUNTY
LOCAL TRANSPORTATION COMMISSION
190 Greenhorn Road, Yreka, California 96097
Phone: 530.824.8220

June 4, 2021

Del Norte Local Transportation Commission
Tamera Leighton, Executive Director
900 Northcrest Drive, PMB 16,
Crescent City, California 95531

RE: SISKIYOU COUNTY REGIONAL TRANSPORTATION PLAN 2021

Dear Tamera,

The Siskiyou County Local Transportation Commission (SCLTC) is in the process of developing a new Regional Transportation Plan (RTP) for the 2021-2041 planning horizon. Coordination and consultation with Tribes in the County is an important step in the development of a comprehensive transportation planning document. Specifically, we are soliciting any information on the deficiencies regarding the existing transportation system and mobility that affects your constituents. This would include roadways, bicycle facilities, pedestrian facilities, transit options, and any potential connectivity projects. The goal with transportation planning and projects that result from it, is to improve access for residents and visitors to jobs, health care, services, shopping, recreation, schools, and other important destinations.

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 https://www.siskiyoutransportation.com/. Input and comments can be submitted through the 'Projects' tab on the website or by directly contacting SCLTC Executive Director Jeff Schwein. Contact information is provided below.

If you have any questions, would like additional information, or have additional information useful for the RTP, feel free to email Jeff Schwein at jeff@siskiyoutransportation.com or call (530) 895-1109. Stephanie Alward, Siskiyou County Local Transportation Commission Senior Planner, can also be reached at stephanie@siskiyoutransportation.com for information regarding the RTP.

Sincerely,

Jeff Schwein, AICP CTP
Executive Director
jeff@siskiyoutransportation.com
530-895-1109

Karuk Tribe Department of Transp.
Attn: Misty Rickwalt
37960 Highway 96, Building A
PO Box 203
Orleans, CA 95556

Quartz Valley Indian Reservation
Attn: Mike Slizewski
13610 Quartz Valley Road
Fort Jones, CA 96032

Trinity County Transp. Commission
Attn: Rick Tippet
PO Box 2490
31301 State Highway 3
Weaverville, CA 96093

Modoc County Transp. Commission
Attn: Debbie Pederson
108 S. Main Street
Alturas, California 96101

Shasta Regional Transp. Agency
Attn: Dan Little, AICP
1255 East Street Suite 202
Redding, California 96001

Del Norte Local Transp. Commission
Attn: Tamera Leighton
900 Northcrest Drive, PMB 16,
Crescent City, California 95531

Humboldt County Assoc. of Gov.
Attn: Beth Burks
611 I Street, Suite B
Eureka, California 95501

Klamath County Public Works Dep.
Attn: Jeremy Morris
305 Main Street
Klamath Falls, Oregon 97601

Klamath County Planning Division
Attn: Erik Nobel
305 Main Street
Klamath Falls, Oregon 97601

Rogue Valley Council of Gov.
Attn: Michael Cavallaro
155 N 1st Street
Central Point, OR 97502

MCTC
MODOC COUNTY TRANSPORTATION COMMISSION
MTA
MODOC TRANSPORTATION AGENCY

108 S. Main Street
Alturas, CA 96101
(530) 233-6410 Phone

Meets First Tuesday of Even Numbered Months at 1:30 p.m.

Commissioners
John Dederick
Chairman
City Representative

Kathie Rhoads
Vice Chairman
County Supervisor III

Bobby Ray
Commissioner
City Representative

Elizabeth Cavasso
Commissioner
County Supervisor IV

Cheryl Nelson
Commissioner
City at Large Member

Mark Moriarity
Commissioner
County at Large Member

Ned Coe
Alternate Commissioner
County Supervisor I

Loni Lewis
Alternate Commissioner
City Councilmember

Staff

Debbie Pedersen
Executive Director

Niki Witherspoon
Chief Fiscal Officer

Michelle Cox
Administrative Assistant

April 27, 2021

Jeff Schwein
Executive Director
Siskiyou County LTC
190 Greenhorn Road
Yreka, CA 96097

Re: Siskiyou County Regional Transportation Plan (RTP)

Dear Mr. Schwein,

The Modoc Transportation Agency (MTA) and Modoc County Transportation Commission (MCTC) offer the following information for consideration as the Siskiyou Count Local Transportation Commission updates the Regional Transportation Plan.

Sage Stage, operated by the MTA, provides passenger service to Klamath Falls, OR. This route offers Tulelake passengers an opportunity to travel to and from Klamath Falls, OR on Thursdays at no cost to Siskiyou County Local Transportation Commission (SCLTC).

MTA is currently part of the Far North Transit Group, which is comprised of Modoc, Trinity, Humboldt, Shasta, Lake, Mendocino, and Inyo Counties; and the Cities of Redding, and Arcata; and Caltrans District 2. The group has been formed to look at the feasibility of modifying arrival/departure times for passengers to connect through all our transit services. The interest is driven due to Greyhound abandoning over 60 stops in northern California, overnight without notice, in late 2020.

MCTC encourages SCLTC to coordinate with the Modoc County Road Department for future road improvements that are adjacent to each other and to request Caltrans District 2 to widen shoulders on State highways to allow adequate surfaces for bicycle users.

Thank you for the opportunity to provide comments during the development of Siskiyou's RTP. Please contact me if you have questions or concerns.

Sincerely,

Debbie Pedersen
Executive Director
MCTC/MTA

1255 East Street, Suite 202 • Redding, CA 96001 • (530)262-6190 • FAX (530)262-6189
E-Mail srta@srta.ca.gov • HOME PAGE www.srta.ca.gov

Daniel S. Little, Executive Director

April 27, 2021

Siskiyou County Local Transportation Commission
190 Greenhorn Road
Yreka, CA 96097

Re: Coordination and Consultation for the Siskiyou County Regional Transportation Plan 2021.

In response to the request for consultation and coordination for the Siskiyou County RTP process, the Shasta Regional Transportation Agency (SRTA) submits the following for your consideration:

- Salmon Runner Intercity Bus – It is anticipated that service will begin in 2021 using diesel-powered coaches until zero-emission vehicles can be procured. Feeder service from Siskiyou and other counties along the I-5 corridor are critical to its success. SRTA encourages the Siskiyou County LTC to apply for FTA 5311(f) Intercity Bus Program for funding to provide connector service to the Salmon Runner.
- Fix 5 Cascade Gateway Project – Full funding is being sought for improvements on I-5, just north the city of Redding, including additional auxiliary lanes, operational improvements, and other strategies designed to alleviate the impacts of closures on I-5 due to winter storms, collisions, wildfires and other events. These once exceptional events that are becoming more frequent and severe, resulting in back-ups for 10+ miles and the use of SR299 and 89 corridors as an alternate route, which are not well suited to interstate freight traffic.

Several recent (or soon to be completed) projects on interregional facilities may also be of interest, including:

- Redding to Anderson Six-Lane Project – This project will be completed in 2021, preserving mainline Interstate 5 throughput, speeds, and reliability on the corridor. The project also replaces the Union Pacific Railroad overcrossing to meet current minimum clearances, helping to ensure safety and reliability on this freight corridor.
- SR 44 Stillwater Interchange – Improves safety and operations for east-west travel by grade separation of traffic.

- ResilientShasta Extreme Climate Event Mobility and Adaptation Plan – To be completed in late summer/early fall 2021, this plan will include a variety of strategies for managing and responding to the impacts of climate change on interregional transportation facilities, including opportunities for interagency coordination.
- SR 273 Northern Section Multimodal Corridor Study – SRTA submitted a grant application to take a comprehensive look at the SR 273 corridor, perform public outreach, and ready high-priority projects for capital grant seeking.

Thank you for the opportunity to comment. We look forward to continued and ongoing interregional coordination with Siskiyou Region. To discuss these or other projects in further detail, please do not hesitate to contact me.

Regards,

Daniel Wayne, Senior Transportation Planner

JOINT VIRTUAL COMMUNITY MEETING ON THE SISKIYOU COUNTY REGIONAL TRANSPORTATION PLAN AND THE SHORT RANGE TRANSIT PLAN

FEBRUARY 9, 2021 FROM 4:30-6:00 PM - WE WANT TO HEAR FROM YOU!

ABOUT THE REGIONAL TRANSPORTATION PLAN (RTP)

- The RTP covers: Roadway Safety and Infrastructure, Intersections, Bike and Pedestrian Infrastructure, Transit & Aviation Improvements
- Take our survey! https://www.surveymonkey.com/r/V3VTMV2

SURVEY QR CODE:

The SRTP Covers:

- Transit System, Paratransit, Route Scheduling, Transit for Seniors, ADA Accessibility

Take our survey!
https://www.surveymonkey.com/r/Siskiyou2021

SURVEY QR CODE

FOR MEETING INFORMATION OR PROJECT DETAILS, VISIT
https://www.siskiyoutransportation.com/projects

**If you have general questions, translation or accessibility needs, contact Stephanie Alward at:
stephanie@greendottransportation.com | 530-209-0427

Meeting Advertisement - Email Blast

Community Meeting 2/9/21 - Siskiyou County Transportation Plans

Sofia Lepore <sofia@greendottransportation.com> Thu, Jan 28, 11:02 AM

to Brett, Craig, Cynthia, Jason, Juliana, Karl, Kris, Matt, Misty, Morgan, Public, Rod, Scott, Steven, Kelly, Nicole, Marcelino, Stepha

Good morning, all,

I hope this email finds you well. I am reaching out to inform you that the Siskiyou County Local Transportation Commission and STAGE Transit are hosting a joint community meeting regarding both the Draft Regional Transportation Plan and the Draft Short Range Transit Plan. This meeting will take place on **February 9, 2021 from 4:30-6:00 pm.**

To join, visit the Zoom Webinar link here: https://us02web.zoom.us/j/84717653636?pwd=SGQ3YURpd3ZMZCtJQmtFUHkyN0lwZz09.

We encourage you to attend this meeting, as it will provide an opportunity to learn about the two plans, provide commentary on the regional transportation network, and connect with the planning teams.

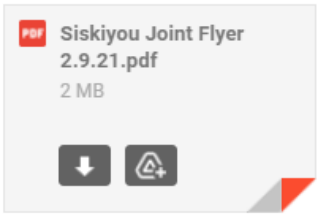
Please see the attached flyer for meeting details, and please feel free to contact me if you have any questions.

For more information, visit the Siskiyou County Local Transportation Commission website at the following link: https://www.siskiyoutransportation.com/.

Unable to make the meeting, but would still like to provide input on transportation improvements in the region? Click the following link to take the survey: https://www.surveymonkey.com/r/V3VTMV2

Sincerely,

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



Siskiyou County Transportation Commission
February 9 ·

Transportation Planning meeting TODAY from 4:30-6:00 PM! We hope to see you there!

Can't attend but have thoughts on transportation improvements in the region? Take our survey! https://www.surveymonkey.com/r/V3VTMV2

See attached meeting flyer for additional details.

Like Comment Share

AGENDA – COMMUNITY MEETING

Date: *Tuesday, February 9th, 2021*

Time: *4:30 PM – 6:00 PM*

Location: *Zoom Webinar*
https://us02web.zoom.us/j/84717653636?pwd=SGQ3YURpd3ZMZCtJQmtFUHkyN0lwZz09

Call-in: *+1 669 900 9128 US*

Meeting ID: *847 1765 3636*

Passcode: *911255*

AGENDA:

1. *Introductions*
2. *Presentation – Draft 2021 Regional Transportation Plan elements – Policies, Action Element, Financial Element*
3. *Presentation – Siskiyou County Short Range Transit Plan 2021 Update – Existing Conditions and Community Survey Summary*
4. *Open Discussion*
5. *Adjourn*

Siskiyou County 2021
Regional Transportation Plan Draft Presentation

Siskiyou County Local Transportation Commission Meeting
February 9, 2021

Presented by:
Siskiyou County Local Transportation Commission

http://siskiyoutransportation.com

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 Siskiyou County
- Must be updated every 4-5 years
- 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 regional transportation needs
  - Financial and Implementation Plan

STATUTES AND GUIDANCE

Federal Transportation Funding=

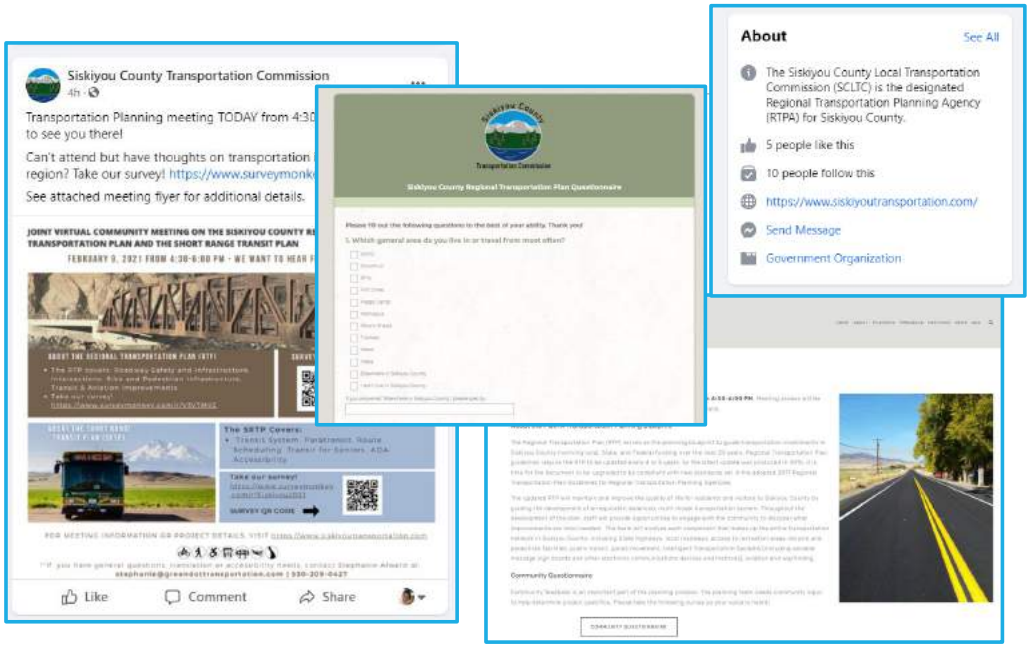
RTPAs MUST prepare a Regional Transportation Plan

- 2017 Regional Planning Handbook
- 2017 Regional Transportation Plan Guidelines
- California Transportation Plan
- Senate Bill 45-Local Control
- Assembly Bill 32-Global Warming Solutions Act
- SB 375-Sustainable Communities Act
- State Implementation Plan (non-attainment areas)
- Senate Bill 1 – Road Repair and Accountability Act of 2017

PLANNING PROCESS

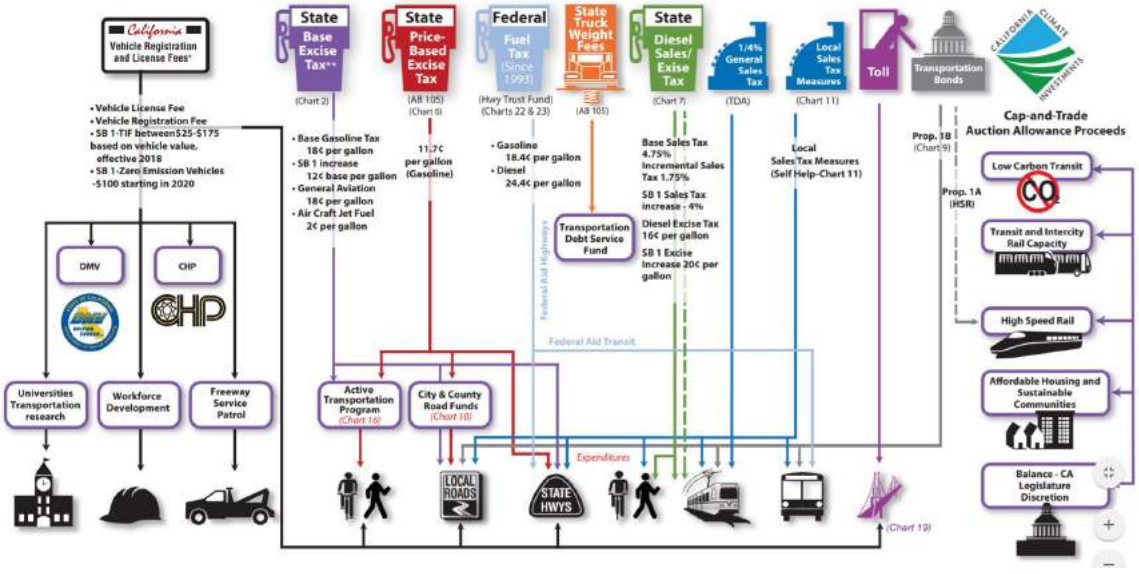
- Stakeholders – County, Caltrans, Tribal Governments, resource management agencies, freight, local business owners, residents of Siskiyou County
- Community Involvement and Input
- Opportunity to influence project lists and goals, objectives and policies

COMMUNITY ENGAGEMENT



http://siskiyoutransportation.com

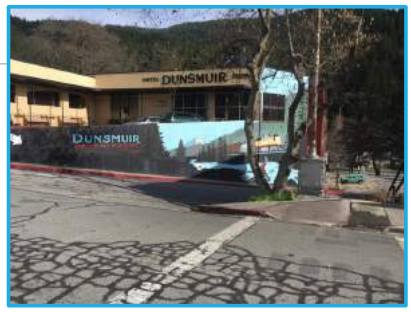
THE CHALLENGE - FUNDING



http://siskiyoutransportation.com

TRANSPORTATION NEEDS

- Pavement and Roadway
- Bridges
- Bicycle and Pedestrian Improvements
- Aviation Projects
- Transit Improvements

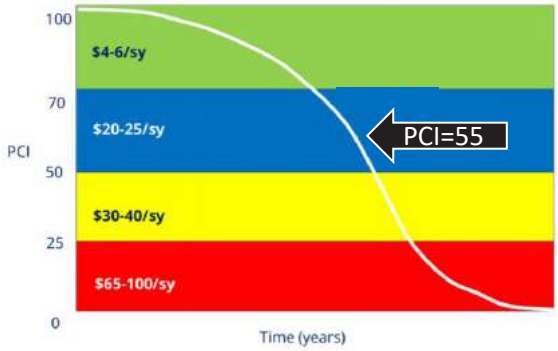


Pavement

- 1,488 Lane Miles
- Avg. PCI = 55 (2018)
- Pavement Cost
  - $415 Million Need – 10 year

Essential Components

- $23 Million Need – 10 year



BRIDGE NEEDS

- 178 Bridges
  - Average Sufficiency Rating = 82
  - Structures with SR < 80 = 39
  - Structures with SR <50 = 17
  - $37 Million Rehabilitation Needs

ACTION ELEMENT

Table 4.1
Roadway Improvement Projects, Constrained

Funding	Road ID	PPNO	Route/PM	Segment	Description	Total Cost ($1,000)	Const. Year	Information Source:
Caltrans Projects								
Various			I5	1 CMS FSTB at Oregon Exit #1 w/stand-alone cantilever structure and electronic sign		TBD	2017/18	Caltrans 1-21-16 List
Caltrans Total						**TBD**		
County of Siskiyou Projects								
STIP		2568	Ager Road			$ 1,650	2018	2016 RTIP
STIP		2553	Big Springs Road	SR 97 to Lake Shastina Dr.		$ 2,700	2022	2016 RTIP
County of Siskiyou Total						$ 4,350		
Dorris Projects								
STIP	2555		California Street	1st Street to 2nd & Sly to North	Rehabilitate Road	$ 130	2018	Nov 2015 List
Sec 130			Fourth Street	Hwy 97 to Pine Street	Rehabilitate Road	$ 50	2016	Nov 2015 List
STIP			North Juniper	1st Street to Hazen & Sly to North	Rehabilitate Road	$ 153	2021	Nov 2015 List
STIP			Oregon Street	1st Street to Sly Street	Rehabilitate Road	$ 225	2016	Nov 2015 List
LTC			Oregon Street	3rd Street to 4th & Sly Streets	Rehabilitate Road	$ 200	2016	Nov 2015 List
Dorris Total						$ 758		
Etna Projects								
STIP/RSTP			Bryan Street	Woodland Street to End	Rehabilitate Road	$ 90	2018	Nov 2015 List
STIP/RSTP			Cleveland Street	College Street to End	Rehabilitate Road	$ 80	2018	Nov 2015 List
STIP/RSTP			Howell Ave	SR 3 to Harrison	Rehabilitate Road	$ 370	2019	Nov 2015 List
STIP/RSTP			Scott Street	Collier Way to SR 3	Rehabilitate Road	$ 300	2016	Nov 2015 List
Etna Total						$ 840		

http://siskiyoutransportation.com

FINANCIAL ELEMENT

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

Revenue Category	Revenue (in 1000's) 2015 RTP Short-Range (1-10 yr)	Long-Range (11-20 yr)	Total	Revenue (in 1000's) 2010 RTP Short-Range (1-10 yr)	Long-Range (11-20 yr)	Total
Annual Distribution for Aviation(4)	$ 100	$ 100	$ 200	$ 16,900	$ 1,900	$ 18,800
Active Transportation Program (ATP)	$ 3,750	$ -	$ 3,750	$ -	$ -	$ -
California Aid to Airports Program (CAAP)	$ 30	$ -	$ 30	$ -	$ -	$ -
Federal Forest Reserve(5)	$ 5,494	$ 5,696	$ 11,191	$ 11,200	$ 9,000	$ 20,200
Federal Transit Administration (FTA)	$ 1,341	$ 1,390	$ 2,731	$ 1,800	$ 3,000	$ 4,800
Highway Bridge Program (HBP)(4)	$ 1,526	$ -	$ 1,526	$ 10,000	$ 18,000	$ 28,000
Highway Safety Improvement Program (HSIP)	$ -	$ -	$ -	$ -	$ -	$ -
Local Transportation Fund (LTF)	$ 10,222	$ 10,598	$ 20,820	$ 12,000	$ 20,000	$ 32,000
Regional Surface Transportation Program (RSTP)(2)	$ 7,700	$ 7,983	$ 15,683	$ 5,300	$ 9,000	$ 14,300
State Highway Operation Protection Program (SHOPP)	$ -	$ 11,279	$ 11,279	$ -	$ -	$ -
State Transit Assistance (STA)(3)	$ 2,614	$ 2,710	$ 5,324	$ 2,200	$ 3,500	$ 5,700
State Transportation Improvement Program (STIP)(1)	$ 27,000	$ 30,000	$ 57,000	$ 19,400	$ 41,300	$ 60,700
Transit Fare Box Revenue	$ 2,688	$ 2,787	$ 5,475	$ 2,300	$ 3,600	$ 5,900
Total Transportation Revenue	**$ 62,465**	**$ 72,544**	**$ 135,010**	**$ 81,100**	**$ 109,300**	**$ 190,400**

* Long Range estimates are adjusted for inflation.

(1) Short-Range estimate based on$3.375 million/year from past 5 STIP FE new capacity estimates. This has been adjusted to reflect the negative 2016 STIP FE.

(2) Estimate based on Regional Surface Transportation Program Allocations for FY 2014/15 - FY 2018/19

(3) Estimate based on Siskiyou Transit and General Express Short Range Transit Plan figures.

(4) Estimate based on project lists.

(5) Estimate based on USFS Receipts for FY 2014.

NEXT STEPS

- **2/2021 –** Complete Introductory Chapters – Introduction, Existing Conditions, Policy Element
- **3/2021 – 4/2021 –** Action and Financial Elements
- **4/2021 –** Present Draft Plan
- **5/2021 –** Address Draft Comments
- **6/2021 –** Adopt Final Plan

Questions/Comments?

Contact Jeff Schwein

530-895-1109

jeff@greendottransportation.com

http://siskiyoutransportation.com

Siskiyou County Community Meeting Minutes

14 Attendees

Andres- AR 3 in Yreka by the Valero is dangerous. Perhaps flashing lights to signal a pedestrian crosswalk would be beneficial.

After COVID, s there a way for bus restraints, sometime really have to plan those trips right to catch the right busses.

Jeff – let's let Genevieve do her presentation, and if not can ask some more questions.

Anonymous Attendee 04:41 PM

1) Does the RTP need to comply with Senate Bill 743 (VMT)? IF it does how do you plan to implement SB 743 in this planning process?

Jeff Schwein 05:25 PM

Yes, we are responsible for complying with SB 743.

Juliana Lucchesi 05:14 PM

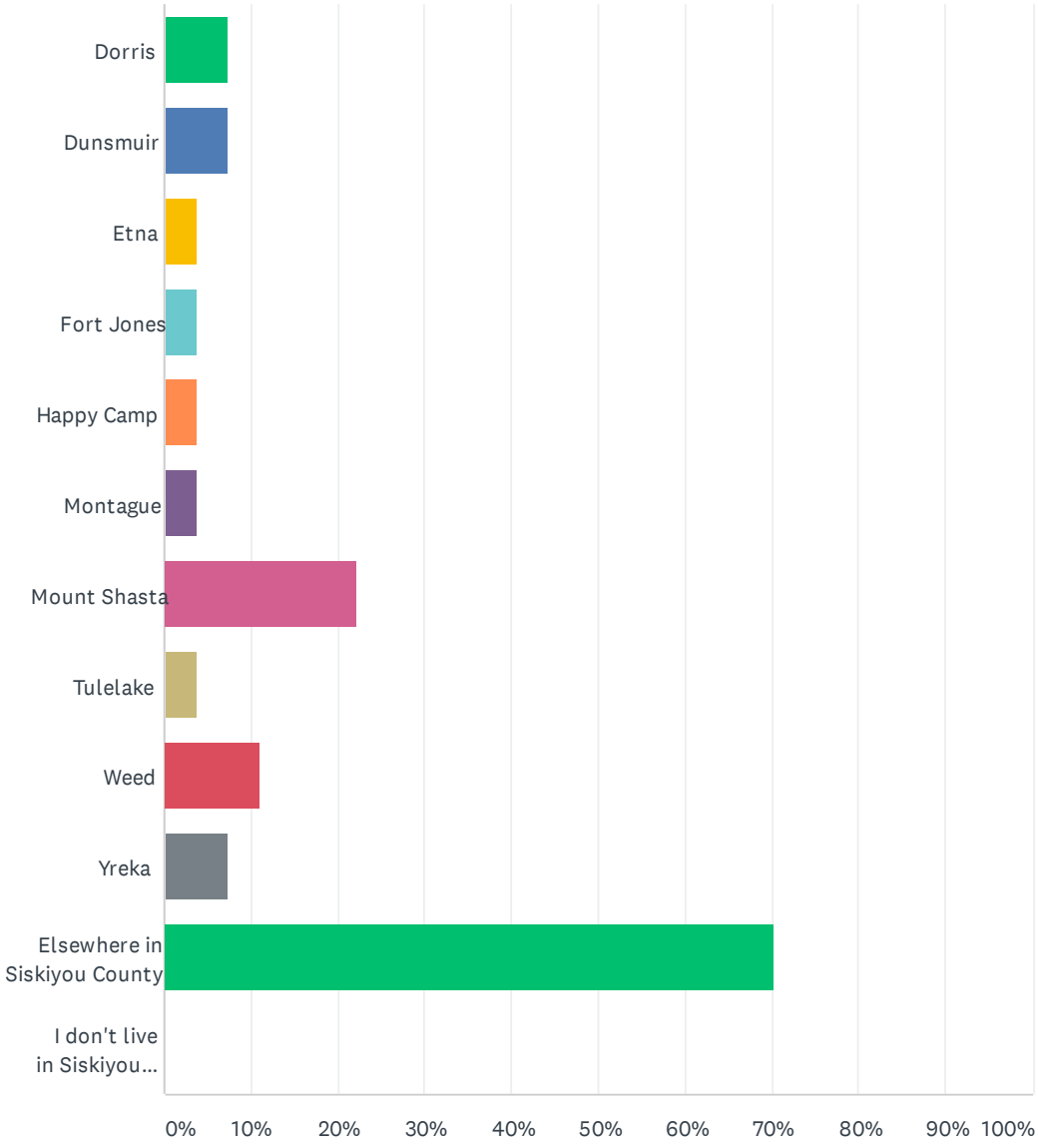
Will there be an effort to identify popular attractions for weekend routes that cater to outdoor enthusiasts/visitors?

Jeff Schwein 05:17 PM

Yes Juliana. If you have ideas, put them in the chat, email Genevieve directly, or email me and I can pass them along. It also might be nice to couch this as a discussion too. It's really important. Here is the Commissions website which has information too! https://www.siskiyoutransportation.com/

Q1 Which general area do you live in or travel from most often?

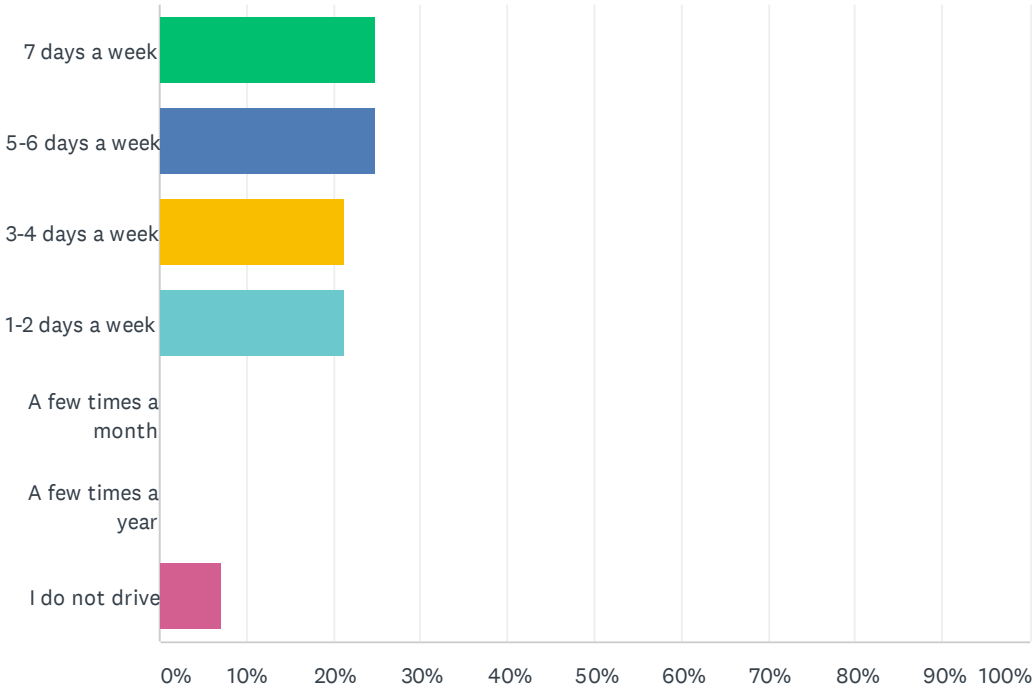
Answered: 27 Skipped: 1



ANSWER CHOICES	RESPONSES	
Dorris	7.41%	2
Dunsmuir	7.41%	2
Etna	3.70%	1
Fort Jones	3.70%	1
Happy Camp	3.70%	1
Montague	3.70%	1
Mount Shasta	22.22%	6
Tulelake	3.70%	1
Weed	11.11%	3
Yreka	7.41%	2
Elsewhere in Siskiyou County	70.37%	19
I don't live in Siskiyou County	0.00%	0
Total Respondents: 27		

Q2 How often do you drive a vehicle, on average?

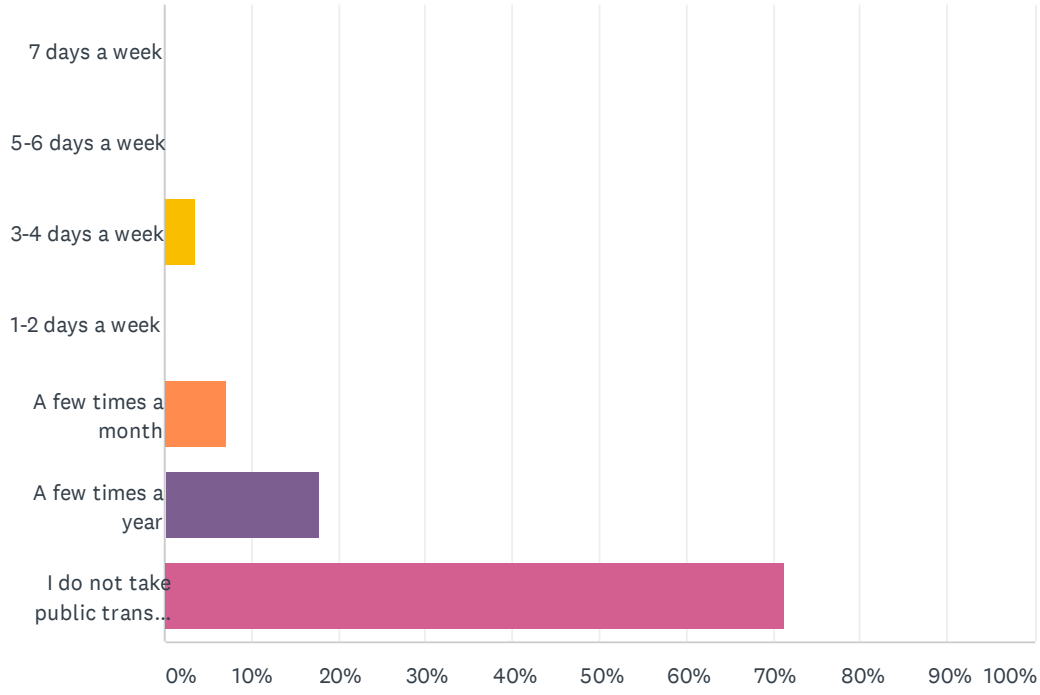
Answered: 28 Skipped: 0



ANSWER CHOICES	RESPONSES	
7 days a week	25.00%	7
5-6 days a week	25.00%	7
3-4 days a week	21.43%	6
1-2 days a week	21.43%	6
A few times a month	0.00%	0
A few times a year	0.00%	0
I do not drive	7.14%	2
TOTAL		28

Q3 Approximately how often do you use public transit in Siskiyou County?

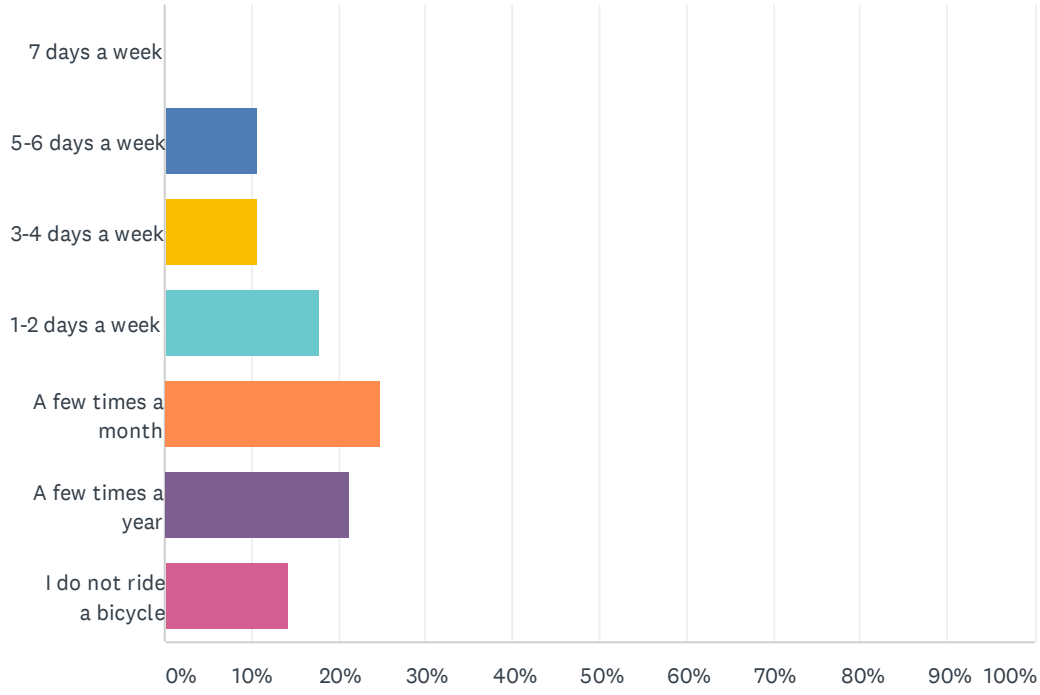
Answered: 28 Skipped: 0



ANSWER CHOICES	RESPONSES	
7 days a week	0.00%	0
5-6 days a week	0.00%	0
3-4 days a week	3.57%	1
1-2 days a week	0.00%	0
A few times a month	7.14%	2
A few times a year	17.86%	5
I do not take public transit in Siskiyou County	71.43%	20
TOTAL		28

Q4 Approximately how often do you ride a bicycle in Siskiyou County?

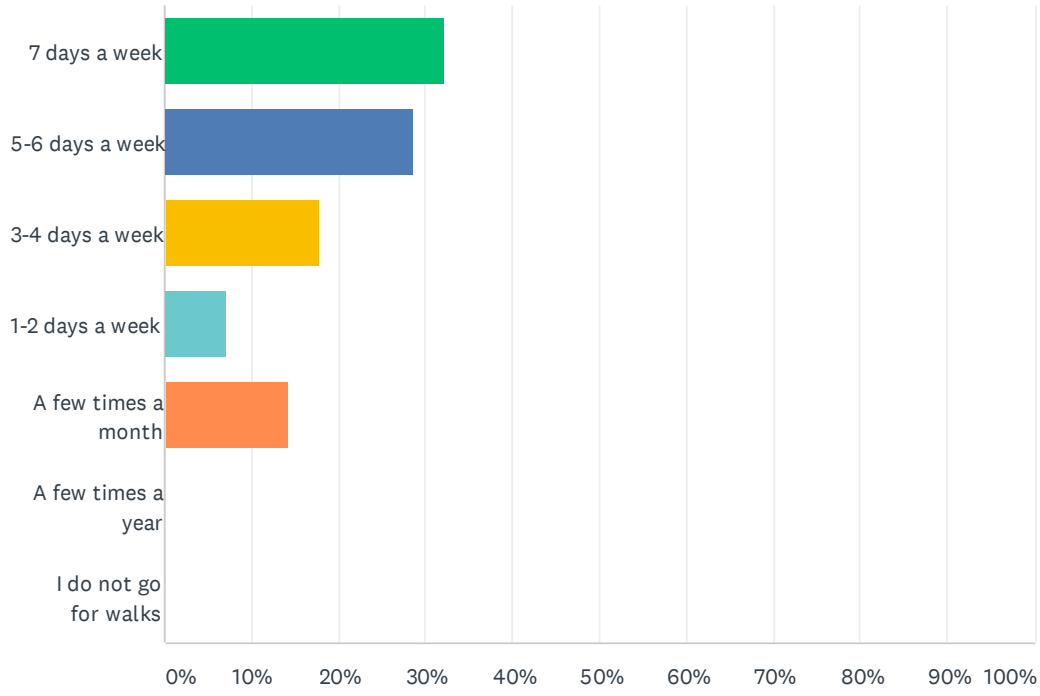
Answered: 28 Skipped: 0



ANSWER CHOICES	RESPONSES	
7 days a week	0.00%	0
5-6 days a week	10.71%	3
3-4 days a week	10.71%	3
1-2 days a week	17.86%	5
A few times a month	25.00%	7
A few times a year	21.43%	6
I do not ride a bicycle	14.29%	4
TOTAL		28

Q5 Approximately how often do you take a walk in Siskiyou County (Including recreational or utilitarian trips)?

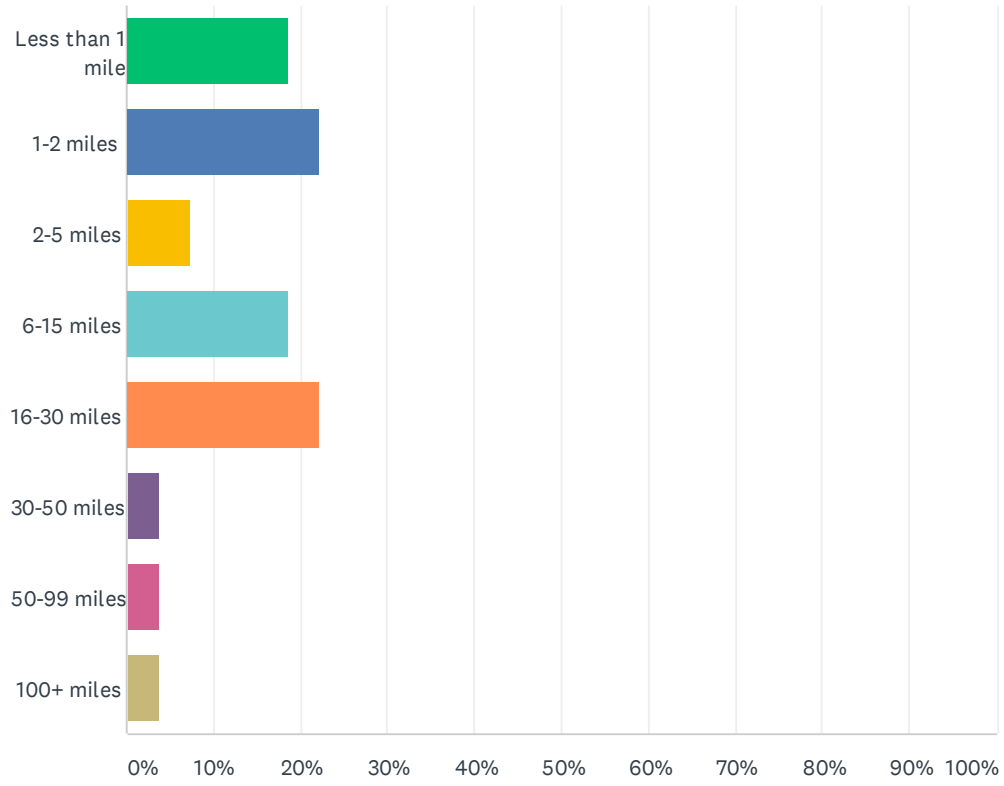
Answered: 28 Skipped: 0



ANSWER CHOICES	RESPONSES	
7 days a week	32.14%	9
5-6 days a week	28.57%	8
3-4 days a week	17.86%	5
1-2 days a week	7.14%	2
A few times a month	14.29%	4
A few times a year	0.00%	0
I do not go for walks	0.00%	0
TOTAL		28

Q6 How far do you commute to work, school or other frequent destinations?

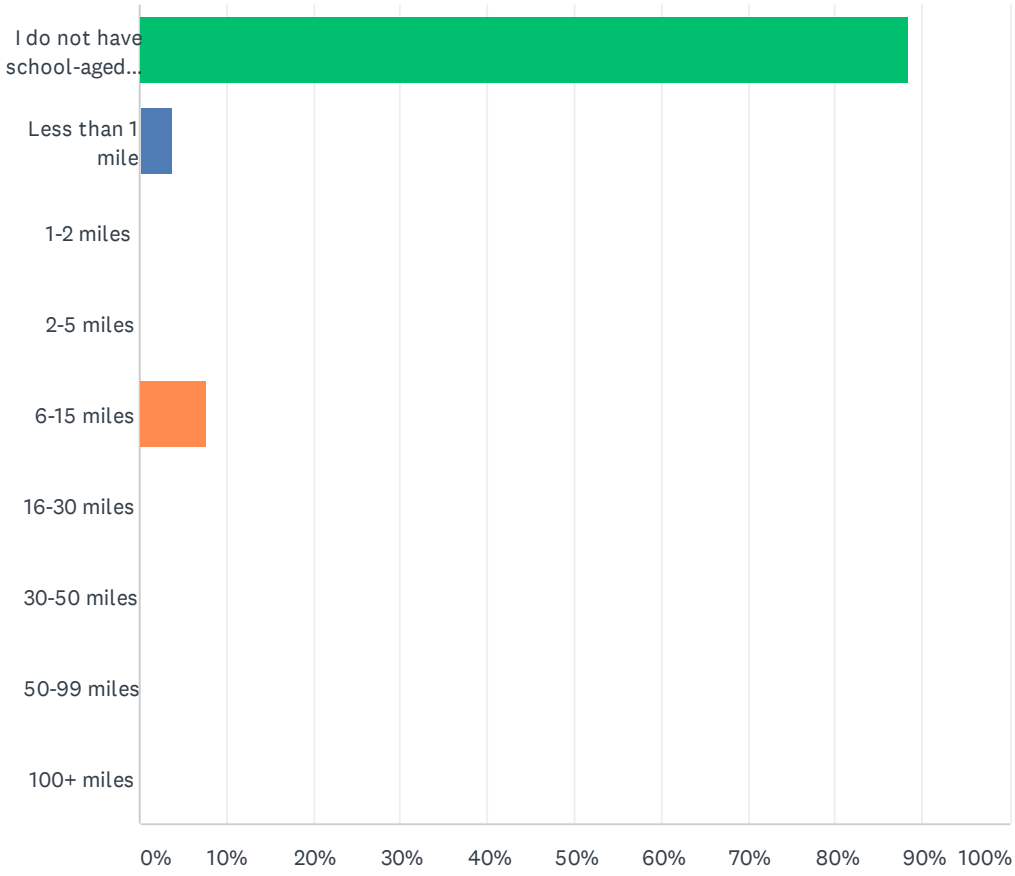
Answered: 27 Skipped: 1



ANSWER CHOICES	RESPONSES	
Less than 1 mile	18.52%	5
1-2 miles	22.22%	6
2-5 miles	7.41%	2
6-15 miles	18.52%	5
16-30 miles	22.22%	6
30-50 miles	3.70%	1
50-99 miles	3.70%	1
100+ miles	3.70%	1
Total Respondents: 27		

Q7 If you have school-aged children, how far do they commute to school?

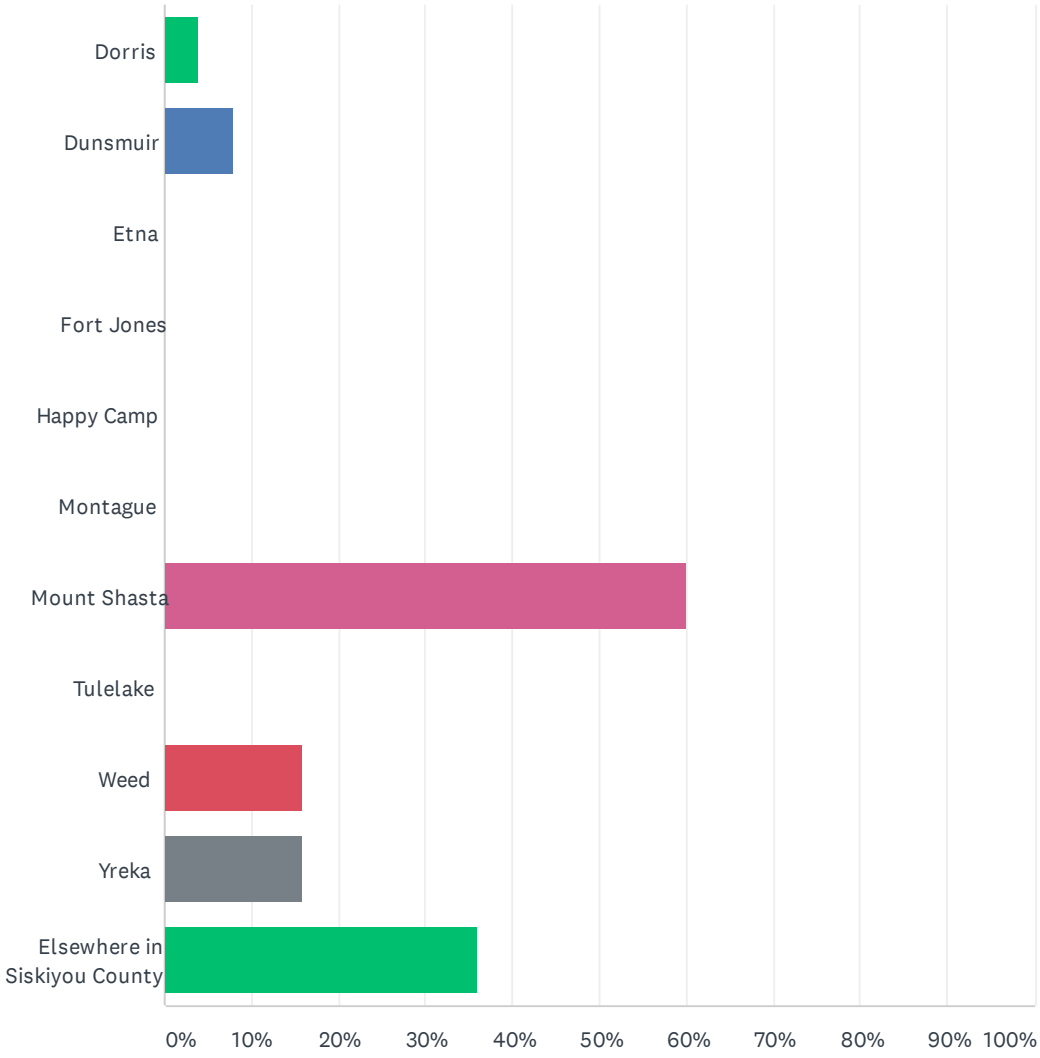
Answered: 26 Skipped: 2



ANSWER CHOICES	RESPONSES	
I do not have school-aged children living in my household	88.46%	23
Less than 1 mile	3.85%	1
1-2 miles	0.00%	0
2-5 miles	0.00%	0
6-15 miles	7.69%	2
16-30 miles	0.00%	0
30-50 miles	0.00%	0
50-99 miles	0.00%	0
100+ miles	0.00%	0
Total Respondents: 26		

Q8 Which general area do you work in or travel to most often?

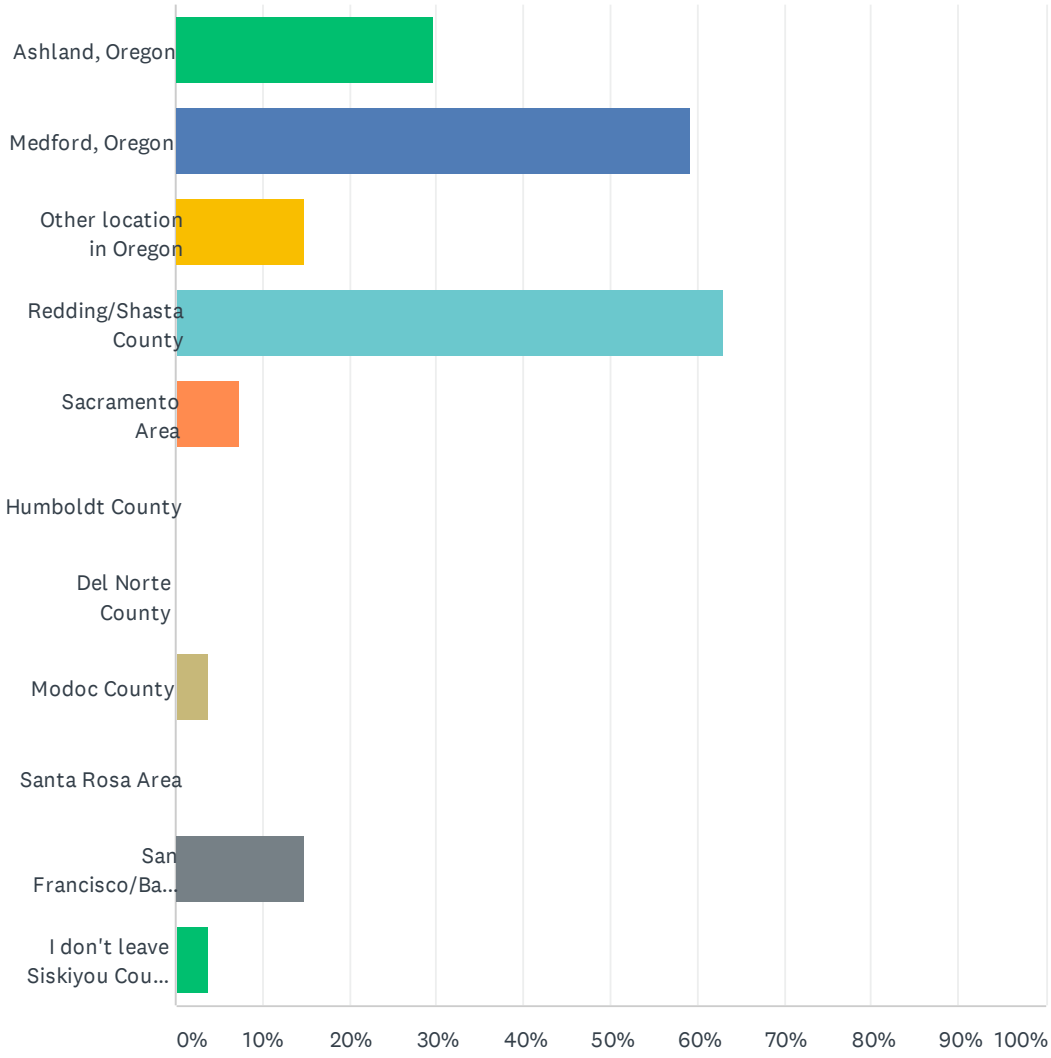
Answered: 25 Skipped: 3



ANSWER CHOICES	RESPONSES	
Dorris	4.00%	1
Dunsmuir	8.00%	2
Etna	0.00%	0
Fort Jones	0.00%	0
Happy Camp	0.00%	0
Montague	0.00%	0
Mount Shasta	60.00%	15
Tulelake	0.00%	0
Weed	16.00%	4
Yreka	16.00%	4
Elsewhere in Siskiyou County	36.00%	9
Total Respondents: 25		

Q9 What are your most frequent out-of-county destinations?

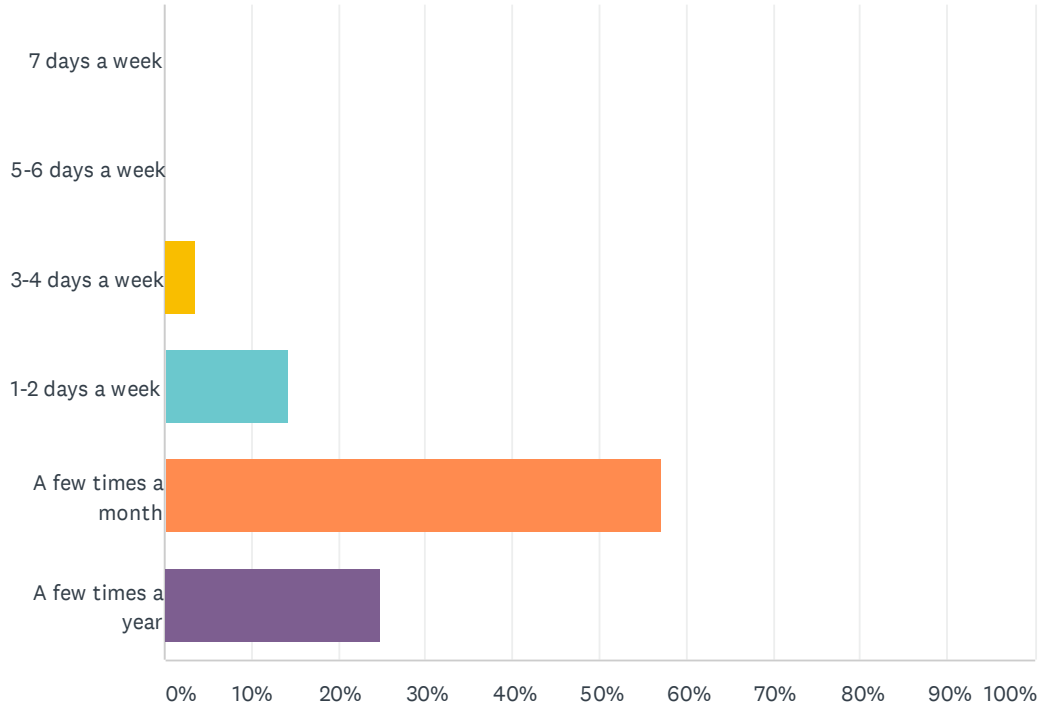
Answered: 27 Skipped: 1



ANSWER CHOICES	RESPONSES	
Ashland, Oregon	29.63%	8
Medford, Oregon	59.26%	16
Other location in Oregon	14.81%	4
Redding/Shasta County	62.96%	17
Sacramento Area	7.41%	2
Humboldt County	0.00%	0
Del Norte County	0.00%	0
Modoc County	3.70%	1
Santa Rosa Area	0.00%	0
San Francisco/Bay Area	14.81%	4
I don't leave Siskiyou County often	3.70%	1
Total Respondents: 27		

Q10 How frequently do you travel out-of-county?

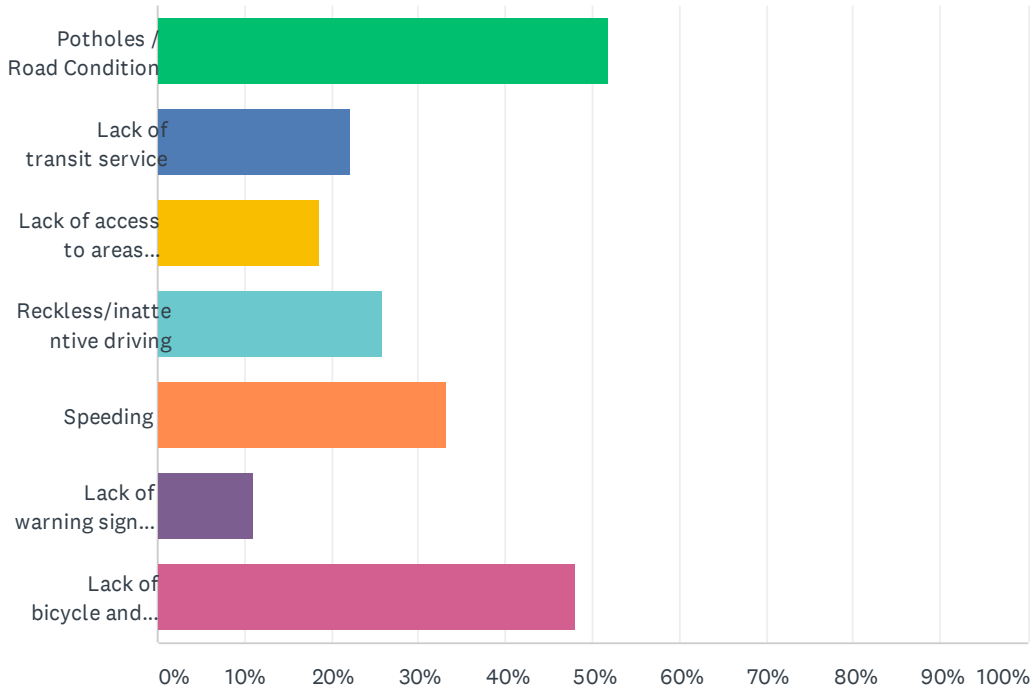
Answered: 28 Skipped: 0



ANSWER CHOICES	RESPONSES	
7 days a week	0.00%	0
5-6 days a week	0.00%	0
3-4 days a week	3.57%	1
1-2 days a week	14.29%	4
A few times a month	57.14%	16
A few times a year	25.00%	7
TOTAL		28

Q11 What concerns do you have with the transportation network in Siskiyou County? Check all that apply.

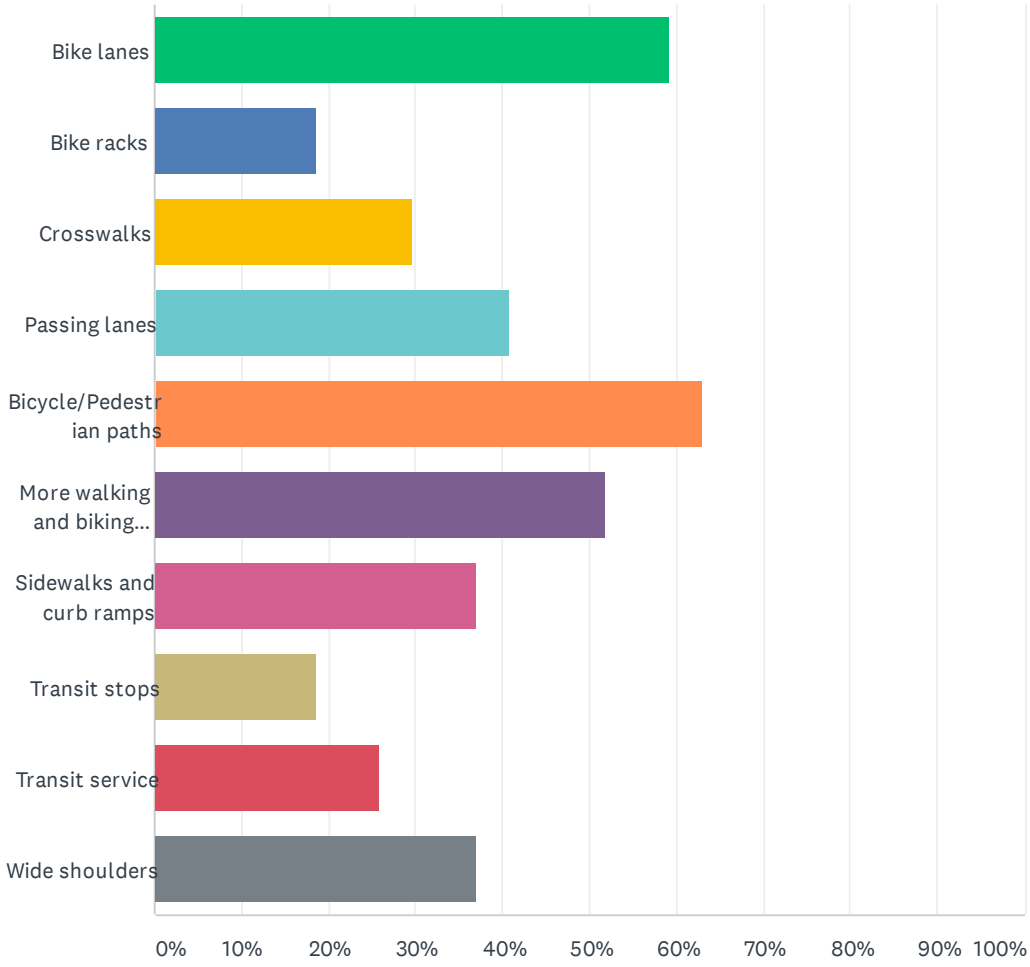
Answered: 27 Skipped: 1



ANSWER CHOICES	RESPONSES	
Potholes / Road Condition	51.85%	14
Lack of transit service	22.22%	6
Lack of access to areas outside of Siskiyou County	18.52%	5
Reckless/inattentive driving	25.93%	7
Speeding	33.33%	9
Lack of warning signs, guardrails, etc.	11.11%	3
Lack of bicycle and pedestrian facilities	48.15%	13
Total Respondents: 27		

Q12 Would you like to see more of the following? Check all that apply.

Answered: 27 Skipped: 1



ANSWER CHOICES	RESPONSES	
Bike lanes	59.26%	16
Bike racks	18.52%	5
Crosswalks	29.63%	8
Passing lanes	40.74%	11
Bicycle/Pedestrian paths	62.96%	17
More walking and biking connections	51.85%	14
Sidewalks and curb ramps	37.04%	10
Transit stops	18.52%	5
Transit service	25.93%	7
Wide shoulders	37.04%	10
Total Respondents: 27		

Q13 What areas need more bicycle and pedestrian facilities?

Answered: 13 Skipped: 15

#	RESPONSES	DATE
1	- Mt. Shasta to McCloud. (class 1 trail on old RR grade) - McClould to Medicine Lake (on FS roads) - Weed to Mt Shasta (on low volume county roads & class I paths)	4/2/2021 5:25 PM
2	Mount Shasta City Park.	2/18/2021 3:38 PM
3	From the residential neighborhoods in unincorporated Siskiyou County into towns - there aren't safe, connected routes for peds or bikes. We also need ped/bike connections to recreation and other neighborhoods.	2/18/2021 3:06 PM
4	McCloud	2/11/2021 6:59 PM
5	Everywhere!	2/11/2021 8:11 AM
6	Everywhere	2/11/2021 7:29 AM
7	McCloud	2/11/2021 7:27 AM
8	Areas where there is potential for high usage. Areas which link to existing trail networks	2/11/2021 7:06 AM
9	McCloud	2/11/2021 6:41 AM
10	Everywhere	2/11/2021 6:16 AM
11	The entire main hub of McCloud is heavily used for walking and biking. McCloud can benefit from a complete streets project.	2/11/2021 6:05 AM
12	Better connections between all Cities. I do not feel comfortable biking to McCloud even though it would be a great ride. The cars are too fast and I feel there isn't enough room for less experienced cyclists. Crossing some of the Freeway overpasses are not well designed for cyclists and then you have the drop off on one side of the bridge for snow that feels unsafe. There is no clear route between Dunsmuir to Mt. Shasta to Weed and eventually Yreka. It would be great to have a route identified for people not familiar with the area.	2/9/2021 7:57 PM
13	Every community ! Cars & trucks have their place, but they pollute and dominate natural settings if not balanced with health- promoting non-motorized green spaces & transportation systems.	1/30/2021 1:33 PM

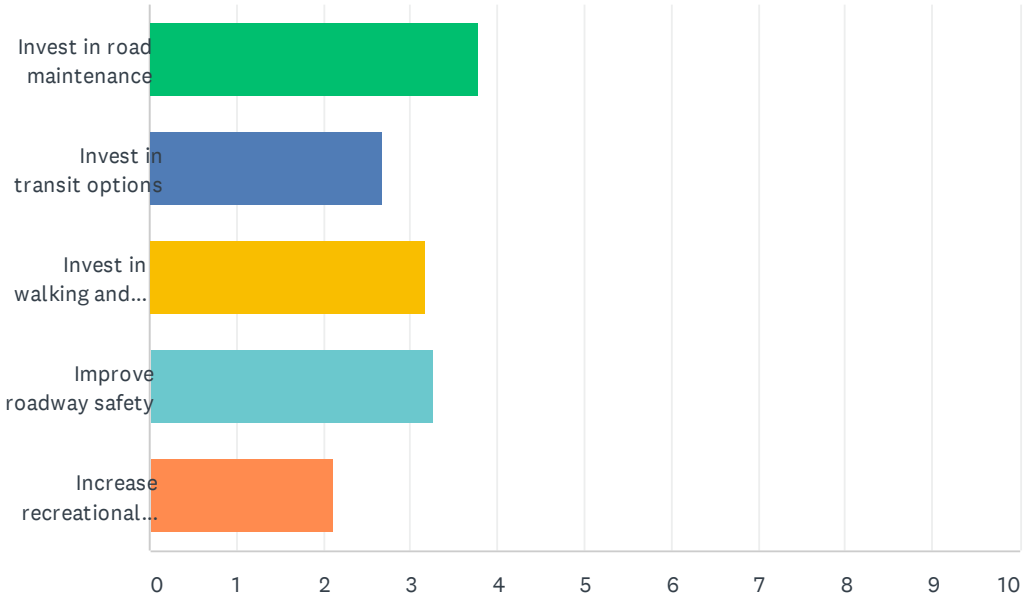
Q14 What areas need better transit service or facilities?

Answered: 10 Skipped: 18

#	RESPONSES	DATE
1	not sure	2/18/2021 3:38 PM
2	It doesn't occur to me to use public transit. Perhaps having more information about use. Connecting transit to recreation - Lake Siskiyou, Skipark, Everitt Mem Hwy - would help locals and visitors.	2/18/2021 3:06 PM
3	More frequent to/from McCloud	2/11/2021 1:10 PM
4	Siskiyou county	2/11/2021 7:27 AM
5	Areas with potential high usage such as grocery stores, schools/COS, etc by persons who need transit services or who could benefit by transitioning to use public transit	2/11/2021 7:06 AM
6	McCloud	2/11/2021 6:41 AM
7	Everywhere	2/11/2021 6:16 AM
8	Transit to Mt Shasta and McCloud Seasonally connection Mt Shasta and McCloud to Ski Park and Falls	2/11/2021 6:05 AM
9	Up Everitt Memorial to Bunny Flats. The parking lot is packed and you get buses of tourists that make it unsafe for everyone. I would like to see a transit service on the weekend that caters to tourists. Like take a bus out to Etna and enjoy some beer and Denny Bar then take the bus back in the evening. I would also like to see a service for special events so people do not drink and drive. There could be some revenue generation from the events for the service and you could encourage tips for drivers. Later service during these events would be great. I also find the bus schedule is hard to read and the routes are labeled 2a or 1b which is not descriptive. I would use transit more if the schedule was easier to use and I understood how to get a bus pass. Pre-COVID I felt like it was hard to figure out how to even get on the bus in terms of bus passes and payments. Overall, not user friendly for a new user. Transit stops in Dunsmuir can either be great and feel safe or be difficult to find and have weird shacks that just collect garbage. I wish there were more well lit and visible transit stops. I also find it hard to get a stroller onto the bus. I feel like there needs to be a better effort to include women and people with children in the design of the bus service.	2/9/2021 7:57 PM
10	Dorris, Macdoel, the U.S. 97 corridor and the east county generally.	1/22/2021 1:09 AM

Q15 Please rank the following transportation needs in order of priority.

Answered: 27 Skipped: 1



	1	2	3	4	5	TOTAL	SCORE
Invest in road maintenance	40.74% 11	18.52% 5	25.93% 7	7.41% 2	7.41% 2	27	3.78
Invest in transit options	18.52% 5	14.81% 4	11.11% 3	25.93% 7	29.63% 8	27	2.67
Invest in walking and biking options	18.52% 5	22.22% 6	29.63% 8	18.52% 5	11.11% 3	27	3.19
Improve roadway safety	18.52% 5	33.33% 9	14.81% 4	22.22% 6	11.11% 3	27	3.26
Increase recreational opportunities	3.70% 1	11.11% 3	18.52% 5	25.93% 7	40.74% 11	27	2.11

Q16 Do you have any other concerns or suggestions regarding the transportation network in Siskiyou County?

Answered: 10 Skipped: 18

#	RESPONSES	DATE
1	Would like to see airport shuttles available after COVID is over, Medford, Redding and Sacramento, Oakland	2/19/2021 7:59 AM
2	Highway 89 needs improvement for bicycle safety especially from McCloud to the Shasta County line. There is no shoulder at all for much of this and a 65 mph speed limit. One person has already been killed and others have been scared so badly they stopped riding their bicycle.	2/18/2021 3:38 PM
3	Most drivers are very courteous when I ride my road bike on rural roads; however, when I ride near areas with more tourists, I have more frightening encounters. Providing a shoulder on the length of Old Stage Road and WA Barr Road would help. Get rid of the share the road signs since they just seem to delight the graffiti crowd with the tire track imprint. Add a shoulder to the Gazelle-Callahan Road and Highway 96 (a scary road for bikes and cars...).	2/18/2021 3:06 PM
4	Thank you!	2/11/2021 6:49 AM
5	No	2/11/2021 6:41 AM
6	Snow removal. County needs to move snow from main streets to entrances of homes for safety reasons such as fire protection, medical entrance and access to street. Most of older people have a hard time digging out after County plow buried us	2/11/2021 6:26 AM
7	Less is better	2/11/2021 6:16 AM
8	Please include McCloud as an identified community in your survey. The town has residents that walk as bike but the tourism is the largest in the County.	2/11/2021 6:05 AM
9	Overall, I feel like there is a missed opportunity for bike tourism in the County and Cities. I feel like there needs to be more bike racks/lockers overall. There need to be more service that cater to tourists and may be charge them more as a revenue source. I think there also need to be earlier and later routes. I find that the bus runs during the day but never when I commute to and from work. There needs to be a cohesive marketing and signage campaign to make the system seem put together and like it is meant to be there. Right now it looks like a hodge-podge with inconsistent shelters, stops, and materials. I think it would be great to have free rides for kids trying to get to the other cities for like the Dunsmuir pool, Shastice ball fields. Maybe an education campaign for kids to get comfortable riding the bus and understanding transit options. Also, the bike racks in the front of the bus don't always fit kids bikes. More educational campaigns for kids to encourage biking.	2/9/2021 7:57 PM
10	No. Please see above.	1/22/2021 1:09 AM

Attachment C - Coordination with the 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 Straight. 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, felfield) and moisture regime (snowbank, felfield, etc.). Common shrubs occurring are creambush, oceanspray, Greene goldenweed, and mountain white heather. Felfield 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 bladderworts, 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 5.1-1 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**
The Klamath-Northern California Coastal Hydrologic Unit (HUC 1801)	Includes two major watershed basins: Klamath River Basin and North Coastal River Basin. The Klamath River Basin covers approximately 10,830 square miles. It is bounded by the Oregon border on the north, the Pacific Ocean on the west, Redwood Creek and Mad River hydrologic units on the south, and by the Sacramento Valley to the east. The North Coastal Basin covers approximately 8,560 square miles located along the north-central California Coast. The Basin is bounded by the Pacific Ocean on the west, by the Klamath River and Trinity River Basins on the north, by the Sacramento Valley, Clear Lake, Putah and Cache Creeks and the Napa River Basin on the east, and by the Marin-Sonoma area on the south. This unit is characterized by distinct temperature zones. Along the coast, the climate is temperate and foggy with minimal temperature variation. Precipitation is greater than for any other part of California. 0 to 10,700 feet	Native Aquatic Species Assemblages/ Communities of Coastal Watersheds	20 species of fish, 12 amphibians and reptiles, and five species of aquatic invertebrates are included in the aquatic assemblage for this area. ▲ Chinook salmon (spring and fall runs) ▲ Coho salmon ▲ Steelhead and resident rainbow trout (summer, winter runs) ▲ Coastal cutthroat trout ▲ Pacific lamprey ▲ River lamprey ▲ Western brook lamprey ▲ Green sturgeon ▲ White sturgeon ▲ Tidewater goby ▲ Eulachon ▲ Longfin smelt ▲ Reticulate sculpin ▲ Navarro roach ▲ Gualala roach ▲ Lost River sucker ▲ Shortnose sucker ▲ Klamath large scale sucker ▲ Blue chub ▲ Hitch ▲ Russian river tule perch ▲ Southern torrent salamander ▲ Coastal tailed frog ▲ California giant salamander ▲ Foothill yellow-legged frog ▲ California red-legged frog ▲ Northern red-legged frog ▲ Cascades frog ▲ Oregon spotted frog ▲ Southern long toed salamander ▲ California tiger salamander ▲ Red-bellied newt ▲ Northwestern western pond turtle ▲ Klamath crayfish ▲ California Linderiella (fairy shrimp) ▲ California freshwater shrimp ▲ California floater mussel ▲ Western ridgemussel ▲ Other freshwater mussels	N/A

* Description referenced from CDFG 1988, USDA 1994, USDA 2007, and Keeler-Wolf 2010.

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	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
Invertebrates																	
California floater mussel	*Anodonta californiensis*																X
Western ridgemussel	*Gonidea angulata*																X
California Linderiella (fairy shrimp)	*Linderiella occidentalis*																X
Vernal pool tadpole shrimp*	*Lepidurus packardi*							X							X		
Conservancy fairy shrimp*	*Branchinecta conservatio*							X							X		
Klamath crayfish*	Pacifastacus *leniusculus klamathensis*																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	Native Aquatic Species Assemblages/ Communities
California freshwater shrimp*	*Syncaris pacifica*																X
Fishes																	
River lamprey*	*Lampetra ayresi*																X
Western brook lamprey	*Lampetra. richardsoni*																X
Pacific lamprey*	*Lampetra tridentata*																X
Green sturgeon*	*Acipenser medirostris*																X
White sturgeon*	*Acipenser transmontanus*																X
Coastal cutthroat trout*	*Oncorhynchus clarkii clarkia*																X
Steelhead* (and resident rainbow trout) (summer, winter runs)	*Oncorhynchus mykiss*																X
Coho salmon*	*Oncorhynchus kisutch*																X
Chinook salmon* (Spring and fall runs)	*Oncorhynchus tshawytscha*																X
Chinook salmon* (Spring and fall runs)	*Oncorhynchus tshawytscha*																X
Longfin smelt*	*Spirinchus thaleichthys*																X
Eulachon*	*Thaleichthys pacificus*																X
Blue chub*	*Gila coerulea*																X
Hitch	*Lavinia exilicada*																X
Navarro roach*	*Lavinia symmetricus navarroensis*																X
Gualala roach*	*Lavinia symmetricus parvipinnis*																X
Klamath largescale sucker*	*Catostomus snyderi*																X
Shortnose sucker*	*Chasmistes brevirostris*																X
Lost River sucker*	*Deltistes luxatus*																X

Table 5.1-3	Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province																	
		Conservation Units and Targets[1]																
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges	Klamath								Klamath-Northern California Coastal HUC 1801	
Common Name	*Scientific Name*	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	
Tidewater goby*	*Eucyclogobius newberryi*																X	
Reticulate sculpin*	*Cottus perplexus*																X	
Amphibians																		
California tiger salamander*	*Ambystoma californiense*							X									X	
Southern torrent salamander*	*Rhyacotriton variegatus*		X	X		X				X		X	X		X	X	X	
Red-bellied newt*	*Taricha rivularis*		X	X		X											X	
California newt*	*Taricha torosa*	X						X		X	X	X	X		X	X		
Southern long-toed salamander*	*Ambystoma macrodactylum sigillatum*																X	
California giant salamander*	*Dicamptodon ensatus*		X	X		X											X	
Shasta salamander*	*Hydromantes shastae*											X		X				
Scott Bar salamander*	*Plethodon asupak*											X		X				
Dunn's salamander*	*Plethodon dunni*		X	X														
Del Norte salamander*	*Plethodon elongatus*		X	X		X												
Siskiyou Mountains salamander*	*Plethodon stormi*											X		X				
Coastal tailed frog*	*Ascaphus truei*		X	X			X			X		X	X		X	X	X	
Western spadefoot toad*	*Spea hammondii*				X			X										
Northern red-legged frog*	*Rana aurora*	X								X		X	X		X	X	X	
Foothill yellow-legged frog*	*Rana boylii*		X			X											X	
Cascades frog*	*Rana cascadae*									X		X	X		X	X	X	
California red-legged frog*	*Rana draytonii*	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[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	Native Aquatic Species Assemblages/ Communities
Oregon spotted frog*	*Rana pretiosa*																X
Reptiles																	
Northwestern western pond turtle*	*Actinemys marmorata*	X	X			X		X									X
Western skink	*Plestiodon skiltonianus*							X									
Forest sharp-tailed snake*	*Contia longicauda*		X	X													
Ring-necked snake	*Diadophis punctatus*							X									
Birds																	
Pacific brant*	*Branta bernicla*	X															
Aleutian Canada goose	*Branta canadensis leucopareia*	X															
Sooty grouse	*Dendragapus fuliginosus*			X			X							X			
California quail	*Callipepla californica*							X									
Great egret	*Ardea alba*	X															
Great blue heron	*Ardea herodias*	X															
Snowy plover (coastal population)*	*Charadrius nivosus*				X												
Tufted puffin*	*Fratercula cirrhata*				X												
California condor*	*Gymnogyps californianus*						X										
Osprey	*Pandion haliaetus*			X			X	X									
Northern goshawk*	*Accipiter gentilis*		X	X		X	X	X	X					X			
Golden eagle*	*Aquila chrysaetos*						X	X	X								
Northern harrier*	*Circus cyaneus*	X															
White-tailed kite*	*Elanus leucurus*				X			X									
Bald eagle*	*Haliaeetus leucocephalus*							X									
Short-eared owl*	*Asio flammeus*	X															
Long-eared owl*	*Asio otus*		X			X		X			X						
Burrowing owl*	*Athene cunicularia*							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	Native Aquatic Species Assemblages/ Communities
Northern spotted owl*	*Strix occidentalis caurina*		X			X	X							X			
Great gray owl*	*Strix nebulosa*						X										
Barn owl	*Tyto alba*										X						
Vaux's swift*	*Chaetura vauxi*			X						X		X	X	X	X	X	
Black swift*	*Cypseloides niger*									X	X	X	X	X	X	X	
Pileated woodpecker	*Dryocopus pileatus*													X			
Clark's nutcracker	*Nucifraga columbiana*						X										
White-headed woodpecker	*Picoides albolarvatus*													X			
American peregrine falcon*	*Falco peregrinus anatum*				X		X	X									
Olive-sided flycatcher*	*Contopus cooperi*			X			X			X		X	X		X	X	
Willow flycatcher*	*Empidonax traillii*	X								X		X	X		X	X	
Hutton's vireo	*Vireo huttoni*							X									
Purple martin*	*Progne subis*	X	X	X		X				X		X	X		X	X	
Bank swallow*	*Riparia riparia*		X			X				X		X	X		X	X	
Marsh wren	*Cistothorus palustris*	X															
Saltmarsh common yellowthroat/San Francisco common yellowthroat*	*Geothlypis trichas sinuosa*	X	X														
Yellow warbler*	*Setophaga petechia*							X			X						
Bryant's savannah sparrow*	*Passerculus sandwichensis alaudinus*				X												
Spotted towhee	*Pipilo maculatus*							X									
Tricolored blackbird*	*Agelaius tricolor*							X									
Yellow-headed blackbird*	*Xanthocephalus xanthocephalus*	X															
Mammals																	
Suisun shrew*	*Sorex ornatus sinuosus*		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	Native Aquatic Species Assemblages/ Communities
Pallid bat*	*Antrozous pallidus*				X			X									
Townsend's big-eared bat*	*Corynorhinus townsendii*		X	X		X		X				X					
Big-brown bat	*Eptesicus fuscus*													X			
Silver haired bat	*Lasionycteris noctivagans*													X			
Hoary bat	*Lasiurus cinereus*													X			
Long-eared myotis (bat)*	*Myotis evotis*		X	X		X				X		X	X		X	X	
Fringed myotis (bat)*	*Myotis thysanodes*		X			X											
Long-legged myotis (bat)*	*Myotis volans*		X			X											
Oregon snowshoe hare*	*Lepus americanus klamathensis*									X		X	X		X	X	
Riparian brush rabbit*	*Sylvilagus bachmani riparius*			X													
Point Arena mountain beaver*	*Aplodontia rufa nigra*		X			X	X										
Northern flying squirrel	*Glaucomys sabrinus*			X			X							X			
San Joaquin pocket mouse*	*Perognathus inornatus inornatus*							X									
North American beaver	*Castor canadensis*	X	X			X											
Sonoma tree vole*	*Arborimus pomo*			X													
White-footed vole	*Arborimus albipes*		X			X											
Dusky-footed woodrat	*Neotoma fuscipes*			X													
Pacific jumping mouse	*Zapus trinotatus*			X						X		X	X		X	X	
Sierra Nevada red fox*	*Vulpes vulpes necator*								X								
Ringtail*	*Bassariscus astutus*			X	X			X									
Pacific marten*	*Martes caurina (=americana)*		X	X		X	X		X	X		X	X	X	X	X	
Humboldt marten*	*Martes caurina [=americana] humboldtensis*		X			X											
American badger	*Taxidea taxus*							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	Native Aquatic Species Assemblages/ Communities
Fisher - West Coast DPS*	*Pekania [=Martes] pennant*		X	X		X	X							X			
River otter	*Lontra canadensis*	X						X									
Western spotted skunk	*Spilogale gracilis*			X	X			X									
Mountain lion	*Puma concolor*			X				X									
Tule elk*	*Cervus canadensis nannodes*							X									
Roosevelt Elk	*Cervus canadensis roosevelti*									X		X	X		X	X	
Columbia black-tailed deer	*Odocoileus hemionus columbianus*			X				X		X		X	X	X	X	X	

[1] A species is shown for a particular conservation unit only if it is associated with specific conservation targets identified for the unit. For a complete list of SGCN associated with each habitat type by ecoregion, see Appendix C.

* Denotes a species on the SGCN list. Non-asterisked species are not SGCN but are identified as important species by CDFW staff.

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
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	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													

Conservation Units and Targets

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

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

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

Table 5.2-1 Conservation Units and Targets – Cascades and Modoc Plateau Province*				
Conservation Unit	**Geographic and Ecological Summary**	**Conservation Target**	**Target Summary**	**Focal CWHR Types Associated with Target**
Sacramento Hydrologic Unit (HUC 1802)	The Sacramento River Basin covers much of northern California at 27,210 square miles and includes the entire area drained by the Sacramento River. All tributaries to the Sacramento River that are north of the Cosumnes River watershed are included in this watershed. The major lakes and streams of this watershed included in the Cascade-Modoc Plateau Province are Goose Lake, Lake Almanor, and the Pit River. The geology, climate, and associated vegetation are similar to those described for the North Lahontan watershed. Elevation range: 0 to 9,000 feet	Goose Lake Native Fish Assemblage	Lake habitats consist of semi-closed basins with large, shallow alkaline water of high pH and warm summer water temperatures. Stream habitats consist of high gradient mountain streams that enter low gradient meadows and grasslands or agricultural lands. Eight fish species are included in the Goose Lake Native Fish Assemblage. Four of these are endemic species unique to the Goose Lake Watershed: ▬ Goose Lake redband trout ▬ Goose Lake sucker ▬ Goose Lake tui chub ▬ Goose Lake lamprey These species are highly dependent upon stream habitat as refugia during drought and resilient to adverse water conditions. Tributary streams also provide important refuge habitat for these species during drought and low lake levels. The other four species are primarily stream-dwelling: ▬ Pit-Klamath brook lamprey ▬ Speckled dace ▬ Northern roach ▬ Pit sculpin	Lacustrine; Riverine

*Description referenced from CDFG 1988, USDA 1994, and USDA 2007.

Table 5.2-2 Key Ecological Attributes – Cascades and Modoc Plateau Province

Key Ecological Attributes	Conservation Units and Targets							
	Southern Cascades		Modoc Plateau			Northwestern Basin and Range	North Lahontan HUC 1808	Sacramento HUC 1802
	North Coastal Mixed Evergreen and Montane Conifer Forests	Western Upland Grasslands	Big Sagebrush Scrub	Great Basin Dwarf Sagebrush Scrub	Great Basin Upland Scrub	Great Basin Pinyon-Juniper Woodland	Eagle Lake Native Fish Assemblage	Goose Lake Native Fish Assemblage
Area and extent of community		X	X	X	X		X	X
Fire regime	X	X	X	X	X	X		
Community structure and composition	X	X	X	X	X	X	X	X
Connectivity among communities and ecosystems							X	X
Hydrological regime	X						X	X
Nutrient concentration and dynamics								X
Soil quality and sediment deposition regime			X	X	X		X	X
Successional dynamics	X	X	X	X	X	X		
Surface water flow regime							X	X
Water level fluctuations							X	X
Water temperatures and chemistry								X

Table 5.2-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the Cascades and Modoc Plateau Province

Common Name	Scientific Name	Conservation Units and Targets[1]							
		Southern Cascades		Modoc Plateau			Northwestern Basin and Range	North Lahontan HUC 1808	Sacramento HUC 1802
		North Coastal Mixed Evergreen and Montane Conifer Forests	Western Upland Grasslands	Big Sagebrush Scrub	Great Basin Dwarf Sagebrush Scrub	Great Basin Upland Scrub	Great Basin Pinyon-Juniper Woodland	Eagle Lake Native Fish Assemblage	Goose Lake Native Fish Assemblage
Fishes									
Goose Lake lamprey*	*Entosphenus sp.*								X
Pit-Klamath brook lamprey*	*Lampetra lethophaga*								X
Eagle Lake rainbow trout*	*Oncorhynchus mykiss aquilarum*							X	
Northern Pit roach*	*Lavinia mitrulus*								X
Lahontan speckled dace	*Rhinichthys robustus*							X	
Lahontan redside	*Richardsonius egregius*							X	
Eagle Lake tui chub*	*Siphateles bicolor ssp.*							X	
Goose Lake tui chub*	*Siphateles bicolor thalassinus)*								X
Goose Lake sucker*	*Catostomus occidentalis lacusanserinus*								X
Tahoe sucker	*Catostomus tahoensis*							X	
Pit sculpin	*Cottus pitensis*								X
Amphibians									
Coastal tailed frog*	*Ascaphus truei*	X							
Northern leopard frog*	*Lithobates pipiens*		X						
Foothill yellow-legged frog*	*Rana boylii*	X							
Cascades frog*	*Rana cascadae*	X	X						
Oregon spotted frog*	*Rana pretiosa*		X						
Reptiles									
Northwesterm western pond turtle*	*Actinemys marmorata*	X	X	X					
Rubber boa	*Charina bottae*	X							

Table 5.2-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the Cascades and Modoc Plateau Province										
Common Name	Scientific Name	Conservation Units and Targets[1]								
		Southern Cascades		Modoc Plateau			Northwestern Basin and Range	North Lahontan HUC 1808	Sacramento HUC 1802	
		North Coastal Mixed Evergreen and Montane Conifer Forests	Western Upland Grasslands	Big Sagebrush Scrub	Great Basin Dwarf Sagebrush Scrub	Great Basin Upland Scrub	Great Basin Pinyon-Juniper Woodland	Eagle Lake Native Fish Assemblage	Goose Lake Native Fish Assemblage	
California mountain kingsnake	*Lampropeltis zonata*		X							
Gopher snake	*Pituophis catenifer*		X	X	X	X				
Birds										
Greater white-fronted goose	*Anser albifrons*		X							
Greater sage-grouse*	*Centrocercus urophasianus*			X	X	X	X			
Sooty grouse	*Dendragapus fuliginosus*	X								
Great egret	*Adea alba*		X							
Osprey	*Pandion haliaetus*	X								
Northern goshawk*	*Accipiter gentilis*	X								
Golden eagle	*Aquila chrysaetos*	X	X	X	X	X	X			
Ferruginous hawk	*Buteo regalis*		X				X			
Northern harrier*	*Circus cyaneus*		X							
White-tailed kite*	*Elanus leucurus*		X							
Bald eagle*	*Haliaeetus leucocephalus*	X								
Sandhill crane	*Grus canadensis*		X							
Short-eared owl*	*Asio flammeus*		X							
Long-eared owl*	*Asio otus*		X	X	X	X				
Burrowing owl*	*Athene cunicularia*		X	X	X	X	X			
Spotted owl	*Strix occidentalis*	X								
Vaux's swift*	*Chaetura vauxi*	X								
Black swift*	*Cypseloides niger*	X								
American peregrine falcon*	*Falco peregrinus anatum*			X	X	X	X			
Olive-sided flycatcher*	*Contopus cooperi*	X								
Gray flycatcher	*Empidonax wrightii*			X	X	X				
Loggerhead shrike*	*Lanius ludovicianus*		X	X	X	X	X			
Purple martin*	*Progne subis*	X	X							
Common yellowthroat	*Geothlypis trichas*		X							
Yellow warbler*	*Setophaga petechia*	X								
Rufous-crowned sparrow	*Aimophila ruficeps*		X							
Sage sparrow	*Artemisiospiza belli*			X	X	X				
Lark sparrow	*Chondestes grammacus*			X	X	X				
Savannah sparrow	*Passerculus sandwichensis*		X							
Green-tailed towhee	*Pipilo chlorurus*			X	X	X				
Brewer's sparrow	*Spizella breweri*			X	X	X				

Table 5.2-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the Cascades and Modoc Plateau Province									
		Conservation Units and Targets[1]							
		Southern Cascades		Modoc Plateau			Northwestern Basin and Range	North Lahontan HUC 1808	Sacramento HUC 1802
Common Name	Scientific Name	North Coastal Mixed Evergreen and Montane Conifer Forests	Western Upland Grasslands	Big Sagebrush Scrub	Great Basin Dwarf Sagebrush Scrub	Great Basin Upland Scrub	Great Basin Pinyon-Juniper Woodland	Eagle Lake Native Fish Assemblage	Goose Lake Native Fish Assemblage
Western meadowlark	*Sturnella neglecta*			X	X	X			
Yellow-headed blackbird*	*Xanthocephalus xanthocephalus*		X						
Mammals									
Vagrant shrew	*Sorex vagrans*		X						
Long-eared myotis*	*Myotis evotis*	X					X		
Fringed myotis*	*Myotis thysanodes*						X		
Western mastiff bat	*Eumops perotis californicus*		X						
American pika*[1]	*Ochotona princeps*		X				X		
Pygmy rabbit*	*Brachylagus idahoensis*			X	X	X			
Snowshoe hare	*Lepus americanus*	X							
Black-tailed jackrabbit	*Lepus californicus*		X	X	X	X			
Western white-tailed jackrabbit	*Lepus townsendii ownsendii*			X	X	X			
Mountain beaver	*Aplodontia rufa*	X							
Northern flying squirrel	*Glaucomys sabrinus*	X							
Little pocket mouse	*Perognathus longimembris*			X	X	X			
Desert woodrat	*Neotoma lepida*			X	X	X	X		
Dusky-footed woodrat	*Neotoma fuscipes*	X							
Mountain lion	*Puma concolor*	X							
Gray wolf*	*Canis lupus*	X	X						
Sierra Nevada red fox*	*Vulpes vulpes necator*		X						
Ringtail*	*Bassariscus astutus*	X							
California wolverine*	*Gulo gulo*	X	X						
Pacific marten*	*Martes caurina (=Americana)*	X	X						
Pacific fisher - West Coast DPS*	*Pekania [=Martes] pennanti*	X	X						
American badger*	*Taxidea taxus*	X	X	X	X	X	X		
Western spotted skunk	*Spilogale gracilis*	X					X		
Pronghorn antelope*	*Antilocapra americana*			X	X	X			
Roosevelt elk	*Cervus canadensis roosevelti*		X						
Rocky Mountain elk*	*Cervus elaphus*	X							

[1] A species is shown for a particular conservation unit only if it is associated with specific conservation targets identified for the unit. For a complete list of SGCN associated with each habitat type by ecoregion, see Appendix C.

* Denotes a species on the SGCN list. Non-asterisked species are not SGCN but are identified as important species by CDFW staff.

Table 5.2-4 Key Pressures on Conservation Targets – Cascades and Modoc Plateau Province

Pressure	Conservation Units and Targets							
	Southern Cascades		Modoc Plateau			Northwestern Basin and Range	North Lahontan HUC 1808	Sacramento HUC 1808
	North Coastal Mixed Evergreen and Montane Conifer Forests	Western Upland Grasslands	Big Sagebrush Scrub	Great Basin Dwarf Sagebrush Scrub	Great Basin Upland Scrub	Great Basin Pinyon-Juniper Woodland	Eagle Lake Native Fish Assemblage	Goose Lake Native Fish Assemblage
Annual and perennial non-timber crops		X	X	X	X			X
Climate change	X	X	X	X	X	X	X	X
Dams and water management/use			X	X	X		X	X
Fire and fire suppression	X	X	X	X	X	X		
Housing and urban areas			X	X	X			
Introduced genetic material							X	X
Invasive plants/animals		X	X	X	X	X	X	X
Livestock, farming, and ranching	X	X	X	X	X		X	X
Logging and wood harvesting	X	X					X	X
Other ecosystem modifications						X		
Recreational activities			X	X	X			
Renewable energy	X		X	X	X			
Roads and railroads							X	X
Utility and service lines	X		X	X	X			

Attachment D - Native American Tribal Consultation and Coordination

Table 1.1
Native American Tribal Government Contact List

Tribal Government	Contact	Address	Phone	Email
Shasta Indian Nation	Janice Crowe	P.O. Box 195 Macdoel, CA 96058	530-244-2742	twocrowes63@att.net
Karuk Tribe	Misty Rickwalt	37960 Highway 96 Building A Orleans, CA 95556	530-627-3016	mrickwalt@karuk.us
Quartz Valley Reservation	Mike Slizewski	13601 Quartz Valley Road Fort Jones, CA 96032	530-468-5907 ext 313	

SISKIYOU COUNTY
LOCAL TRANSPORTATION COMMISSION
190 Greenhorn Road, Yreka, California 96097
Phone: 530.824.8220

June 4, 2021

Rogue Valley Council of Gov.
Attn: Michael Cavallaro
155 N 1st Street
Central Point, OR 97502

RE: SISKIYOU COUNTY REGIONAL TRANSPORTATION PLAN 2021

Dear Mr. Cavallaro,

The Siskiyou County Local Transportation Commission (SCLTC) is in the process of developing a new Regional Transportation Plan (RTP) for the 2021-2041 planning horizon. Coordination and consultation with Tribes in the County is an important step in the development of a comprehensive transportation planning document. Specifically, we are soliciting any information on the deficiencies regarding the existing transportation system and mobility that affects your constituents. This would include roadways, bicycle facilities, pedestrian facilities, transit options, and any potential connectivity projects. The goal with transportation planning and projects that result from it, is to improve access for residents and visitors to jobs, health care, services, shopping, recreation, schools, and other important destinations.

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 https://www.siskiyoutransportation.com/. Input and comments can be submitted through the 'Projects' tab on the website or by directly contacting SCLTC Executive Director Jeff Schwein. Contact information is provided below.

If you have any questions, would like additional information, or have additional information useful for the RTP, feel free to email Jeff Schwein at jeff@siskiyoutransportation.com or call (530) 895-1109. Stephanie Alward, Siskiyou County Local Transportation Commission Senior Planner, can also be reached at stephanie@siskiyoutransportation.com for information regarding the RTP.

Sincerely,

Jeff Schwein, AICP CTP
Executive Director
jeff@siskiyoutransportation.com
530-895-1109

SISKIYOU COUNTY
LOCAL TRANSPORTATION COMMISSION
190 Greenhorn Road, Yreka, California 96097
Phone: 530.824.8220

June 4, 2021

Karuk Tribe Department of Transportation
Attn: Misty Rickwalt
37960 Highway 96, Building A
PO Box 203
Orleans, CA 95556

RE: SISKIYOU COUNTY REGIONAL TRANSPORTATION PLAN 2021

Dear Misty,

The Siskiyou County Local Transportation Commission (SCLTC) is in the process of developing a new Regional Transportation Plan (RTP) for the 2021-2041 planning horizon. Coordination and consultation with Tribes in the County is an important step in the development of a comprehensive transportation planning document. Specifically, we are soliciting any information on the deficiencies regarding the existing transportation system and mobility that affects your constituents. This would include roadways, bicycle facilities, pedestrian facilities, transit options, and any potential connectivity projects. The goal with transportation planning and projects that result from it, is to improve access for residents and visitors to jobs, health care, services, shopping, recreation, schools, and other important destinations.

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June 4, 2021

Quartz Valley Indian Reservation
Attn: Mike Slizewski
13610 Quartz Valley Road
Fort Jones, CA 96032

RE: SISKIYOU COUNTY REGIONAL TRANSPORTATION PLAN 2021

Dear Mr. Slizewski,

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190 Greenhorn Road, Yreka, California 96097
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June 4, 2021

Rogue Valley Council of Gov.
Attn: Michael Cavallaro
155 N 1st Street
Central Point, OR 97502

RE: TRIBAL CULTURAL RESOURCES UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AB 52 (GATTO, 2014). FORMAL NOTIFICATION OF DETERMINATION THAT A PROJECT APPLICATION IS COMPLETE OR DECISION TO UNDERTAKE A PROJECT, AND NOTIFICATION OF CONSULTATION OPPORTUNITY, PURSUANT TO PUBLIC RESOURCES CODE § 21080.3.1 (HEREAFTER PRC).

Dear Mr. Cavallaro,

The Siskiyou County Local Transportation Commission (SCLTC) is in the process of developing a Regional Transportation Plan (RTP) update for the 2021 – 2041 planning horizon. The Draft Plan currently is in the review period. PRC requires that lead agencies of projects consult with California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe has requested notice from agencies of proposed projects in the geographic area.

The project location is the entire County of Siskiyou, including all incorporated Cities. The purpose of the RTP is to provide Siskiyou County with a vision supported by transportation goals for a ten- and twenty-year horizon. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the regional transportation system. The project schedule and updates on the development of the RTP and the CEQA process are posted on http://www.siskiyoutransportation.com/.

On behalf of the SCLTC, we would like to invite you to share any comments you may have regarding the 2021 Siskiyou RTP. Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with the SCLTC.

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Sincerely,

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June 4, 2021

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Attn: Mike Slizewski
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Sincerely,

Jeff Schwein, AICP CTP
Executive Director
jeff@siskiyoutransportation.com
530-895-1109

Attachment E - Project Lists

Table 4.1a Roadway Projects - Short Term					
Funding Source	**Road**	**Description**	**Cost**		**Const. Year**
County of Siskiyou					
STIP	Big Springs Road; Lake Shastina Drive to A-12-- 8.6 Miles	Reconstruction	$	6,000,000	2022
STIP	Jackson Ranch Road; Big Springs Rd to Edgewood Rd- 5 Miles	Reconstruction	$	3,000,000	2024
STIP	Ager Rd; MP 16.57 to Copco Rd	Reconstruction	$	2,300,000	2025
STIP	Summit Drive - Entire length	Reconstruction	$	1,700,000	2025
STIP	Tennant Rd; Highway 97 to Tennant- 13 miles	Reconstruction	$	8,500,000	2026
STIP	Siskiyou Blvd; entire length	Reconstruction	$	1,500,000	2028
STIP	A-12; I-5 to Highway 97--22 Miles	Thin Overlay	$	4,000,000	2026
STIP	Dunsmuir Ave; entire length	Thin Overlay	$	200,000	2028
STIP	Red Rock Rd; MP 0 to MP 10.25	Reconstruction	$	7,000,000	2030
STIP	Meiss Lake Sams Neck Road; State Highway 97 to 8QO24- 8.9 Miles	Reconstruction	$	5,800,000	2030
RMRA	Various County Roads; Various 230 miles	Chip Seal Maintenance	$	6,900,000	Various
County of Siskiyou Short Term Total			***$***	***46,900,000***	
Dorris					
STIP	Hazen and Sly Streets; From Oregon Street to Main Street	Rehabilitate Road	$	270,000	2025
STIP	N. Juniper & N. Pine Streets; Sly to North and 1st to North, respectively	Rehabilitate Road	$	250,000	2027
STIP	S. Pine Street; 1st to 2nd	Rehabilitate Road	$	100,000	2029
STIP	Oregon Street; 1st to 3rd and 4th to 5th	Rehabilitate Road	$	200,000	2031
Dorris Short Term Total			***$***	***820,000***	
Dunsmuir					
STIP/RSTP	Bransetter Ave; Elinore to Sacramento	Overlay	$	63,000	2026
STIP/RSTP	Florence Loop; a''	Rehabilitate Road	$	60,000	2026
STIP/RSTP	Gill Ave; Gill to Hart	Rehabilitate Road	$	36,000	2026
STIP/RSTP	Hart Ave; Hemlock to Gill	Rehabilitate Road	$	70,000	2026
STIP/RSTP	N Spring Ave; all	Rehabilitate Road	$	45,000	2026
STIP/RSTP	Shasta Ave; Overlay North End to Bransetter St	Rehabilitate Road	$	263,000	2026
STIP/RSTP	Simpson Street; Scarlet Way to West End	Rehabilitate Road	$	239,000	2026
STIP/RSTP	South Street; Elinore to Hill	Overlay	$	8,000	2026
STIP/RSTP	Stagecoach Road; Masson Ave to Dunsmuir Ave	Rehabilitate Road	$	33,000	2026
STIP/RSTP	Hope Lane	Rehab and Drainage	$	125,000	2026
STIP/RSTP	Gray Street; Gleaves Ave to Hart Ave	Overlay	$	45,000	2026
STIP/RSTP	Apple Street	Overlay	$	15,000	2026
STIP/RSTP	Dunsmuir Ave; Scarlet Way to I-5	Curb, gutter and sidewalk	$	210,000	2026
STIP/RSTP	Siskiyou Road; Masson Ave to Dunsmuir Ave	Overlay	$	260,000	2026
STIP	Dunsmuir Road	Rehabilitate Road	$	239,000	2023
Dunsmuir Short TermTotal			***$***	***1,711,000***	

Table 4.1a
Roadway Projects - Short Term

Funding Source	Road	Description	Cost	Const. Year
	Etna			
STIP	Main Street (CA Route 3); Callahan St. to Church St.;	Rehabilitate Road	$ 585,000	2025
STIP	Oak Street; Diggles St. to College Ave.	Rehabilitate Road	$ 200,000	2027
STIP	Main Street (CA Route 3); Hwy 3 to Callahan St.	Rehabilitate Road	$ 525,000	2029
STIP	Bryan Street; Woodland to College Ave.	Rehabilitate Road	$ 220,000	2031
Etna Short Term Total			***$ 945,000***	
	Fort Jones			
STIP	Horn, Bower, Butte, and Cowan Streets	Rehabilitate Road	$ 250,000	2025
STIP	Bridge Street; Carlock to Scott River Rd.	Rehabilitate Road	$ 140,000	2027
STIP	Allison Street; HWY 3 to End	Rehabilitate Road	$ 75,000	2029
STIP	Main Street (CA Route 3); Complete Roads Project	Rehabilitate Road	TBD	2031
Fort Jones Short Term Total			***$ 465,000***	
	Montague			
STIP	South 9th Street; Orr St. to Webb St.	Rehabilitate Road	$ 373,000	2022
STIP	S. 12th and 14th Streets; Scobie St. to Webb St.	Rehabilitate Road	$ 348,000	2025
STIP	King Street; Hwy 3 to 9th St.	Rehabilitate Road	$ 280,000	2027
STIP	Scobie Street; Hwy 3 to 10th St.	Rehabilitate Road	$ 280,000	2029
Montague Short Term Total			***$ 1,281,000***	
	Mt. Shasta			
STIP/local	Washington Dr.; Lake St./Old McCloud Rd.	Reconstruct, curb, gutter, sidewalk	$ 1,985,069	2025
STIP/local	McCloud Ave; S Mt Shasta Blvd/McCloud Ave	Reconstruct, curb, gutter, sidewalk	$ 1,629,833	2025
STIP/local	E Ivy Street; Birch St/N Mt Shasta Blvd	Reconstruct, curb, gutter, sidewalk	$ 606,944	2025
STIP/local	Rockfellow Dr.; Kenneth Way/Everitt Memorial	Reconstruct, curb, gutter, sidewalk	$ 998,241	2025
STIP/local	Everitt Memorial Hwy; Rockfellow/Shasta Ave	Reconstruct, curb, gutter, sidewalk	$ 905,251	2025
STIP/local	Mt. Shasta Blvd (North); Ski Village Dr./McCloud Ave	Reconstruct, curb, gutter, sidewalk	$ 2,883,924	2025
STIP/local	Mt. Shasta Blvd (South); McCloud Ave to City Limits	Reconstruct, curb, gutter, sidewalk	$ 4,322,809	2025
STIP	Mt. Shasta Blvd.; Spring Hill Dr./Ski Village Dr.	Rehabilitate roadway	$ 294,000	2022
STIP	Lake St; Mt. Shasta Blvd to Rockfellow	Reconstruction	$ 2,105,000	2024
Mt. Shasta Short Term Total			***$ 15,731,071***	
	Weed			
STIP	Lincoln, Union & Etc; Hwy 97 to Hwy 97	Rehabilitate roadway	$ 865,000	2022
STIP	Hillside Drive; Davis to Davis	Rehabilitate roadway	$ 565,000	2025
STIP	Boles Street and Lake Street; Main Street to Weed Blvd	Rehabilitate roadway	$ 930,000	2027
STIP	Alameda, Church, Wakefield, Kennedy	Rehabilitate roadway	TBD	2029
Weed Short Term Total			***$ 2,360,000***	
	Yreka			
STIP	S. Oregon Street and 4H Way	Rehabilitate Roadway	$ 996,000	2021
Yreka Short Term Total			***$ 996,000***	
Short Term Total			**$ 71,209,071**	
	Caltrans			
Maint.	SR 89; 7.0 to 14.0	AC Overlay with digouts	$ 1,300,000	2021
Maint.	SR 3; 36.0 to 38.1; 45.0 to 46.9	AR Chip Seal	$ 790,000	2021
SHOPP	SR 96; 32.2 to 82.7	Drainage Rehabilitation	$ 1,718,000	2021
SHOPP	SR 96; 23.4 to 54.4	Replace or Rehabilitate Drainage Systems	$ 1,974,000	2021
SHOPP	I-5; SR 96; 57.5 to 59.6; 105.5 to 105.5	Install electric vehicle stations	$ 465,000	2021
SHOPP	I-5; SR 96; 2.7 to 11.4; 7.3 to 11.9 to 15.6	2 R Roadway Rehabiliatio	$ 56,655,000	2021

Table 4.1a Roadway Projects - Short Term				
Funding Source	Road	Description	Cost	Const. Year
SHOPP	I-5; SR 89; 5.9 to 15.3; 29.3 to 30.6	Install, TMS	$ 3,530,000	2021
Maint.	SR 97; 11.5 to 17.1	Mill and Fill	$ 1,700,000	2021
SHOPP	SR 161; 4.5 to 9.1	CAPM Pavement	TBD	2025
SHOPP	SR 3; 47.4 to 47.4	Upgrade Shop	$ 4,490,000	2024
SHOPP	I-5; 8.29 to 8.29	Deck and Rail Rehab	$ 1,707,000	2021
SHOPP	I-5; 2.5 to 2.9	Deck Replacement	$ 14,460,000	2022
SHOPP	SR 3; SR 263; 46.8 to 48.0; 49.07 to 49.41	Roadway Rehabilitation	$ 52,950,000	2022
SHOPP	SR 96; 43.4 to 43.8 to 57.0	Fish Passage - Replace culverts with bridges	$ 12,200,000	2024
SHOPP	SR 96; 26.05 to 99.62	Drainage Rehabilitation	$ 950,000	2022
Maint.	SR 89; 14.0 to 19.0	Flexible Roadbeds	TBD	2021
Maint.	SR 96; 34.5 to 92.0	Pavement Preservation	TBD	2021
SHOPP	I-5; 25.4 to 25.9	Rest Area Water System	$ 1,580,000	2021
SHOPP	I-5; 2.7 to 15.9	Roadway Rehabiliation	$ 116,040,000	2022
SHOPP	I-5; 25.2 to 38.6	Pavement Rehabilitation	$ 20,350,000	2023
SHOPP	I-5; 9.9 to 68.1	Improve CRZ	$ 3,770,000	2022
SHOPP	SR 97; 45.0 to 54.09	Pavement Preservation	$ 10,700,000	2023
SHOPP	SR 96; 60.8 to 93.8	Worker Safety	$ 4,470,000	2023
SHOPP	SR 96; 33.2 to 33.2	Construct catchment area	$ 600,000	2022
SHOPP	SR 161; 17.5 to 18.5	Roadway Rehabilitation	$ 1,250,000	2021
SHOPP	I-5; 25.4 to 25.9	Construct Barrier Wall	$ 437,000	2021
SHOPP	SR-97; 49.6 to 49.6	Install, TMS	$ 800,000	2022
SHOPP	SR-97; 49.83 to 49.83	Install, TMS	$ 800,000	2022
SHOPP	SR-97; 51.0 to 51.0	Install, TMS	$ 800,000	2022
SHOPP	SR-97; 54.09 to 54.09	Install, TMS	$ 800,000	2022
SHOPP	SR 3; 48.6 to 54.1	Pavement Rehabilitation	$ 6,020,000	2026
SHOPP	SR 96; 36.9 to 37.3	Clean benches and increase catchment area, install rock fence	$ 4,000,000	2021
SHOPP	SR 89; 20.0 to 34.62	Pavement Rehabilitation	$ 14,468,000	2025
SHOPP	SR 96; 71.2	Paement Preservation	$ 16,554,000	2026
SHOPP	SR 89; 0.0 to 21.0	Pavement Rehabilitation	$ 22,000,000	2027
SHOPP	SR 96; 60.8	Maintenance Facilities	$ 10,000,000	2027
SHOPP	SR 97; 0.2-54.1	Drainage System Restoration	$ 14,000,000	2028
SHOPP	SR 97; SR 265; L0.0 - 9.0; 19.801 20.328	Pavement Rehabilitation	$ 16,100,000	2028
SHOPP	SR 97; 90.0 - 25.0	Pavement Rehabilitation	$ 21,900,000	2029
State Short Term Total			**$ 442,328,000**	

Table 4.1b Roadway Projects - Long Term				
Funding Source	**Road**	**Description**	**Cost**	**Const. Year**
County of Siskiyou				
Unknown	Various Roads	Chip Seal- 250 Miles	$ 12,500,000	2031+
County of Siskiyou Long Term Total			$ 12,500,000	
Dorris				
STIP	Fifth Street; Butte to California	Rehabilitate Roadway	TBD	2033
STIP	Fouth Street; Pine to Center	Rehabilitate Roadway	TBD	2035
STIP	S. California; 4th to 5th	Rehabilitate Roadway	TBD	2037
STIP	S. California; 3rd to 4th	Rehabilitate Roadway	TBD	2039
STIP	Seattle; 4th to 5th	Rehabilitate Roadway	TBD	2041
Dorris Long Term Total			$ -	
Etna				
STIP	Church Street; Howell Ave to Hiland Street	Rehabilitate Roadway	TBD	2033
STIP	Cleveland Street; College to End	Rehabilitate Roadway	TBD	2035
STIP	Charles Street; Main to Fredrick	Rehabilitate Roadway	TBD	2037
STIP	College Street; Wagner Way to Oak Street	Rehabilitate Roadway	TBD	2039
STIP	Wagner Way; all	Rehabilitate Roadway	TBD	2041
Etna Long Term Total			$ -	
Fort Jones				
STIP	Newton Street; all	Rehabilitate Roadway	TBD	2033
STIP	Carlock Street; Matthews to Hwy 3	Rehabilitate Roadway	TBD	2037
STIP	Sterling and high Street; Church to Hwy 3	Rehabilitate Roadway	TBD	2039
STIP	Jane Drive, Pine Street, and Fern Way; all	Rehabilitate Roadway	TBD	2041
Fort Jones Long Term Total			$ -	
Montague				
STIP	9th Street; Webb St. to County Line	Rehabilitate Roadway	TBD	2031
STIP	Prather Street; 12th St. to 15th St.	Rehabilitate Roadway	TBD	2033
STIP	King Street; 6th St. to 9th St.	Rehabilitate Roadway	TBD	2035
STIP	7th Street; King St. to Webb St.	Rehabilitate Roadway	TBD	2037
STIP	8th Street; Scobie St. to Webb St.	Rehabilitate Roadway	TBD	2039
STIP	6th Street; King St. to Webb St.	Rehabilitate Roadway	TBD	2041
Montague Long Term Total			$ -	
Mt. Shasta				
STIP/local	A Street (North)	Reconstruct, curb, gutter, sidewalk	$ 283,281	2031+
STIP/local	A Street (South)	Reconstruct, curb, gutter, sidewalk	$ 790,485	2031+
STIP/local	Ackley Ave	Reconstruct, curb, gutter, sidewalk	$ 324,487	2031+
STIP/local	Adams Dr. (North); McCloud to Rockfellow	Reconstruct, curb, gutter, sidewalk	$ 1,509,185	2031+
STIP/local	Alder (North); E. Ivy to Birch St.	Reconstruct, curb, gutter, sidewalk	$ 229,325	2031+
STIP/local	Alder (South); Alma to Lake	Reconstruct, curb, gutter, sidewalk	$ 532,413	2031+
STIP/local	Alma St. (East); Mt. Shasta Blvd to Rockfellow	Reconstruct, curb, gutter, sidewalk	$ 1,295,610	2031+
STIP/local	Alma St. (West); Cedar to Mt. Shasta Blvd.	Reconstruct, curb, gutter, sidewalk	$ 737,172	2031+
STIP/local	Alpine Street	Reconstruct, curb, gutter, sidewalk	$ 193,490	2031+

Table 4.1b Roadway Projects - Long Term				
Funding Source	**Road**	**Description**	**Cost**	**Const. Year**
STIP/local	B (North); McCloud Ave to End	Reconstruct, curb, gutter, sidewalk	$ 414,361	2031+
STIP/local	B (S)/Ackley; McCloud to Ackley	Reconstruct, curb, gutter, sidewalk	$ 141,759	2031+
STIP/local	B (S)/Old McCloud	Reconstruct, curb, gutter, sidewalk	$ 813,758	2031+
STIP/local	Bear Springs Road	Reconstruct, curb, gutter, sidewalk	$ 503,500	2031+
STIP/local	Berry	Reconstruct, curb, gutter, sidewalk	$ 696,338	2031+
STIP/local	Birch (North)	Reconstruct, curb, gutter, sidewalk	$ 224,017	2031+
STIP/local	Birch (South)	Reconstruct, curb, gutter, sidewalk	$ 84,389	2031+
STIP/local	Brush	Reconstruct, curb, gutter, sidewalk	$ 144,874	2031+
STIP/local	Buena Vista Court	Reconstruct, curb, gutter, sidewalk	$ 106,245	2031+
STIP/local	C (N)	Reconstruct, curb, gutter, sidewalk	$ 474,742	2031+
STIP/local	Carmen Drive	Reconstruct, curb, gutter, sidewalk	$ 699,142	2031+
STIP/local	Caroline Ave	Reconstruct, curb, gutter, sidewalk	$ 697,072	2031+
STIP/local	Castle (East); Pine to RR crossing	Reconstruct, curb, gutter, sidewalk	$ 475,756	2031+
STIP/local	Castle (West); RR to end	Reconstruct, curb, gutter, sidewalk	$ 342,182	2031+
STIP/local	Cedar; Field St. to south end	Reconstruct, curb, gutter, sidewalk	$ 1,105,214	2031+
STIP/local	Cedar; North end to Field St.	Reconstruct, curb, gutter, sidewalk	$ 434,033	2031+
STIP/local	Chestnut; Ivy to Mt. Shasta Blvd.	Reconstruct, curb, gutter, sidewalk	$ 1,853,914	2031+
STIP/local	Court; Ream to end	Reconstruct, curb, gutter, sidewalk	$ 101,857	2031+
STIP/local	Eiler	Reconstruct, curb, gutter, sidewalk	$ 235,224	2031+
STIP/local	Eugene Ave.	Reconstruct, curb, gutter, sidewalk	$ 530,374	2031+
STIP/local	Field	Reconstruct, curb, gutter, sidewalk	$ 67,956	2031+
STIP/local	Forest Street; Berry St. to Mt. Shasta Blvd	Reconstruct, curb, gutter, sidewalk	$ 351,030	2031+
STIP/local	Galletti Place	Reconstruct, curb, gutter, sidewalk	$ 56,428	2031+
STIP/local	Gaudenzio Street	Reconstruct, curb, gutter, sidewalk	$ 415,727	2031+
STIP/local	Glen Mar Drive	Reconstruct, curb, gutter, sidewalk	$ 805,366	2031+
STIP/local	Hercules	Reconstruct, curb, gutter, sidewalk	$ 465,667	2031+
STIP/local	High	Reconstruct, curb, gutter, sidewalk	$ 400,070	2031+
STIP/local	Hinkley (East)	Reconstruct, curb, gutter, sidewalk	$ 413,926	2031+
STIP/local	Holly Street	Reconstruct, curb, gutter, sidewalk	$ 155,015	2031+
STIP/local	Ida Street	Reconstruct, curb, gutter, sidewalk	$ 675,859	2031+
STIP/local	Ivy (West); W Ivy Spring St to RR xing	Reconstruct, curb, gutter, sidewalk	$ 655,100	2031+
STIP/local	Jefferson Drive	Reconstruct, curb, gutter, sidewalk	$ 1,422,768	2031+
STIP/local	Jessie (E)/Mt. Shasta Blvd. to Chestnut	Reconstruct, curb, gutter, sidewalk	$ 547,935	2031+
STIP/local	Jessie (West)/Pine to end	Reconstruct, curb, gutter, sidewalk	$ 833,906	2031+
STIP/local	Kennedy Drive	Reconstruct, curb, gutter, sidewalk	$ 404,230	2031+
STIP/local	Kenneth Way	Reconstruct, curb, gutter, sidewalk	$ 625,598	2031+
STIP/local	Lake (West)/I-5 overcrossing to Hatchery	Reconstruct, curb, gutter, sidewalk	$ 598,123	2031+
STIP/local	Lake (West)/I-5 overcrossing to RR xing	Reconstruct, curb, gutter, sidewalk	$ 2,342,233	2031+
STIP/local	Le Baron/Glen Mar to Meadow	Reconstruct, curb, gutter, sidewalk	$ 295,502	2031+
STIP/local	Lennon	Reconstruct, curb, gutter, sidewalk	$ 232,834	2031+
STIP/local	Magnolia	Reconstruct, curb, gutter, sidewalk	$ 175,143	2031+
STIP/local	Maple	Reconstruct, curb, gutter, sidewalk	$ 194,390	2031+

Table 4.1b Roadway Projects - Long Term				
Funding Source	**Road**	**Description**	**Cost**	**Const. Year**
STIP/local	Margie Court	Reconstruct, curb, gutter, sidewalk	$ 73,358	2031+
STIP/local	Marjorie Street	Reconstruct, curb, gutter, sidewalk	$ 305,033	2031+
STIP/local	Meadow Ave	Reconstruct, curb, gutter, sidewalk	$ 653,765	2031+
STIP/local	Merritt Ave.	Reconstruct, curb, gutter, sidewalk	$ 469,030	2031+
STIP/local	Mill Street	Reconstruct, curb, gutter, sidewalk	$ 949,930	2031+
STIP/local	Morgan Way	Reconstruct, curb, gutter, sidewalk	$ 336,315	2031+
STIP/local	Mountain Oak Dr.	Reconstruct, curb, gutter, sidewalk	$ 328,078	2031+
STIP/local	Mt. View	Reconstruct, curb, gutter, sidewalk	$ 574,612	2031+
STIP/local	Nixon Road	Reconstruct, curb, gutter, sidewalk	$ 874,875	2031+
STIP/local	Oak	Reconstruct, curb, gutter, sidewalk	$ 515,038	2031+
STIP/local	Old Mill	Reconstruct, curb, gutter, sidewalk	$ 161,141	2031+
STIP/local	Orem Street	Reconstruct, curb, gutter, sidewalk	$ 681,167	2031+
STIP/local	Perry Street	Reconstruct, curb, gutter, sidewalk	$ 472,383	2031+
STIP/local	Pine	Reconstruct, curb, gutter, sidewalk	$ 2,787,669	2031+
STIP/local	Pine Ridge Ave.	Reconstruct, curb, gutter, sidewalk	$ 898,158	2031+
STIP/local	Ream Ave; Mt. Shasta Blvd to City Limits	Reconstruct, curb, gutter, sidewalk	$ 1,736,545	2031+
STIP/local	Reginato	Reconstruct, curb, gutter, sidewalk	$ 148,579	2031+
STIP/local	Rockfellow; Everitt Memorial Hwy. to City Limits	Reconstruct, curb, gutter, sidewalk	$ 1,403,603	2031+
STIP/local	Roelofs Court	Reconstruct, curb, gutter, sidewalk	$ 103,989	2031+
STIP/local	Russell Street	Reconstruct, curb, gutter, sidewalk	$ 306,833	2031+
STIP/local	Sarah Bell; Hercules to cul de sac	Reconstruct, curb, gutter, sidewalk	$ 238,008	2031+
STIP/local	Shasta Ct.	Reconstruct, curb, gutter, sidewalk	$ 82,423	2031+
STIP/local	Sheldon Ave	Reconstruct, curb, gutter, sidewalk	$ 615,871	2031+
STIP/local	Siskiyou Ave.	Reconstruct, curb, gutter, sidewalk	$ 516,166	2031+
STIP/local	Sisson Street	Reconstruct, curb, gutter, sidewalk	$ 343,611	2031+
STIP/local	Ski Bowl Drive	Reconstruct, curb, gutter, sidewalk	$ 714,292	2031+
STIP/local	Ski Village; Beginning to City Limits	Reconstruct, curb, gutter, sidewalk	$ 718,597	2031+
STIP/local	Smith Street	Reconstruct, curb, gutter, sidewalk	$ 682,875	2031+
STIP/local	Spring Hill Drive; Mt. Shasta Blvd. to City Limits	Reconstruct, curb, gutter, sidewalk	$ 4,115,100	2031+
STIP/local	Spring Street	Reconstruct, curb, gutter, sidewalk	$ 232,792	2031+
STIP/local	Terry Lynn Ave.	Reconstruct, curb, gutter, sidewalk	$ 395,310	2031+
STIP/local	Water Street	Reconstruct, curb, gutter, sidewalk	$ 348,547	2031+
Mt. Shasta Long Term Total			$ 50,892,697	
		Tulelake		
TBD	Main Street;	Rehabilitate Roadway	TBD	2031+
TBD	Main Street; D Street to E Street	Rehabilitate Roadway	TBD	2031+
TBD	Second Street; C Street to E Street	Rehabilitate Roadway	TBD	2031+
TBD	Fifth Street; Modoc Ave to D Street	Reconstruct Roadway	TBD	2031+
TBD	Fifth Street; F Street to G Street	Rehabilitate Roadway	TBD	2031+
TBD	Modoc Ave.; C Street to E Street	Reconstruct Roadway	TBD	2031+
TBD	C Street; Main Street to Second Street	Rehabilitate Roadway	TBD	2031+
TBD	C Street; Main Street to Fourth Street	Rehabilitate Roadway	TBD	2031+

Table 4.1b
Roadway Projects - Long Term

Funding Source	Road	Description	Cost	Const. Year
TBD	C Street; Fourth Street to Modoc Ave	Rehabilitate Roadway	TBD	2031+
TBD	D Street; Mai Street to Second Street	Rehabilitate Roadway	TBD	2031+
TBD	Ray Oehlerich Way	Rehabilitate Roadway	TBD	2031+
TBD	Ridgeview St; Main to Dean Callas Way	Rehabilitate Roadway	TBD	2031+
Tulelake Long Term Total			$ -	
		Weed		
STIP	Trailer Lane; County Line to HWY 265	Rehabilitate Roadway	TBD	2031
STIP	Mill Street; all	Rehabilitate Roadway	TBD	2033
STIP	Main Street; all	Rehabilitate Roadway	TBD	2035
STIP	Sullivan Avenue; Oregon Street to Bel Air	Rehabilitate Roadway	TBD	2037
STIP	South Davis; all	Rehabilitate Roadway	TBD	2039
Weed Long Term Total			$ -	
		Yreka		
STIP/RSTP	Bruce Street- Main to Wendy Dr	Rehabilitate Roadway	$ 438,000	2031+
STIP/RSTP	Comstock- S End to Campbell	Rehabilitate Roadway	$ 293,000	2031+
STIP/RSTP	Foothill Drive- Center to East City Limit	Rehabilitate Roadway	$ 1,333,000	2031+
STIP/RSTP	Oregon - Lawrence to Ture	Rehabilitate Roadway	$ 495,000	2031+
STIP/RSTP	Phillipe Lane- SCL to Oberlin	Reconstruct Roadway	$ 4,375,000	2031+
STIP/RSTP	SR3/ Juniper Dr	Left Turn Construction	$ 1,496,000	2031+
STIP/RSTP	Sharps	Rehabilitate Roadway	TBD	2031+
STIP/RSTP	Fairlane Road	Rehabilitate Roadway	TBD	2031+
STIP/RSTP	Yama - Hillcrest to Main	Rehabilitate Roadway	$ 658,000	2031+
Yreka Long Term Total			$ 9,088,000	
Long Term Total			**$ 72,480,697**	
		Caltrans		
Maint.	I-5; 5.9 - 5.9	Repair concrete cracks	TBD	2031+
STIP	SR 89; 34.1 - 34.6	Install left turn lane	TBD	2031+
TBD	SR 97; 50.89 - 50.89	Install left turn lane on SR 97 (Main St) on to 1st St	TBD	2031+
TBD	SR 97; 50.6 - 50.6	Install left turn lane on SR 97 (Main St) on to Center St	TBD	2031+
TBD	SR 97; 49.83	Install Super HAR and CCTV	TBD	2031+
TBD	SR 89; 3.23	Install CCTV and RWIS - Deadhorse Summit	TBD	2031+
TBD	SR 3; 19.7	Install CMS - near Etna	TBD	2031+
TBD	I-5; R65.62	Install CCTV - Bailey Hill Overcrossing	TBD	2031+
TBD	I-5; R63.7	Install CCTV - Hornbrook Inspection Station	TBD	2031+
SHOPP	SR 97; 20.2	Grass Lake Maintenance Station - Facilities	TBD	2031+
SHOPP	I-5; R58.2R - R69.293	Pavement Rehabilitation	TBD	2031+
Caltrans Long Term Total			**$ -**	

Table 4.2a
Short Term Bridge Projects

Funding	Bridge #	Route	Description	Cost	Const. Year
County of Siskiyou					
HBP/STIP	33 Bridges	-	Bridge Preventive Maintenance	$ 5,000,000	2026
Short Term Total				**$ 5,000,000**	
Caltrans					
SHOPP	2E480	096; 263	SIS-263 Klamath Riv Br Replace	$15,360,000	2019
SHOPP	4F540	005	Black Butte SB OH Bdg Replacement	$9,604,000	2019
SHOPP	1H360	096	Horse Crk Brdge Replacmnt-Long Lead	$14,000,000	2024
SHOPP	4G440	003	Lower Moffett Crk Scour	$6,762,000	2021
SHOPP	0H730	096	Scott River Bridge Rehabilitation	TBD	2026
SHOPP	1J330	263	SIS-263 Bridge Repairs	TBD	2026
State Long Term Total				**$ 45,726,000**	

Table 4.2b
Long Term Bridge Projects

Funding	Bridge #	Route	Description	Suff. Rating	Cost	Const. Year
County of Siskiyou						
STIP/RSTP	County	Various Bridges	Bridge Replacement		$ 1,000,000	TBD
STIP/RSTP/HBP	02C-0122	Little Castle Creek	Replace	44.4	$ 1,000,000	TBD
STIP/RSTP/HBP	02C-0160	Butler Creek	Scour	67.3	$ 200,000	TBD
STIP/RSTP/HBP	02C-0154	Crawford Creek	Scour	93.1	$ 200,000	TBD
STIP/RSTP/HBP	02C-0049	Scott River	Scour	47	$ 200,000	TBD
STIP/RSTP/HBP	02C-0036	Shasta River	Replace	30.1	$ 4,000,000	TBD
STIP/RSTP/HBP	02C-0008	Klamath River	Replace	39.2	$ 8,000,000	TBD
STIP/RSTP/HBP	02C-0239	Yreka Creek	Scour	47.3	$ 200,000	TBD
STIP/RSTP/HBP	02C-0085	Scott River	Replace	37	$ 2,000,000	TBD
STIP/RSTP/HBP	02C-0014	Scott River	Scour	26.7	$ 200,000	TBD
STIP/RSTP/HBP	02C-0229	Indian Creek	Scour	44.5	$ 200,000	TBD
STIP/RSTP/HBP	02C-037	Spada Bridge	Scour	96.9	$ 100,000	TBD
STIP/RSTP/HBP	02C-155	East Fork Scott River	Scour	69.7	$ 200,000	TBD
STIP/RSTP/HBP	02C-028	Scott Mtn Rd	Replace	46	$ 1,000,000	TBD
STIP/RSTP/HBP	02C-099	York Rd	Replace	36	$ 400,000	TBD
STIP/RSTP/HBP	02C-165	Harry Cash Rd	Replace	38.7	$ 500,000	TBD
STIP/RSTP/HBP	02C-111	Fairlane Rd	Replace	48.1	$ 400,000	TBD
Long Term Total					**$ 19,800,000**	

Table 4.3
Long Term Bicycle and Pedestrian Projects

Funding Source	Road	Description	Cost	Const. Year
		Mt. Shasta		
ATP/Other	Midtown Trail Project	Construct Class I-multiuse path	$ 3,000,000	TBD
ATP/Other	Bear Springs Rd. to Moutain View Dr.	S. Mt. Shasta Blvd.-Pedestrian Priority Corridors, 350 feet of sidewalk, paving along east side only.	$ 38,000	TBD
ATP/Other	Cedar St. to Rockfellow Dr.	East and West Alma St.-Class II, Striped Bicycle Lanes providing access route between Mt. Shasta Elementary School and Sisson School.	$ 22,000	TBD
ATP/Other	City Limits to Spring Hill Dr.	North and South Mt. Shasta Blvd.-Class II, Striped Bicycle Lanes providing a north/south route through city. Project can be broken into segments. The downtown segment may be appropriate for Class III signing and striping due to mitigating features.	$ 183,000	TBD
ATP/Other	City Park to Lake Street	City Park to Downtown Pathway-Class I, Construct multi-use path connecting City Park to Downtown area along a north/south alignment roughly following UPRR corridor.	$ 3,000,000	TBD
ATP/Other	City Park to Spring Hill Trailhead Connector	City Park to Spring Hill Trailhead Connector - Class 1 Path from City Park to Spring Hill Trailhead (.5 mile)	$ 400,000	TBD
ATP/Other	E. Ivy St. to Hinkley St.	N. Mt. Shasta Blvd.-Pedestrian Priority Corridors, 2,200 feet of sidewalk.	$ 238,000	TBD
ATP/Other	East Alma St. to Shasta Avenue	Spruce St. Alternate-Class I, multi-use path using existing city right-of-way connecting E. Alma St to Shasta Avenue via Spruce St and Kenneth Way.	$ 200,000	TBD
ATP/Other	East Ivy St. to City Limits	Rockfellow Dr.-Class II, Striped Bicycle Lanes providing access to high schools and Shastice Park.	$ 200,000	TBD
ATP/Other	Eastern Terminus of Old McCloud Ave to Midtown Trail	Old McCloud Avenue - Bicycle Lanes & sidewalk/path to Midtown Trail	$ 750,000	TBD
ATP/Other	Everitt Memorial Highway Safety Modifications	Traffic Calming and Width Reduction on Everitt Memorial Highway from Rockfellow to Butte Ave - Street Renovation (.4 mile)	$ 950,000	TBD
ATP/Other	Rockfellow Drive Pedestrian Improvements	Rockfellow Dr.-Pedestrian Priority Corridors, 1,000 feet of sidewalk.	$ 108,000	TBD
ATP/Other	Gaudenzio St. to McCloud Ave.	South A St.-Class III, Signed Bicycle Routes	$ 5,000	TBD
ATP/Other	Hinkley St. to Nixon Rd.	N. Mt. Shasta Blvd.-Pedestrian Priority Corridors, 1,800 feet of sidewalk, paving along east side only	$ 108,000	TBD
ATP/Other	I-5 to Washington Dr.	East and West Lake St.-Pedestrian Priority Corridors, 500 feet of sidewalk	$ 54,000	TBD
ATP/Other	Maple St. to Sisson Meadows	East and West Castle St.-Class III, Signed Bicycle Routes	$ 5,000	TBD
ATP/Other	McCloud Ave. to East Lake St.	North B St./Birch St.-Class III, Signed Bicycle Routes	$ 5,000	TBD
ATP/Other	McCloud Ave. to N. Mt. Shasta Blvd.	Chestnut St.-Class III, Signed Bicycle Routes	$ 14,000	TBD
ATP/Other	McCloud Ave. to N. Mt. Shasta Blvd.	Chestnut St.-Pedestrian Priority Corridors, 1,700 feet of sidewalk	$ 184,000	TBD
ATP/Other	Sisson St. - Bikes	Sisson St.-Class III, Signed Bicycle Routes	$ 3,000	TBD
ATP/Other	Maple St.- Bikes	Maple St.-Class III, Signed Bicycle Routes	$ 5,000	TBD
ATP/Other	Cedar St.-Bikes	Cedar St.-Class III, Signed Bicycle Routes	$ 14,000	TBD
ATP/Other	Cedar St.-Pedestrian	Cedar St.-Pedestrian Priority Corridors, 3,700 feet of sidewalk	$ 200,000	TBD
ATP/Other	Springhill Drive Bike Lanes	Spring Hill Dr.-Class II, Striped Bicycle Lane with excellent opportunity for long term development due to ample pavement and excessive right of way which may be ample for Class I route. Future links to county areas.	$ 59,000	TBD
ATP/Other	N. Mt. Shasta Blvd. to Rockfellow Dr.	East Ivy St.-Class III, Signed Bicycle Routes	$ 8,000	TBD
ATP/Other	Old McCloud Rd. to Gaudenzio St.	South B. St.-Class III, Signed Bicycle Routes	$ 5,000	TBD
ATP/Other	Washington Drive Pedestrian Improvements	Washington Dr./Everitt Memorial Hwy.-Pedestrian Priority Corridors, one mile of sidewalk	$ 570,000	TBD
ATP/Other	Washington Drive Bike Improvements	Washington Dr./Everitt Memorial Hwy-Class II, Striped Bicycle Lanes providing north/south access across the city. Washington Dr. intended as long term. Future roadway widening or repaving.	$ 48,000	TBD
ATP/Other	Pine Grove Drive	Pine Grove Drive - Class 3 bike facilities along length of Pine Grove Drive	$ 10,000	TBD
ATP/Other	Pine St. to Rockfellow St.	East and West Alma St.-Pedestrian Priority Corridors, 1,400 feet of sidewalk.	$ 162,000	TBD
ATP/Other	Mountain View Bike Improvements	Mountain View Dr.-Class III, Signed Bicycle Routes	$ 5,000	TBD
ATP/Other	Sheldon Ave Bike Improvements	Sheldon Ave.-Class III, Signed Bicycle Routes	$ 5,000	TBD
ATP/Other	McCloud Ave Bike improvements	McCloud Ave.-Class III, Signed Bicycle Routes	$ 8,000	TBD
ATP/Other	Sisson St. to Maple St.	Mill St.-Class III, Signed Bicycle Routes	$ 8,000	TBD
ATP/Other	South A St. to South B St.	Gaudenzio St.-Class III, Signed Bicycle Routes	$ 3,000	TBD
ATP/Other	Pine Street Bike Lanes	Pine St.-Class II, Striped Bicycle Lanes providing north/south access from Mercy Medical Center to West Lake St.	$ 29,000	TBD
Mt. Shasta Long Term Total			***$ 10,606,000***	
		Yreka		
ATP/Other	Greenhorn Park	Trails, shoulder work, signage and striping, install bike lanes on access Rd.	$ 750,000	TBD

Table 4.3 Long Term Bicycle and Pedestrian Projects				
Funding Source	**Road**	**Description**	**Cost**	**Const. Year**
ATP/Other	Interstate 5	Landscape Oberlin Rd to S. Yreka Interchange	$ 300,000	TBD
ATP/Other	SR 3/Yreka Creek	Multi-use trail N. Yreka to S. city limit. Acquisition, floodplain restoration	$ 4,375,000	TBD
ATP/Other	SR3 N	Deer Creek Way Landscaping	$ 45,000	TBD
ATP/Other	City Property N. of SR3	Multi-use Trail along Yreka Creek	$ 1,500,000	TBD
ATP/Other	Oregon Street	Signing and striping, N/S corridor street	$ 1,500,000	TBD
ATP/Other	West Lennox	Signing and striping, Oregon St. to Fairchild St.	$ 225,000	TBD
ATP/Other	SR 3	Streetscape Improvements	$ 2,500,000	TBD
Yreka Long Term Total			***$ 11,195,000***	
Long Term Total			**$ 21,801,000**	
Caltrans				
ATP	Happy Camp Complete Streets	Complete Streets	$ 6,133,000	2025
Caltrans Total			***$ 6,133,000***	
State Total			**$ 6,133,000**	

Table 4.4 Transit Projects				
Funding	**Project**	**Cost**	**Const. Year**	**Source**
Short Term				
LTF, PTMISEA	Bus stop shelters and signage, maintenance	$ 8,000	2021	2021 SRTP
LTF, PTMISEA	Bus stop shelters and signage, maintenance	$ 8,000	2022	2021 SRTP
FTA/STIP/TDA	Vehicle Replacement	$ 658,000	2025	2021 SRTP
Short Term Total		**$ 674,000**		
Long Term				
FTA/STIP/TDA	Vehicle Replacement	$ 350,000	2027	2021 SRTP
FTA/STIP/TDA	Electric Vehicle Charging Infrastructure	NA	2027	2021 SRTP
Long Term Total		**$ 350,000**		

Table 4.5a
Short Term Aviation Projects

Funding	Project	Cost	Const. Year	Source
Siskiyou County Airport (Public)				
State/local	ALP Master update with Aeronautical Survey	$ 350,000	2022	ACIP
State/local	PMMP Update	$ 100,000	2023	ACIP
State/local	Pavement Improvements (Phase 1 - Design)	$ 150,000	2026	ACIP
Siskiyou County Airport Total		***$ 350,000***		
Weed Airport (Public)				
State/Local	ALP Update	$ 5,000	2021	ACIP
State/Local	Taxiway West Rehabilitation (Phase 1 - Design)	$ 150,000	2021	ACIP
State/Local	Taxiway/Apron Rehabilitation (Phase 1 - Design)	$ 370,000	2021	ACIP
State/Local	ALP and Master Plan Update with Aeronautical Survey	$ 350,000	2022	ACIP
State/Local	Taxiway West Rehabilitation (Phase 2 - Construction	$ 1,290,000	2022	ACIP
State/Local	Taxiway/Apron Rehabilitation (Phase 2 - Construction	$ 3,710,000	2023	ACIP
State/Local	PMMP Update	$ 100,000	2024	ACIP
State/Local	Airfield Electrical (Phase 1 - Design)	$ 75,000	2025	ACIP
Local	Airfield Electrical (Phase 2 - Construction)	$ 500,000	2026	ACIP
Weed Airport Total		***$ 6,550,000***		
Scott Valley Airport (Public)				
State/Local	ALP and Master Plan Update with Aeronautical Survey	$ 350,000	2022	ACIP
State/Local	PMMP Update	$ 100,000	2024	ACIP
Scott Valley Airport Total		***$ 350,000***		
Short Term Total		**$ 7,250,000**		

Table 4.5b
Long Term Aviation Projects

Funding	Project	Cost	Const. Year	Source
Siskiyou County Airport (Public)				
AIP/CAAP	Slurry Seal Runway, Taxiway	$ 428,000	TBD	2016 RTP
Siskiyou County Airport Total		***$ 428,000***		
Butte Valley Airport (Public)				
AIP/CAAP	Construct Perimeter Fence	$ 323,000	TBD	2016 RTP
AIP/CAAP	Runway Slurry Seal	$ 276,000	TBD	2016 RTP
Butte Valley Airport Total		***$ 599,000***		
Weed Airport (Public)				
AIP/CAAP	Reconstruct Perimeter Fence	$ 266,000	TBD	2016 RTP
TBD	Taxiway Runway Rehab	$ 3,000,000	TBD	SCLTC
Weed Airport Total		***$ 3,266,000***		
Scott Valley Airport (Public)				
AIP/CAAP	Construct parallel Taxiway, Crossover	$ 726,000	TBD	2016 RTP
Scott Valley Airport Total		***$ 726,000***		
Montague/Yreka/Rohrer Field				
AIP/CAAP	Widen (50'-60') and resurface Runwa	$ 1,500,000	TBD	2016 RTP
AIP/CAAP	Install PAPI on Runway 14	$ 250,000	TBD	2016 RTP
Montague/Yreka/Rohrer Field Total		***$ 1,750,000***		
Long Term Total		**$ 6,769,000**		

Table 4.6
Tribal Projects

Funding Source	Road	Description	Cost	Const. Year
Short Term - Karuk Tribe				
FHWA TTP	Jacobs Way	Intersection Safety Prj.	TBD	TBD
ATP	SR 96 Happy Camp	Bike/ped safety and traffic control	TBD	2024
ATP/SHOPP	SR 96 Happy Camp	Complete Streets	TBD	TBD
Public Works/ FHWA TTP	Ishi-Pishi Road	Intersection Safety Prj.	TBD	TBD
ATP	SR 96 Orleans	Multi-use pathway	TBD	2025
Public Works/ FHWA TTP	Campbell Avenue	Repair and resurface, curb and gutter sidewalks	TBD	2022
Public Works/ FHWA TTP	China Grade Road	Shoulder improvements	TBD	TBD
Public Works/ FHWA TTP	Second Avenue	Intersection Safety Prj.	TBD	TBD
	Short Term Total		***$ -***	
Long Term - Karuk Tribe				
TTP	Comprehensive Bicycle and Pedestrian Plan	Plan	TBD	TBD
TTP	Tribal Transportation Facilities Maintenance Plan	Plan	TBD	TBD
TTP	Tribal Transportation Program Maintenance Project	Maintenance	TBD	TBD
TTP	Tribal Transit Program Supplemental Funding	Program	TBD	TBD
Yreka				
TTP	Campbell Avenue	Repair and resurface, curb and gutter sidewalks	TBD	2022
TTP	Apsuun Road	Repair and resurface, improve drainage, safety measures	TBD	TBD
TTP	KTHA Office Parking Lot	Redeisgn and repave, drainage and lighting	TBD	TBD
TTP	Rain Rock Casino Parking Lot Expansion and Hotel Access Road	Roadway development	TBD	TBD
TTP	Road Maintenance and Transit Facility	Acquire property and/or facilities	TBD	TBD
TTP	New Medical and Dental Clinic	Expand current parking lot	TBD	TBD
TTP	Yreka Karuk Justice Center	Improve current parking lot	TBD	TBD
TTP	Head Start Renovation or New Construction	Improve current parking lot	TBD	TBD
TTP	Behavioral and Substance Abuse Program Health Clinic	Improve current parking lot	TBD	TBD
TTP	Ishpuk Rd. Safety and Pedestrian Improvements	Roadway safety, sidewalk, lighting	TBD	TBD
Happy Camp				
TTP	Jacobs Way Wellness Center Parking Lot	COMPLETED	TBD	TBD
TTP	Jacobs Way Maintenance and Repair	Maintenance and repair, curb and gutter, vegetation	TBD	TBD
TTP	Hillside Parking Lot Expansion	Expand current parking lot	TBD	TBD
TTP	Hillside Rd. Safety Improvements	Traffic control and signage	TBD	TBD
TTP	Klamath River Emergency Access Point/Boat Ramp (location TBD)	Klamath River access point for Emergency Operations	TBD	TBD
TTP	Indian Creek Ct.	New access road for Indian Creek development	TBD	TBD
TTP	Child Care Center, Old TANF Office	Improve current parking lot	TBD	TBD
TTP	Tribal Council Chamber/Admin Office Parking Lot Section 010)	Parking lot surface improvement	TBD	TBD
TTP	S.R. 96	Lighting Improvement Project	TBD	TBD
TTP	Klamath River - location TBD	Klamath River emergency access point/boat ramp	TBD	TBD
TTP	West end of Klamath Bridge to Placer Dr. /USFS Rd 12N01	Multi-use pathway	TBD	TBD
TTP	Red Cap Rd. to Pearch Creek Rd.	Multi-use pathway	TBD	TBD
TTP	RV Park Road	Parking lot surface improvement	TBD	TBD
TTP	Red Cap Rd	New access road for eventual development	TBD	TBD

Table 4.6 Tribal Projects				
Funding Source	**Road**	**Description**	**Cost**	**Const. Year**
TTP	Wellness Center/Community Center	Construction of access road and parking lot	TBD	TBD
TTP	Elementary School off of SR96	Child Care Center	TBD	TBD
TTP	Asip Road extension	Medically Assisted Treatment (MAT) Center	TBD	TBD
Location Not Determined				
TTP	TBD	Tribal Transit Service	TBD	TBD
TTP	TBD	Road Maintenance Shop/Garage	TBD	TBD
	Long Term Total		***$ -***	