



**Siskiyou County
Planning Commission Staff Report
November 19, 2025**

**New Business Agenda Item No. 5:
General Plan – Circulation Element (GPA-25-04)**

Presenter: James Phelps, Senior Planner

Project Summary: Presentation of the Draft Circulation Element of the General Plan for Planning Commission review and discussion.

The Circulation Element identifies the general location and extent of major thoroughfares, transportation routes, airports, and supporting infrastructure. The Element establishes goals, policies, and implementation programs that guide the long-term planning, maintenance, and improvement of the County's transportation network.

This agenda item is for informational and discussion purposes only. The Planning Commission's feedback will be incorporated into the final public review draft. No formal action will be taken at this meeting.

All unincorporated areas of Siskiyou County.

Location:

Comprehensive (Countywide Element).

General Plan:

Countywide – all zoning districts.

Zoning:

Exhibits: A. Draft Circulation Element, Dated November 2025.

Background

The Circulation Element is one of the core components of the County’s General Plan. It serves as the blueprint for how people and goods move throughout Siskiyou County — whether by car, truck, bicycle, bus, or plane. Because transportation touches every aspect of daily life, from access to jobs and schools to the movement of agricultural products and emergency response, this Element plays a key role in shaping the County’s future growth and quality of life.

Siskiyou County’s transportation system reflects its rural setting and vast geography. The County covers more than 6,000 square miles yet is home to fewer than 45,000 residents spread across mountain valleys, forests, and small towns. This creates both opportunities and challenges: the region’s highways connect California to the Pacific Northwest, but maintaining those lifeline corridors in harsh weather and rugged terrain is an ongoing task.

The Element is designed to align with state goals for sustainability and equity while remaining grounded in the realities of rural infrastructure. It emphasizes improving mobility for all communities — especially those that are underserved — and building partnerships with Caltrans, local tribes, cities, and neighboring counties. The result is a framework that balances mobility, economic growth, and environmental stewardship.

Discussion

Purpose and Scope

The Circulation Element establishes a long-term framework for improving safety, efficiency, and equity across Siskiyou County’s transportation network. The Element discusses all of the state required topics such as:

<u>Topic Areas</u>	<u>Description</u>
Major Roadways	Identifies the location and function of primary transportation routes, including Interstate 5, U.S. 97, and State Routes 3, 89, 96, 161, and 263.
Airports	Recognizes County-owned and city-operated airports that support emergency services, business travel, and regional economic activity.
Public Transportation	Highlights STAGE fixed and demand-response routes and intercity bus connections linking communities to regional destinations.
Active Transportation	Addresses facilities for walking and bicycling, including sidewalks, bike lanes, and regional trails that enhance local mobility.
Support Systems	Incorporates essential infrastructure such as bridges, broadband, Intelligent Transportation Systems (ITS), and electric-vehicle (EV) charging stations that improve safety, communication, and resilience.

The Circulation Element identifies challenges facing the county such as:

<u>Key Challenge</u>	<u>Description</u>
Road System	Deferred maintenance and limited local funding have resulted in deteriorating pavement and aging bridge infrastructure across rural corridors.
Natural Hazards	Wildfire, flooding, and snow regularly disrupt travel, damage roads, and restrict access to remote communities and evacuation routes.
Public Transit	The County’s large geography and low population density limit fixed-route service. Rural transit ridership has declined, reducing service frequency and coverage.
Communications	Many rural areas lack reliable broadband and cellular service, creating mobility and safety challenges, particularly during emergencies.

The Circulation Element identifies areas of opportunity available to the county such as:

<u>Key Opportunities</u>	<u>Description / Potential Benefits</u>
State and Federal Funding	New and expanded programs such as SB 1 (Road Repair and Accountability Act), the Infrastructure Investment and Jobs Act (IIJA), and the Active Transportation Program (ATP) provide critical funding for maintenance, safety, and multimodal projects.
Rural EV Charging and Broadband Expansion	Investment in electric-vehicle (EV) charging and broadband middle-mile infrastructure will improve access, connectivity, and economic opportunity in remote communities.
Regional and Tribal Coordination	Collaboration through the Siskiyou County Local Transportation Commission (SCLTC) and with tribal governments enhances project coordination, funding eligibility, and community engagement.
GIS and Data Integration	Using Geographic Information Systems (GIS) to map roadway conditions, hazards, and broadband access improves project prioritization and competitiveness for state and federal grants.

The Circulation Element lists a series of goals and policies to help support the transportation system in Siskiyou County:

<u>Goals and Policies</u>	<u>Purpose / Focus</u>
Safe and Reliable Transportation System	Maintain and improve roads, bridges, and designated evacuation routes to ensure safety and emergency readiness.
Equitable and Multimodal Mobility	Expand transportation choices—walking, biking, transit, and shared mobility—to serve all residents, especially underserved communities.
Efficient Goods Movement and Economic Vitality	Support freight corridors, airport infrastructure, and tourism access to strengthen the local economy.
Environmental Stewardship and Adaptation	Reduce vehicle miles traveled (VMT), promote clean energy and EV infrastructure, and protect sensitive habitats through sustainable design.
Regional and Tribal Collaboration	Strengthen coordination and data sharing with Caltrans, tribal governments, and regional partners to improve funding and planning efficiency.
CEQA Streamlining	Use the General Plan Program Environmental Impact Report (EIR) as the foundation for future tiered environmental review to streamline project approvals.

Environmental Review

This item does not involve project-level approvals or physical development. It is presented for informational and policy review only. Consistent with CEQA Guidelines §§15060(c)(3) and 15378(b)(5), the presentation of a draft policy document for discussion does not constitute a “project” subject to CEQA. A Program EIR is being prepared concurrently and will accompany the public review draft of the General Plan.

Planning Staff Recommendations

Staff recommend the Planning Commission:

- 1. Receive and review the Draft Circulation Element (GPA-25-04); and
- 2. Provide feedback and direction to staff for incorporation into the final public review draft.

No formal action is required at this meeting.



4. Circulation Element - Working Draft

The Circulation Element guides the planning of Siskiyou County's transportation system, ensuring the safe and efficient movement of people, goods, and services. It addresses challenges such as aging infrastructure and natural hazards, while also emphasizing the need to increase access for rural and underserved communities. Looking forward, the Element seeks to promote a transportation network that is resilient, equitable, and aligned with the County's long-term goals.

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4.1 Introduction

Purpose

The Circulation Element establishes the framework for the development, operation, and maintenance of Siskiyou County's transportation system. Pursuant to Government Code §65302(b), it identifies the general location and extent of major thoroughfares, transportation routes, terminals, and supporting public utilities and facilities.

For purposes of §65302(b), the County defines broadband, Geographic Information Systems (GIS), EV charging, and Intelligent Transportation Systems (ITS) as supporting circulation infrastructure essential to safe and reliable mobility. This Element balances mobility, economic vitality, equity, and environmental stewardship while identifying infrastructure priorities, guiding policies, and integration with land use planning.

Relationship to Other General Plan Elements

The Circulation Element is coordinated with other General Plan elements to maintain internal consistency as required by Government Code §65300.5:

- **Land Use Element** – Aligns transportation systems with growth patterns to improve accessibility, reduce congestion, and support compact, center-based development.
- **Housing Element** – Expands access to housing by providing multimodal connections between homes, jobs, schools, and services, with emphasis on underserved communities.
- **Safety Element** – Strengthens community resilience by designating evacuation routes, improving lifeline corridors, and mitigating wildfire, flood, and seismic hazards.
- **Conservation and Open Space Element** – Protects resources by promoting sustainable travel and minimizing impacts on sensitive lands and wildlife corridors.
- **Noise Element** – Identifies transportation as a primary source of community noise; roadway and rail networks form the basis for noise contours and compatible land use policies.

Together, these relationships ensure the transportation system advances countywide goals for sustainability, safety, housing access, and economic vitality. The circulation system's performance is influenced by rural travel patterns, limited multimodal options, and natural hazards. Trends in vehicle miles traveled (VMT), freight activity, and transit ridership indicate growing demands on a constrained network. These realities reinforce the need for integrated land-use and transportation planning that balances accessibility, safety, and economic sustainability.

Data Sources

This Element draws upon technical data compiled in the Siskiyou County General Plan Background Report (May 2024), the Regional Transportation Plan (2021), and Caltrans Performance Monitoring System datasets (HPMS 2022). Together, these sources establish the factual baseline for circulation policy and CEQA transportation metrics.

Statutory Compliance

This Element complies with applicable state mandates and guidance; see §4.4 for the full statutory framework.

Summary

By aligning with state mandates and maintaining consistency across General Plan elements, the Circulation Element establishes Siskiyou County's policy framework for a transportation system that is safe, resilient, equitable, and economically sustainable. The following sections assess existing conditions, identify key challenges and opportunities, and set forth goals, policies, and programs to guide future investments.

4.2 Existing Conditions

Overview

Siskiyou County's transportation system reflects its rural geography, dispersed settlement pattern, and its position as a gateway between California and the Pacific Northwest. It encompasses highways, county roads, local streets, transit, rail, airports, and active-transportation facilities that together enable the movement of people and goods.

The network must serve a large land area with relatively few residents, creating challenges in maintaining connectivity, safety, and economic efficiency. Severe weather, aging infrastructure, and limited funding complicate long-term maintenance and emergency access, while the County's reliance on a small number of arterial routes makes it vulnerable to disruptions from wildfire, flooding, or snow events.

Transportation planning therefore focuses on preserving critical corridors, improving multimodal options, and integrating broadband and Intelligent Transportation Systems (ITS) to enhance safety, communication, and resilience. The following sections describe the existing roadway, transit, aviation, and active-transportation systems that support mobility across the County.

Roadway Network and Major Corridors

As of 2021, Siskiyou County had approximately 2,918 miles of maintained public roads, representing about a 10 percent increase since 2016. Responsibility for maintaining the public road network is shared among several agencies, as shown in Table 4.2-1.

Table 4.2-1. Roadway Maintenance Responsibility in Siskiyou County

Maintaining Agency	Percentage of Public Roads	Approximate Mileage	Notes
Siskiyou County	49%	1,430 miles	County-maintained roads connecting unincorporated communities
Federal Agencies	33%	950 miles	Federal forest and resource-access roads open to the public
State of California	12%	340 miles	State highways and interregional routes such as I-5 and U.S. 97
Incorporated Cities	6%	200 miles	Local streets and collectors within city limits

This distribution highlights the County's substantial responsibility for maintaining a large and geographically dispersed roadway system with limited local funding. Roads vary from high-volume interstate segments to narrow, steep rural routes serving remote mountain and forest communities. (*Siskiyou County General Plan Background Report, 2024 §5.2*)

Siskiyou County's transportation network is anchored by several major corridors that connect communities, support goods movement, and provide essential emergency access:

- **Interstate 5 (I-5):** The County's primary north–south spine and critical freight corridor, carrying the majority of daily traffic. It is vital to regional and national commerce but subject to periodic winter closures due to snow and chain-control requirements near Mount Shasta.
- **U.S. Highway 97 (US 97):** A key freight and agricultural corridor linking eastern Siskiyou County to Oregon and Washington markets. It supports timber, livestock, and farm-to-market activity but experiences safety concerns along isolated two-lane segments.
- **State Routes 3, 89, 96, 161, and 263:** Provide east–west and north–south connections between small towns, tribal lands, and recreation areas. Many segments are constrained by sharp curves, limited shoulders, and exposure to wildfire or flood hazards.
- **County and Local Roads:** More than 1,300 miles of county-maintained roadways (Siskiyou RTP, 2021) provide essential local access to agricultural areas, recreation sites, and unincorporated communities. Deferred maintenance has left bridges and pavement segments in need of rehabilitation.

Together, these roadways function as lifeline and evacuation routes during emergencies. I-5 and US 97 provide the County's primary evacuation and supply corridors, while SR 96 and SR 89 connect isolated mountain and river communities. Closures or damage to these corridors can delay emergency response and disrupt access to critical services.

Functional Classification

Caltrans classifies all roads in Siskiyou County into seven functional categories that describe their role within the overall network. Countywide mileage by classification is as follows:

Table 4.2-2. Total Centerline Road Miles by Functional Classification

Functional Classification	Centerline Road Miles
Interstate	166.33
Other Principal Arterial	195.64
Minor Arterial	383.58
Major Collector	307.35
Minor Collector	339.45
Local Road	7,041.28
Total:	8,433.63

Functional-classification mileage reflects the total roadway network within Siskiyou County, including federal, state, County, and private roads open to public use. The total functional-classification mileage exceeds the maintained public road mileage (2,918 miles) because it includes roads not maintained by local, state, or federal agencies. (*Siskiyou County Background Report, 2024 §5.2*)

Functional class definitions

The following descriptions summarize each functional class and its role in the County's circulation system:

- **Interstate:** Interstate 5 (I-5) forms the County's segment of the National Interstate and Defense Highway System. It carries the highest traffic volumes in Siskiyou County, accommodating long-distance commercial freight, regional commuters, and tourist travel between California and Oregon.
- **Other Principal Arterial:** High-volume state highways that provide long-distance connections between Siskiyou County's major population centers and neighboring regions. U.S. 97 serves as the primary north-south route through the County's eastern side, linking to Oregon and Washington, while State Route 89 functions as the principal east-west corridor through the southern portion of the County, connecting communities, recreation areas, and national forest lands. Together, these highways complement I-5 by supporting freight movement, regional travel, and access to tourism destinations.
- **Minor Arterial:** Two-lane state highways and major County roads that connect smaller towns, agricultural valleys, and recreation areas to the principal arterial network. State Route 3 links Yreka, Fort Jones, and Etna through Scott Valley, while State Route 96 follows the Klamath River corridor to serve tribal lands and remote communities. These routes are essential for local commerce, school and commuter travel, and emergency

access between rural settlements and regional hubs.

- **Major Collector:** County-maintained roads that gather local traffic from rural neighborhoods, farms, and recreation areas and distribute it to the arterial highway system. Examples include Old Highway 99 south of Yreka, which parallels I-5 and provides access to local industry and residential areas, and Sawyers Bar Road, which connects communities along the Salmon River to State Route 96. Major collectors play a critical role in linking rural activity centers, supporting goods transport, and maintaining emergency connectivity.
- **Minor Collector:** Roads that provide community-level connections between rural neighborhoods, farms, and local service areas, linking them to the larger collector and arterial network. Examples include Gazelle Callahan Road, which connects agricultural lands and foothill residences to State Route 3 and nearby towns. These routes support farm-to-market travel, school and mail service, and daily access for dispersed rural populations.
- **Local Road:** Roads that provide direct access to homes, businesses, and recreation areas and connect rural properties to the collector network. Examples include Miner Street in Yreka, serving local downtown circulation, and Everitt Memorial Highway above Mount Shasta, which provides access to forest recreation sites and trailheads. Local roads form the majority of the County's roadway mileage and are essential for residential mobility, tourism, and emergency response.

Pavement Condition Index (PCI)

The Pavement Condition Index (PCI) is a numerical scale from 0 to 100 used to determine the existing condition of a pavement segment. A score of 0 represents extremely poor pavement health, while 100 indicates new or excellent condition. PCI ratings are influenced by surface age, traffic loads, climate, and maintenance history.

Table 4.2-3. Pavement Condition Index (PCI)

PCI Range	Condition Rating	General Description
85–100	Very Good / Excellent	New or recently resurfaced pavement with little or no distress
70–84	Good	Minor surface wear; routine maintenance is adequate
50–69	Fair	Noticeable cracking and roughness; increasing need for rehab
25–49	Poor	Significant distress; frequent patching; nearing reconstruction
0–24	Very Poor / Failed	Severely distressed; structural failure likely; full rebuild

According to the most recent assessment conducted in 2023, in Siskiyou County, arterial and collector roads have weighted PCI scores above 70, which are considered to be in “Good” condition. Residential and local roads have a weighted PCI of 58.65, categorized as “Fair”, reflecting a higher risk of deterioration due to deferred maintenance and limited rehabilitation funding. (*Siskiyou County General Plan Background Report, 2024 §5.2*)

Regular pavement management is essential to maintain acceptable conditions and avoid costly reconstruction. Deterioration accelerates rapidly once a roadway falls below a PCI of 60. Preventive maintenance—such as crack sealing, patching, and resurfacing—extends pavement life and yields significant cost savings compared to full-depth rehabilitation.

Maintaining PCI levels above 70 on primary arterials and collectors ensures safe access for freight, emergency response, and evacuation purposes, while prioritizing rehabilitation of local roads improves neighborhood safety and community connectivity.

Vehicle Miles Traveled (VMT)

Vehicle Miles Traveled (VMT) is the total number of miles driven by all motor vehicles on public roadways within a defined area and time period. It reflects both the number of trips and the distance traveled, serving as a key measure of travel demand, energy use, and associated emissions. VMT is commonly expressed either as a total daily value or on a per-capita basis to help understand how much residents, visitors, and businesses rely on motorized travel.

VMT estimates are developed through the California Highway Performance Monitoring System (HPMS), which monitors traffic volumes on state, county, and local facilities. In Siskiyou County, most driving occurs on rural highways and local roads, while state routes such as I-5 and U.S. 97 carry the highest proportion of total vehicle miles because of their importance for interstate travel, goods movement, and regional commuting.

Between 2011 and 2021, the County's per-capita VMT increased by approximately 15 percent, reflecting modest growth in overall travel and continued dependence on private automobiles. State highways carry more than twice the traffic volume of County roads, emphasizing their central role in connecting the region to northern California and southern Oregon.

Commuting patterns follow a similar trend. About 76 percent of workers drive alone to work, up from 72 percent in 2011. Carpooling, walking, and bicycling remain relatively constant, while public transit ridership has steadily declined since 2017. These conditions highlight the challenge of providing transportation choices across a large and sparsely populated area.

VMT data provide a baseline for monitoring travel trends and evaluating the transportation impacts of future land use and development proposals. Reducing VMT in Siskiyou County will require coordinated strategies that encourage more compact development patterns, expand broadband access to support remote work, and enhance multimodal and shared-ride options that reduce the need for long-distance single-occupant travel.

(*Siskiyou County General Plan Background Report, 2024 §5.3; California Highway Performance Monitoring System Public Road Data 2022*)

Public Transportation

Public transportation in Siskiyou County is limited but provides an essential mobility option for residents without reliable automobile access.

- **Siskiyou Transit and General Express (STAGE):** Provides fixed-route and demand-response service between Yreka, Weed, Mount Shasta, Dunsmuir, and Happy Camp. Service is infrequent due to long distances and low density.
- **Intercity Connections:** Amtrak Thruway buses and private carriers connect residents to Redding, Medford, and Klamath Falls for long-distance rail and air service.
- **Access Challenges:** STAGE routes may only operate on specific days (e.g., Happy Camp ↔ Yreka twice weekly), limiting usefulness for daily commuting or frequent appointments. Rural ridership continues to remain low and requires subsidy.

Rail System

The region's rail service provides freight and passenger connections but is limited in reach and capacity.

- **Union Pacific Railroad (UPRR):** The north-south mainline parallels I-5, serving as a major freight corridor connecting California and Oregon.
- **Short-Line Service:** The Central Oregon & Pacific Railroad (CORP) provides local connections for timber, agriculture, and aggregates. However, infrastructure is aging and service is constrained by variable demand.
- **Passenger Rail:** Siskiyou County has a single Amtrak station in Dunsmuir, served by the Coast Starlight, which runs daily between Seattle and Los Angeles. Most residents rely on Thruway buses to connect to Redding or Klamath Falls.

Airports

Although Siskiyou County does not have scheduled commercial airline passenger service, several local general aviation airports provide important business, recreational, firefighting, and emergency access throughout the County. The County owns and maintains five general aviation airports distributed across the region, while the Cities of Montague and Dunsmuir operate smaller municipal facilities. Together, these facilities form a critical part of the County's emergency-response and economic-development infrastructure.

County-Owned Airports

- **Siskiyou County Airport (KSIY/SIY):** A non-towered general aviation facility located three miles northeast of Montague and eleven miles east of Yreka in the Shasta Valley. The airport features a single paved runway (17/35) measuring 7,465 × 150 feet, with 100LL and Jet-A fuel, tie-downs, hangars, and secured electronic access. It is one of the

few facilities in far northern California capable of supporting large airtanker operations, with a U.S. Forest Service tanker base that operates seasonally between June and October. The airport also supports business, medical, and law-enforcement flights, serving as the County's primary general aviation and emergency-response airport.

- **Weed Airport (O46):** A non-towered general aviation facility located on the west side of the City of Weed, adjacent to Interstate 5. The airport features a single paved runway (9/27) measuring approximately 4,800 feet in length and 60 feet in width, and provides 100LL fuel, aircraft tie-downs, hangars, and basic pilot amenities. Weed Airport serves as a secondary base to Siskiyou County Airport for aerial firefighting and emergency operations. While the facility accommodates general aviation and smaller firefighting aircraft or helicopters, it is not suited for large air tanker operations because of its limited runway length, width, and pavement capacity.
- **Scott Valley Airport (A30):** A non-towered general aviation facility located approximately five miles south of Fort Jones and eight miles north of Etna on Island Road, east of Highway 3. The airport features a single paved runway (15/33) measuring approximately 3,700 × 50 feet, with aircraft tie-downs, hangars, restroom facilities, and a pilots' lounge. The airport supports general aviation, agricultural, and emergency-response operations serving the Scott Valley area. It houses a seasonal CAL FIRE helitack base that operates between June and October, with activity levels increasing during wildfire events.
- **Happy Camp Airport (36S/Closed to the Public):** A non-towered general aviation facility located within the community of Happy Camp in western Siskiyou County, adjacent to State Route 96. The airport features a single paved runway (10/28) measuring approximately 3,000 × 50 feet and provides basic amenities, including restroom facilities. Although closed to public use, the airport supports seasonal U.S. Forest Service and CAL FIRE helicopter operations between June and October for wildfire suppression, crew transport, and emergency-response activities along the Klamath River corridor.
- **Butte Valley Airport (A32/Dorris):** A non-towered general aviation facility located approximately three miles southeast of Dorris in northern Siskiyou County near the Oregon border. The airport includes a single paved runway (16/34) measuring approximately 4,700 feet in length and 60 feet in width. Its asphalt surface is suitable for light and medium general aviation aircraft but cannot accommodate the weight or wheel loading of large air tankers. The airport lacks the U.S. Forest Service and CAL FIRE tanker base infrastructure—such as fueling, retardant mixing, and loading facilities—available at Siskiyou County Airport (SIY). Despite these limitations, Butte Valley Airport provides essential aviation access for one of the County's most remote areas, supporting local economic activity, agriculture, and emergency services.

City-Owned Airports

- **Montague-Yreka Airport (1O5):** A non-towered general aviation facility located within the City of Montague, approximately six miles east of Yreka in the Shasta Valley. The airport features a single paved runway (16/34) measuring approximately 3,360 × 60 feet, with 100LL self-serve fueling, aircraft tie-downs, and T-hangars. It serves local pilots,

agricultural operations, and recreational aviation, providing important small-aircraft access for the Montague and Yreka areas. The airport operates under visual flight rules and does not offer instrument approaches or commercial service.

- **Dunsmuir Municipal–Mott Airport (1O6):** A non-towered general aviation facility located approximately two miles north of downtown Dunsmuir, adjacent to Interstate 5 and the Upper Sacramento River. The airport features a single paved runway (14/32) measuring approximately 2,700 × 60 feet, with aircraft tie-downs, hangars, and basic pilot amenities. It operates under visual flight rules and does not provide commercial services or fueling. The airport supports general aviation, flight training, and recreational aircraft, providing convenient small-aircraft access to the southern portion of Siskiyou County and the surrounding recreation areas.

Airport influence areas and basic compatibility zones shall be depicted on the Land Use and/or Noise Element maps, along with related land use policies and project review standards.

Active Transportation (Walking & Bicycling)

Walking and bicycling facilities exist throughout Siskiyou County but remain fragmented and can be perceived as unsafe by many users. Key conditions include the following:

- **Sidewalks:** Are concentrated in town centers and near schools but are often incomplete or in poor condition. Many residential streets lack sidewalks entirely.
- **Bikeways:** Dedicated bike lanes are rare and typically disconnected. Rural roads often lack paved shoulders, making bicycling hazardous.
- **Trails:** Regional assets include the Pacific Crest Trail and Great Shasta Rail Trail, which offer recreation but limited local connectivity. Trail-to-town connections continue to be underdeveloped.
- **Crossing Safety:** Large highways and arterials bisect local towns and lack safe, frequent pedestrian crossings. Winter weather and snow removal challenges can further reduce pedestrian and bicycle access.

Improving active-transportation facilities—such as completing sidewalk networks, adding paved shoulders, and creating safer highway crossings—will be key to promoting walkability, reducing vehicle dependence, and enhancing community livability in the County's population centers.

Freight and Goods Movement

Freight movement underpins Siskiyou County's timber, agriculture, and resource-based economy but faces bottlenecks that limit efficiency.

- **I-5 Corridor:** Primary north–south freight route serving agriculture, timber, and consumer goods. Truck lanes, rest areas, and bridge infrastructure need upgrades to meet current and projected freight volumes.
- **US 97 Corridor:** Critical for timber and agricultural freight, linking Siskiyou's eastern communities to Oregon and Washington. Needs include shoulder widening, safety upgrades, and pavement rehabilitation to accommodate increasing heavy-vehicle use.
- **Last-Mile Connectivity:** Persistent challenges exist for agricultural operations and industrial facilities where local access roads may be weight-restricted, unpaved, or seasonally impassable. Targeted improvements to these routes would support goods movement and rural economic resilience.

Freight-reliant industries depend on reliable access to I-5 and US 97, making investment in bridge rehabilitation, roadway maintenance, and grade-separation projects a high priority.

Utilities and Supporting Infrastructure

Supporting systems such as bridges, broadband, and charging infrastructure are critical to transportation safety and resilience. In addition to traditional roadways and transit facilities, the County recognizes that broadband networks, electric-vehicle (EV) charging infrastructure, and Intelligent Transportation Systems (ITS) constitute supporting circulation infrastructure pursuant to Government Code § 65302(b).

These systems directly enable the safe and efficient movement of people and goods by enhancing emergency communications, expanding access to clean transportation, and improving traffic management and traveler safety. Accordingly, they are identified in this Element as integral components of the County's circulation system, on par with major thoroughfares, transportation routes, terminals, and other public utilities.

- **Bridges and Culverts:** Many are aging, with load restrictions and vulnerability to flood or seismic events.
- **Broadband and Cellular:** Coverage gaps are widespread outside I-5 corridors, reducing access to emergency alerts, 9-1-1 services, and digital mobility tools.
- **ITS:** Limited outside Caltrans routes; Road-Weather Information Stations (RWIS), CCTV, and dynamic message signs are concentrated on I-5.
- **EV Charging:** Currently clustered in towns along I-5, with no coverage on US 97 and remote areas. Expansion is needed for residents, visitors, and freight operators.

Integrating these systems into future transportation planning will improve resilience, emergency coordination, and access to clean-mobility options.

Summary

Siskiyou County's transportation system provides critical interstate and regional connectivity but remains constrained by aging infrastructure, limited multimodal options, and exposure to wildfire and severe-weather hazards.

Sustained investment in maintenance, resilience, and multimodal access is essential to ensure safe mobility, support the County's agricultural and resource-based economy, and improve the quality of life for residents and visitors alike. Future improvements will depend on coordination among the County, Caltrans, regional transportation agencies, and federal partners to modernize and maintain this essential infrastructure.

4.3 Challenges and Opportunities

Overview

Siskiyou County's transportation system faces persistent challenges tied to its rural geography, dispersed population, and dependence on freight movement. At the same time, aging infrastructure, climate stressors, and social inequities are being met with new opportunities in technology, broadband, and state investment. State funding, new technologies, and regional partnerships create opportunities to enhance mobility, resilience, and economic vitality.

The County's position along the I-5 freight corridor and its network of roadways connecting to Oregon and the rest of California make it a critical link in regional commerce, emergency response, and tourism.

Key Challenges

The County's circulation system must contend with structural, environmental, and social barriers to safe and efficient mobility.

- **Aging Infrastructure:** County roads and bridges are deteriorating due to deferred maintenance and heavy truck traffic. The Background Report identifies an average Pavement Condition Index (PCI) of 58.6—rated “Fair”—for local roads, indicating that many facilities will require rehabilitation within the next decade. Limited local revenues widen the gap between needs and resources
- **Natural Hazards:** Wildfires, snowstorms, flooding, and debris flows regularly disrupt travel and threaten safety, particularly in remote communities with limited evacuation routes. In the past five years, major closures have occurred on I-5, US 97, and SR 96 due to wildfire or severe-weather events.
- **Limited Transit Options:** Low density and long distances make frequent fixed-route transit infeasible, leaving many seniors, youth, and low-income households reliant on automobiles. Ridership on the Siskiyou Transit and General Express (STAGE) system declined nearly 70 percent between 2014 and 2021, reflecting both funding limitations and low service frequency.

- **Equity and Access:** Disadvantaged and tribal communities face longer travel distances to jobs, schools, and health care. Broadband gaps restrict access to telecommuting and telehealth. Households in remote areas such as Happy Camp and the Butte Valley lack reliable high-speed internet, complicating access to emergency alerts and digital mobility tools. Consistent with SB 1000, this Element emphasizes improving mobility and access in disadvantaged and underserved communities identified in *CalEnviroScreen*, including but not limited to Happy Camp, Butte Valley, and other rural communities with documented barriers to transportation and broadband.
- **Freight Constraints:** Heavy reliance on I-5 and US 97 creates vulnerability to closures and bottlenecks. Together, these corridors carry more than 6,500 trucks per day, and several bridges along County routes remain load restricted. Last-mile access roads are often weight-restricted or deteriorated.
- **Funding Limitations:** Local funding is insufficient, requiring dependence on competitive state and federal programs that often favor urban areas. STAGE also faces long-term fiscal uncertainty due to declining ridership, rising operating costs, and limited local matching funds for state and federal transit grants.

Key Opportunities

Despite these constraints, Siskiyou County can leverage its geography, partnerships, and policy environment to improve transportation outcomes.

- **Strategic Location:** As a gateway between California and the Pacific Northwest, Siskiyou County is well-positioned to attract freight, tourism, and infrastructure investment. Positioning the County as a logistics and recreation hub supports both goods movement and sustainable economic growth.
- **State and Federal Programs:** Resources such as SB 1 (Road Repair and Accountability Act), the Active Transportation Program (ATP), and federal infrastructure funding can address local maintenance and multimodal needs. New discretionary programs under the Infrastructure Investment and Jobs Act (IIJA) expand eligibility for bridge and rural-resilience improvements.
- **Sustainable Mobility:** Expanding bicycle, pedestrian, and transit facilities, along with EV infrastructure, supports state greenhouse-gas-reduction goals while improving local access. The County's participation in the West Coast Electric Highway (WCEH) program may provide near-term funding opportunities for EV infrastructure along rural corridors.
- **Resilient Infrastructure:** Incorporating slope stabilization, culvert upgrades, and fire-resistant design extends asset life and improves emergency readiness. Resilience retrofits on key routes such as SR 89 and SR 96 can ensure all-weather evacuation and supply access during wildfire and flood events.
- **Regional and Tribal Partnerships:** Collaboration with Caltrans, the Siskiyou County Local Transportation Commission (SCLTC), tribal governments, and neighboring counties strengthens funding eligibility and project coordination.

- **GIS and Data Integration:** Developing a countywide GIS system will enhance hazard planning, improve transparency, and strengthen competitiveness for state and federal transportation funding. Integrating pavement data, traffic counts, and broadband mapping supports data-driven prioritization of capital improvements.
- **Tourism and Recreation:** Enhancing access to trails, parks, and scenic byways supports outdoor recreation and tourism, which continue to be major contributors to the local economy. Linking trailheads such as the Pacific Crest Trail to nearby towns can diversify the visitor economy and improve active-transportation connectivity.

Summary

Siskiyou County must balance limited resources and growing risks with opportunities for resilience and innovation. Leveraging state programs, regional partnerships, modern GIS tools, and sustainable-mobility strategies can strengthen the circulation system while ensuring it remains safe, resilient, equitable, and economically sustainable.

These challenges and opportunities form the foundation for the goals, policies, and implementation programs presented in Section 4.5 of this Element.

4.4 Policy & Planning Framework

Overview

Siskiyou County's circulation planning is shaped by state law, regional strategies, and local priorities. This framework ensures that transportation investments are legally compliant, regionally coordinated, and reflective of community needs. Together, these mandates and principles provide the foundation for the goals, policies, and programs of this Element.

State Mandates

As noted in § 4.1, this Element complies with applicable state mandates. The following statutes and guidelines provide the primary legal framework for circulation planning and California Environmental Quality Act (CEQA) transportation analysis in Siskiyou County:

- **Government Code §65302(b):** Requires circulation elements to identify the general location and extent of major transportation routes, terminals, and supporting public utilities.
- **SB 375 (Sustainable Communities and Climate Protection Act):** Integrates transportation and land use planning through Regional Transportation Plans (RTPs) and Sustainable Communities Strategies to reduce greenhouse gas emissions.
- **SB 743 (CEQA Transportation Impacts):** The County will use Vehicle Miles Traveled (VMT) as the CEQA transportation metric and may use LOS as an operational design tool outside of CEQA.

- **AB 1358 (Complete Streets Act):** Directs local governments to design circulation systems that serve all users—pedestrians, bicyclists, transit riders, motorists—reflecting urban, suburban, and rural contexts.
- **SB 1000 (Environmental Justice in General Plans):** Requires consideration of mobility and access barriers in disadvantaged and underserved communities. For purposes of this Element, references to “underserved” and “disadvantaged” communities shall align with **CalEnviroScreen** and applicable state definitions.
- **AB 52 (Tribal Consultation):** Requires early and meaningful tribal consultation for projects subject to CEQA review.
- **CAPTI (Climate Action Plan for Transportation Infrastructure 2021):** Aligns transportation investment with climate adaptation, equity, and public-health objectives, guiding Caltrans and regional partners to prioritize low-carbon and multimodal improvements.
- **IIJA (Infrastructure Investment and Jobs Act 2021):** Provides long-term federal investment for roads, bridges, airports, freight, EV infrastructure, and broadband expansion—key funding sources for rural counties.

Regional and Local Coordination

Transportation planning in Siskiyou County does not occur in isolation. It relies on coordination across agencies, jurisdictions, and communities to ensure consistency and efficiency.

The Circulation Element is formally aligned with the *Siskiyou County Regional Transportation Plan (RTP, 2021)*. The RTP is adopted, incorporated, and made a part of the Circulation Element. Projects and priorities identified in the RTP are adopted as part of this Element's capital improvement framework, ensuring consistency between land use policy and transportation investment. While Siskiyou County is not required to adopt a Sustainable Communities Strategy (SCS), the County's circulation policies support statewide greenhouse gas reduction goals consistent with SB 375.

- **Siskiyou County Regional Transportation Plan (RTP, 2021):** Establishes countywide transportation needs, priorities, and funding strategies, prepared by the Siskiyou County Local Transportation Commission (SCLTC).
- **Caltrans Planning and Concept Reports:** Provide long-range strategies for I-5, US 97, and state routes that serve as lifeline and freight corridors.
- **Interagency and Tribal Partnerships:** Collaboration with Caltrans, tribal governments, neighboring counties, and federal agencies strengthens funding eligibility and ensures cultural and regional priorities are addressed.
- **County and City General Plans:** Local land use and circulation elements are coordinated across jurisdictions to ensure internal consistency and avoid conflicts.
- **Western States Rural Transportation Consortium (WSRTC):** Successor to the California-Oregon Advanced Transportation System (COATS) program, WSRTC expands Intelligent

Transportation Systems (ITS) deployment to improve rural mobility, safety, and emergency communication.

- **Broadband Coordination:** The County's participation in the State's Middle-Mile Broadband Initiative (SB 156, 2021) complements transportation planning by expanding digital connectivity along key corridors.

Table 4.4-1. Key Regulatory and Policy References

Law / Program	Purpose / Scope	Application to Siskiyou County Circulation Planning
Government Code §65302(b)	Requires a Circulation Element identifying the location and extent of major transportation routes, terminals, and supporting public utilities.	Basis for this Element; ensures the County's transportation system is planned comprehensively and in coordination with land-use policy.
SB 375 (Sustainable Communities and Climate Protection Act)	Integrates transportation, land-use, and housing planning to reduce greenhouse-gas emissions.	Guides alignment of County circulation policies with regional strategies and statewide climate-action goals.
SB 743 (CEQA Transportation Impacts)	Replaces Level of Service (LOS) with Vehicle Miles Traveled (VMT) as the CEQA transportation-impact metric.	The County uses VMT for CEQA analysis and LOS for local operational and design considerations.
AB 1358 (Complete Streets Act)	Requires circulation systems to accommodate all users—pedestrians, bicyclists, motorists, and transit riders.	Shapes Complete Streets policy; incorporated into subdivision and capital-project review standards.
SB 1000 (Environmental Justice in General Plans)	Promotes equitable access and mobility in disadvantaged and underserved communities.	Informs equity, broadband-access, and rural-mobility policies within this Element.
AB 52 (Tribal Consultation)	Requires early, meaningful consultation with tribes for CEQA projects affecting cultural resources.	Formalizes coordination with tribal governments on transportation planning and project delivery.
CAPTI (2021)	Climate Action Plan for Transportation Infrastructure.	Aligns state transportation investments with climate adaptation, equity, and multimodal objectives.

Law / Program	Purpose / Scope	Application to Siskiyou County Circulation Planning
IIJA (2021)	Infrastructure Investment and Jobs Act.	Provides long-term federal investment in roads, bridges, airports, EV charging, broadband, and safety programs.
SB 156 (State Middle-Mile Broadband Initiative)	Funds broadband infrastructure to connect rural and underserved areas.	Supports digital connectivity and emergency-communications improvements along key corridors.
WSRTC (Western States Rural Transportation Consortium)	Advances Intelligent Transportation Systems (ITS) and connected-vehicle technology in rural regions.	Enables coordination with Caltrans District 2 for deployment of road-weather stations, cameras, and dynamic-message signs.
RTP (Regional Transportation Plan, 2021)	Identifies long-term transportation needs, priorities, and funding strategies for Siskiyou County.	Ensures this Element's policies and capital-improvement framework remain consistent with regional priorities.

Summary

The statutes and programs summarized above establish the legal and strategic foundation for Siskiyou County's circulation planning. Building on this framework, Section 4.5 translates these mandates and principles into specific goals, policies, and implementation programs that will guide the County's transportation investments, promote multimodal mobility, and enhance safety, resilience, and economic vitality across all communities.

4.5 Goals, Policies, and Implementation Programs

The following goals and policies establish Siskiyou County's vision for a safe, resilient, equitable, and economically sustainable transportation system. Implementation programs provide concrete actions, timelines, and responsibilities to carry these policies forward.

CIR-1 A Safe and Reliable Transportation System

Goal: Maintain and improve the County's roadway and bridge network to ensure safety, reliability, and emergency readiness. (Source: New Goal)

Policies:

- CIR-1.1:** Prioritize maintenance and rehabilitation of county roads, bridges, and culverts. [Source: New Policy]
- CIR-1.2:** Maintain designated lifeline routes to ensure reliable emergency response and evacuation. [Source: New Policy]
- CIR-1.3:** Incorporate extreme weather resistant adaptive design features (slope stabilization, snow clearance facilities, fire-resilient road shoulders). [Source: New Policy]

Implementation Programs:

- Program CIR-1.1** Routinely update and improve the County Pavement Management System (PMS) to prioritize rehabilitation and maintenance projects.
- Program CIR-1.2** Prepare a Lifeline Corridors Plan in partnership with Caltrans and Cal OES. The plan shall map evacuation routes, identify critical deficiencies (e.g., bridges, shoulders, winter closures), and establish a schedule of capital upgrades to improve emergency readiness.
- Program CIR-1.3** Adopt design standards for county roads and bridges that integrate climate adaptation strategies, including expanded culvert capacity, slope stabilization, wildlife crossings, and fire-resistant shoulders. Require resilience features in all major capital projects.

CIR-2 Equitable and Multimodal Mobility

Goal: Expand safe and reliable transportation options that serve all residents, with emphasis on underserved communities. (Source: New Goal)

Policies:

- CIR-2.1:** Support the availability of affordable and reliable shared mobility services, including transportation network companies (e.g., Lyft, Uber) and micro-mobility options (e.g., bike-share, e-scooters), with emphasis on expanding service to underserved communities. [Source: New Policy]
- CIR-2.2:** Expand bicycle, pedestrian, and transit facilities, especially in underserved communities. [Source: New Policy]
- CIR-2.3:** Integrate Complete Streets principles into all new roadway projects. [Source: New Policy]
- CIR-2.4:** Support demand-response and paratransit service for seniors, youth, and persons with disabilities. [Source: New Policy]

Implementation Programs:

- Program CIR-2.1** Apply for Active Transportation Program (ATP) funding to expand bike/ped networks.
- Program CIR-2.2** Update County roadway design standards to incorporate Complete Streets.
- Program CIR-2.3** Partner with STAGE Transit to expand demand-response services in rural areas.

CIR-3 Efficient Goods Movement and Economic Vitality

Goal: Strengthen the transportation system to support freight, tourism, and local businesses. (Source: New Goal)

Policies:

- CIR-3.1:** Support improvements to Interstate 5 (I-5), U.S. Highway 97 (US 97), and key State Routes (SRs) to maintain freight reliability. [Source: New Policy]
- CIR-3.2:** Strengthen last-mile transportation routes that connect rural producers and small businesses to regional markets. [Source: New Policy]

CIR-3.3: Preserve and improve airport facilities for freight, emergency response, and tourism. [Source: New Policy]

Implementation Programs:

- Program CIR-3.1** Work with Caltrans District 2 to advance freight corridor projects identified in the RTP.
- Program CIR-3.2** Seek USDA and state rural infrastructure grants to improve local farm-to-market roads.
- Program CIR-3.3** Partner with the Division of Aeronautics to pursue airport improvement grants.

CIR-4 Environmental Stewardship and Adaptation

Goal: Reduce environmental impacts of transportation. (Source: New Goal)

Policies:

- CIR-4.1:** Reduce Vehicle Miles Traveled (VMT) through multimodal expansion and digital access. [Source: New Policy]
- CIR-4.2:** Expand rural electric vehicle charging to support clean transportation and economic access. [Source: New Policy]
- CIR-4.3:** Protect habitats and waterways through environmentally sensitive transportation design. [Source: New Policy]
- CIR-4.4:** Adopt local Vehicle Miles Traveled (VMT) significance thresholds and screening criteria consistent with the OPR Technical Advisory on Evaluating Transportation Impacts in CEQA (as may be updated), with rural-context adjustments supported by substantial evidence. [Source: New Policy]

Implementation Programs:

- Program CIR-4.1** Develop a Multimodal Access Plan that identifies priority corridors for bicycle, pedestrian, and transit improvements, and integrates broadband access to support telecommuting.
- Program CIR-4.2** Partner with utility providers to prepare a Rural EV Charging Implementation Strategy identifying priority sites, funding sources, and maintenance responsibilities.
- Program CIR-4.3** Adopt and apply Wildlife-Friendly Design Guidelines for roadway, culvert, and bridge projects, in coordination with CDFW and Caltrans.

Program CIR-4.4 Adopt by resolution local VMT significance thresholds and screening criteria (e.g., project type/size, local-serving uses, community context), and methods (calculation tools, baseline/cumulative approach), consistent with OPR guidance.

CIR-5 Regional and Tribal Collaboration

Goal: Strengthen partnerships to leverage resources and coordinate transportation planning across jurisdictions. (Source: New Goal)

Policies:

- CIR-5.1:** Strengthen partnerships with tribal governments in transportation planning and funding. [Source: New Policy]
- CIR-5.2:** Coordinate with regional and state agencies to leverage funding and avoid duplication. [Source: New Policy]
- CIR-5.3:** Foster cross-border coordination with Oregon agencies on I-5 and US 97. [Source: New Policy]
- CIR-5.4:** Partner with the Siskiyou County Local Transportation Commission, in its role as the Regional Transportation Planning Agency, by providing data, technical input, and policy support to strengthen integration of the County General Plan with the Regional Transportation Plan. [Source: New Policy]
- CIR-5.5:** Prioritize funding and implementation of transportation projects identified in the Siskiyou County Regional Transportation Plan (RTP) to ensure consistency between the General Plan and state/federal programming. [Source: New Policy]

Implementation Programs:

- Program CIR-5.1** Formalize a County-Tribal Transportation Coordination Forum.
- Program CIR-5.2** Participate in regional corridor studies with Caltrans and SCLTC.
- Program CIR-5.3** Engage with Oregon DOT to align I-5 and US 97 freight planning.
- Program CIR-5.4** Work with the Siskiyou County Local Transportation Commission (SCLTC) to annually review and update the County's capital improvement priorities to reflect the most current RTP project list.
- Program CIR-5.5** Develop and maintain a countywide Geographic Information System (GIS) database for circulation planning. The GIS will consolidate roadway, bridge, transit, broadband, hazard, and environmental data to support project-level analysis, grant applications, and coordination with Caltrans,

SCLTC, and tribal governments. Provide public-facing access where feasible to improve transparency and collaboration.

CIR-6 Use of General Plan Program EIR for Future Projects

Goal: The County intends that the General Plan Program EIR serve as the primary CEQA compliance document for subsequent projects. This approach ensures environmental review is both efficient and comprehensive, avoids duplication, and provides legal certainty for future investments. Future manufacturing or industrial projects consistent with this General Plan may therefore rely on the Program EIR, with supplemental project-level analysis prepared only where necessary. (Source: New Goal)

Policy:

CIR-6.1: Future development projects, including but not limited to manufacturing, industrial, commercial, residential, and infrastructure projects, may tier from and rely upon the certified General Plan Program Environmental Impact Report (Program EIR) pursuant to Public Resources Code §21094 and CEQA Guidelines §§15152 and 15168. Where such projects are determined to be consistent with the land use designations, policies, and circulation improvements established in the General Plan, and where the Program EIR adequately analyzed the associated environmental impacts, subsequent environmental review shall be limited to:

1. Identifying and applying previously adopted mitigation measures;
2. Evaluating project-specific impacts not addressed in the Program EIR; and
3. Addressing any new or substantially more severe significant impacts arising from changes in the project, circumstances, or applicable regulations. [Source: New Policy]

Implementation Program:

Program CIR-6.1 Develop and adopt administrative procedures and a Program EIR consistency checklist (CEQA Guidelines §15168(c)(2)) to determine whether additional CEQA documentation is required. The checklist shall apply to future projects—including manufacturing, industrial, commercial, residential, and infrastructure uses—seeking to tier from the General Plan Program EIR. Establish a mitigation monitoring and reporting program (MMRP) to track implementation of adopted mitigation measures and provide applicant guidance materials to streamline review.

4.6 Implementation Programs Table

Overview

Implementation programs translate the goals and policies of this Element into specific actions. Each program identifies the responsible agency, potential funding sources, and an expected timeframe for delivery. While programs are organized by theme, many will be implemented collaboratively, reflecting the County's reliance on state, regional, and federal partnerships.

Timeframe Legend

Short-term = 0–2 years

Mid-term = 3–5 years

Ongoing = Continuous or annual review

Program	Description	Responsible Agency	Funding Sources	Timeframe
CIR-1.1 Pavement Management	Establish and maintain a Pavement Management System to guide roadway rehabilitation.	Public Works	SB 1, Federal Infrastructure, Local Match	Ongoing
CIR-1.2 Lifeline Corridors Plan	Prepare a Lifeline Corridors Plan in partnership with Caltrans and Cal OES. The plan shall map evacuation routes, identify critical deficiencies (e.g., bridges, shoulders, winter closures), and establish a schedule of capital upgrades to improve emergency readiness.	Public Works, Caltrans, Cal OES	SB 1, Hazard Mitigation Grants, Federal Infrastructure	Short-term
CIR-1.3 Climate-Resilient Design Standards	Adopt design standards for county roads and bridges that integrate climate adaptation strategies, including expanded culvert capacity, slope stabilization, wildlife crossings, and fire-resistant shoulders. Require resilience features in all major capital projects.	Public Works, Planning Dept., Caltrans	FEMA Hazard Mitigation, SB 1 Adaptation Grants, Federal Infrastructure	Short-term (adoption); Ongoing (application)
CIR-2.1 ATP Funding for	Apply for Active Transportation Program (ATP) funding to expand	SCLTC, Cities, Public Works	ATP, SB 1, Local Match	Short-term

Bike/Ped Expansion	bicycle and pedestrian networks, with emphasis on underserved communities.			
CIR-2.2 Incorporate Complete Streets	Update roadway design standards to incorporate Complete Streets principles.	Planning Dept., Public Works	General Fund, SB 1, ATP	Mid-term
CIR-2.3 Expand STAGE Transit capabilities	Expand demand-response and paratransit services in partnership with STAGE Transit.	STAGE Transit, Cities, Planning Dept.	FTA Section 5311, Local Funds, State Transit Assistance	Ongoing
CIR-3.1 Freight Corridor Projects	Advance freight corridor projects along Interstate 5 (I-5), U.S. Highway 97 (US 97), and key State Routes (SRs) as identified in the RTP with Caltrans District 2.	SCLTC, Caltrans	Federal Freight Programs, SB 1, RTP Funding	Ongoing
CIR-3.2 Last-mile rural infrastructure improvements	Seek USDA and state grants to upgrade farm-to-market and rural access roads.	Public Works, USDA, Caltrans	USDA Rural Development Grants, SB 1, Local Match	Mid-term
CIR-3.3 Airport Improvements	Pursue airport improvement funding for freight, tourism, and emergency response.	Public Works, Airports, Caltrans Aeronautics	FAA Airport Improvement Program, State Aviation Grants	Ongoing
CIR-4.1 Multimodal Access Plan	Develop a Multimodal Access Plan identifying priority corridors for bicycle, pedestrian, and transit improvements, and integrating broadband access, ITS, and telecommuting support.	Planning Dept., SCLTC, STAGE Transit	ATP, Broadband Grants, SB 1, Federal Infrastructure	Mid-term
CIR-4.2 Rural EV Charging Strategy	Partner with utility providers to prepare a Rural EV Charging Implementation Strategy identifying priority sites, funding sources, and maintenance responsibilities.	Public Works, Utility Providers	California Energy Commission, Federal Infrastructure, Utility Partnerships	Short-term

CIR-4.3 Wildlife-Friendly Design Guidelines	Adopt and apply Wildlife-Friendly Design Guidelines for roadway, culvert, and bridge projects, in coordination with CDFW and Caltrans.	Public Works, Caltrans, CDFW	Caltrans Mitigation Programs, Federal Habitat Conservation Funds	Short-term (adoption); Ongoing (application)
CIR-4.4 VMT Thresholds & Screening Adoption	Adopt VMT significance thresholds and screening criteria by resolution.	Planning Dept., SCLTC	General Fund, SB 1 Planning Grants	Short-term
CIR-5.1 Tribal Coordination	Establish a County-Tribal Transportation Coordination Forum.	SCLTC, Tribal Governments	State/Tribal Partnerships, Federal Grants	Short-term (establish); Ongoing (operation)
CIR-5.2 Regional Corridor Studies	Participate in regional corridor studies with Caltrans and the SCLTC to identify priority investments.	SCLTC, Caltrans, Cities, Counties	State & Federal Planning Funds, SB 1	Ongoing
CIR-5.3 Coordinating with Oregon DOT	Coordinate with Oregon DOT on I-5 and US 97 freight planning.	SCLTC, Caltrans, ODOT	Federal Freight Programs, Bi-State Partnerships	Mid-term
CIR-5.4 RTP Capital Priorities Alignment	Work with SCLTC to annually review and update the County's capital improvement priorities to reflect the most current RTP project list.	SCLTC, Planning Dept., Public Works	RTP Funding, SB 1, Federal Programs	Ongoing
CIR-5.5 Transportation GIS Development	Develop and maintain a countywide GIS database for circulation planning, integrating roadway, transit, broadband, hazard, and environmental data. Use GIS to support grant applications, project-level analysis, and interagency coordination.	Planning Dept., Public Works, SCLTC, Tribal Governments	SB 1 Planning Grants, Caltrans Sustainable Communities, Federal Infrastructure, Tribal Partnerships	Mid-term
CIR-6.1 Program EIR Consistency Procedures	Develop and adopt administrative procedures and a Program EIR consistency checklist (CEQA Guidelines §15168(c)(2)) to determine whether additional CEQA	Planning Dept.	General Fund, Applicant Fees	Short-term (adoption); Ongoing (application)

	documentation is required. Establish a mitigation monitoring and reporting program (MMRP) and provide applicant guidance materials to streamline review.			
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Closing

Together, these implementation programs provide a clear action plan for achieving the Circulation Element's goals—advancing a transportation system that is safe, resilient, equitable, and economically sustainable through coordinated local, regional, and state investment. In particular, Implementation Program CIR-5.4 ensures that the County's capital improvement priorities remain directly aligned with the Siskiyou County Regional Transportation Plan (RTP), strengthening consistency between this Element and state and federal transportation programming.

4.7 Maps and Figures

The Circulation Element includes a series of maps and figures illustrating Siskiyou County's multimodal transportation system. These maps satisfy the statutory requirement under Government Code §65302(b) to show the general location and extent of major thoroughfares, transportation routes, terminals, and supporting public utilities and facilities.

The following figures collectively constitute the County's Circulation System Diagram. Each figure depicts a different transportation mode or component to improve readability while maintaining a unified, countywide network. The County will maintain and periodically update these maps to reflect changes in infrastructure, land use, and regional priorities. GIS data will be maintained in coordination with Caltrans, the Siskiyou County Local Transportation Commission (SCLTC), and tribal governments, consistent with Implementation Program CIR-5.5 (Transportation GIS Development).

Figures

1. Figure 4.7.1 – Roadway Circulation and Functional Classification
2. Figure 4.7.2 – Public Transit - Siskiyou Transit and General Stage (STAGE)
3. Figure 4.7.3 – Airports in Siskiyou County
4. Figure 4.7.4 – Railroad Lines and Freight Corridors
5. Figure 4.7.5 – Public Electric Vehicle Charging Locations
6. Figure 4.7.6 – Wildfire Hazard Zones and Evacuation Corridors
7. Figure 4.7.7 – Active Transportation and Trails

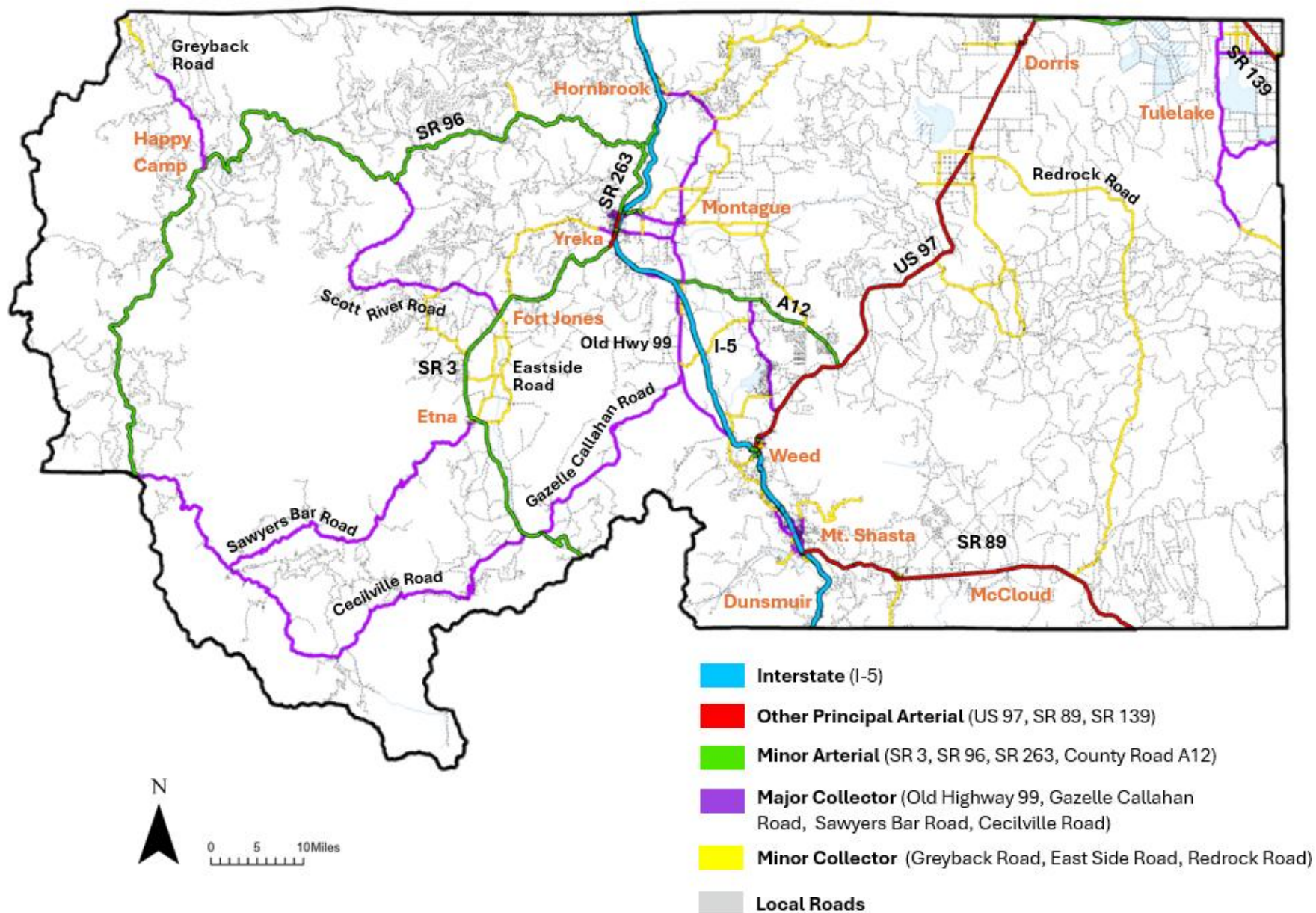
Figure 4.7.1**Roadway Circulation and Functional Classification**

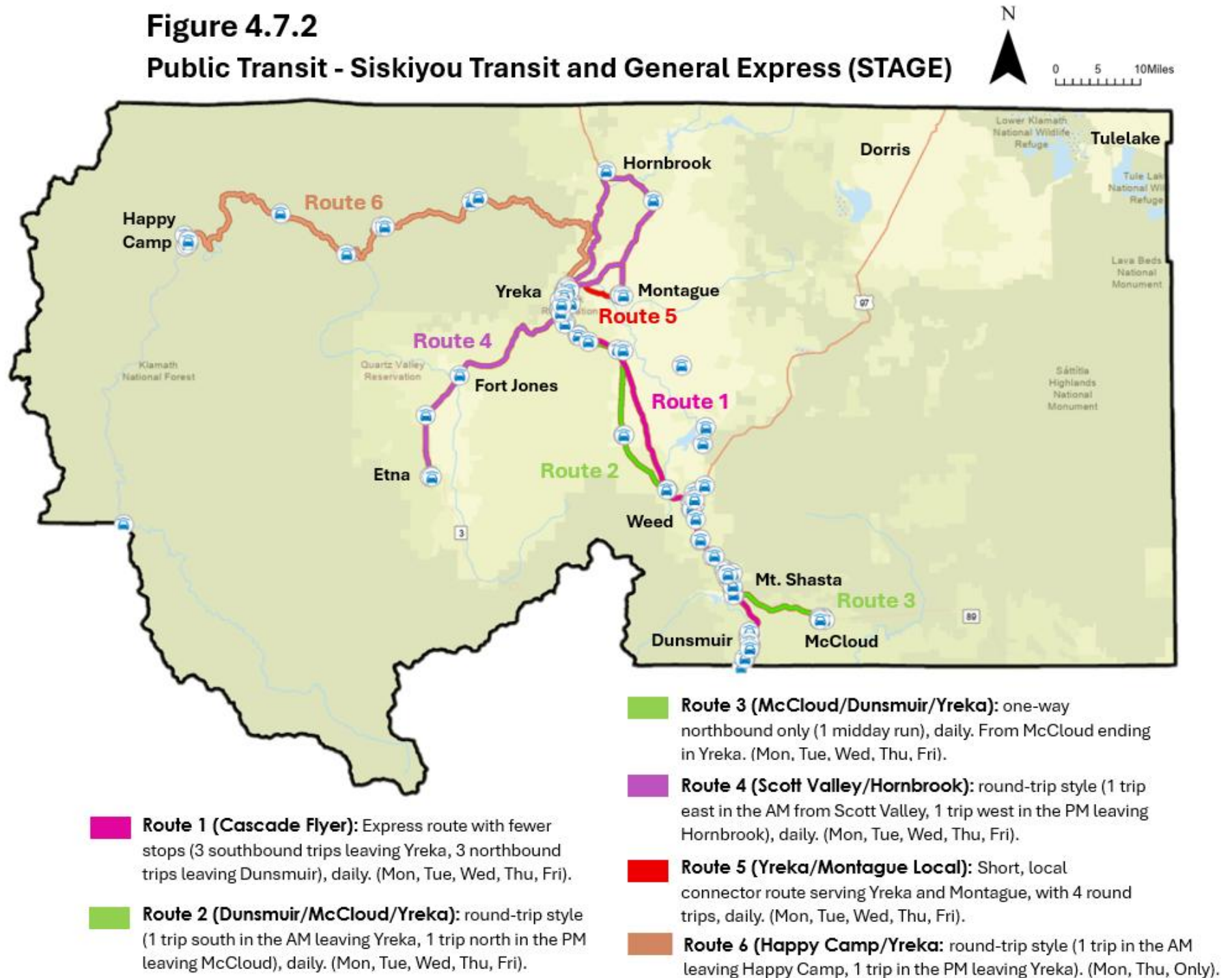
Figure 4.7.2**Public Transit - Siskiyou Transit and General Express (STAGE)**

Figure 4.7.3
Airports in Siskiyou County

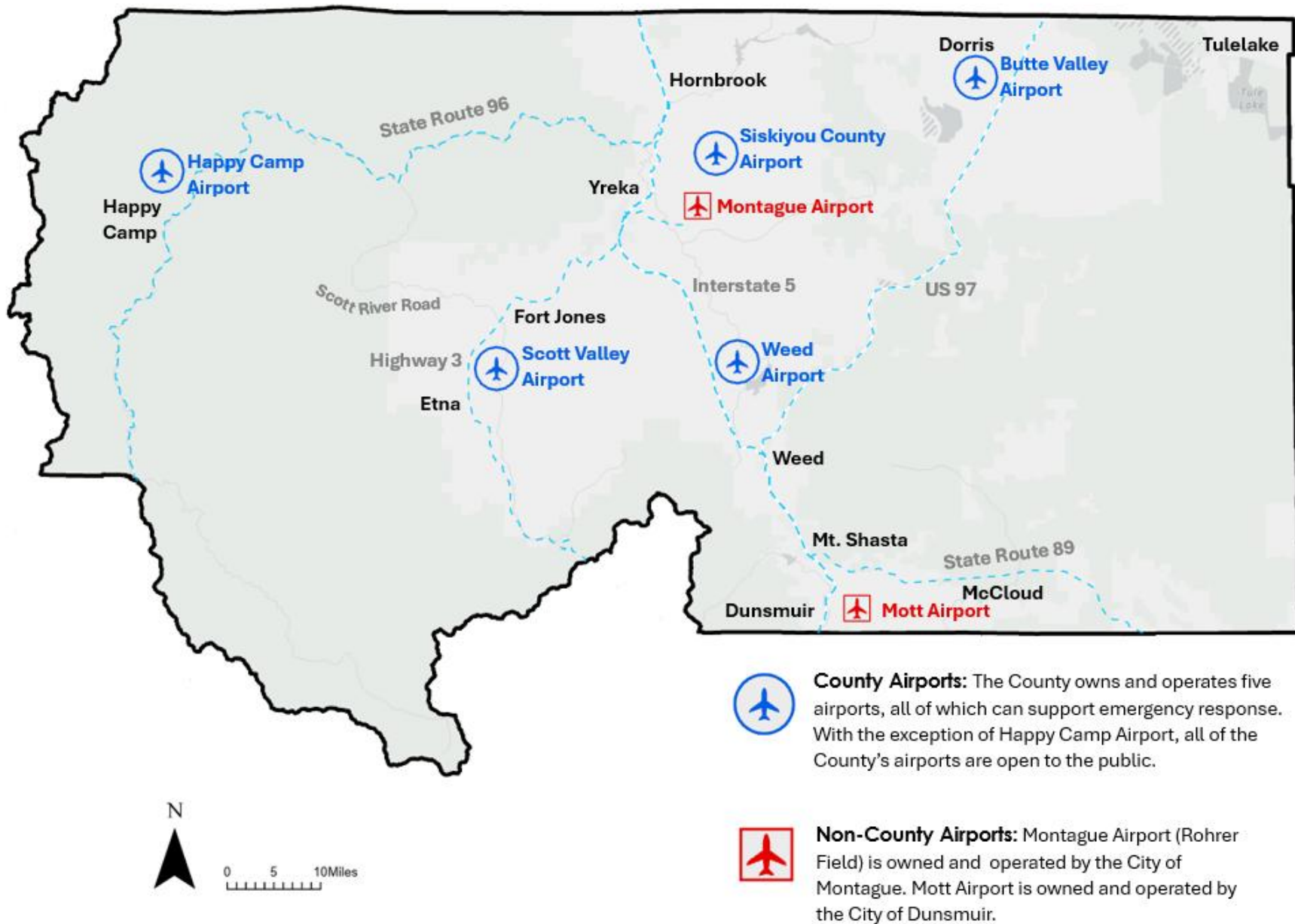


Figure 4.7.4
Railroad Lines and Freight Corridors

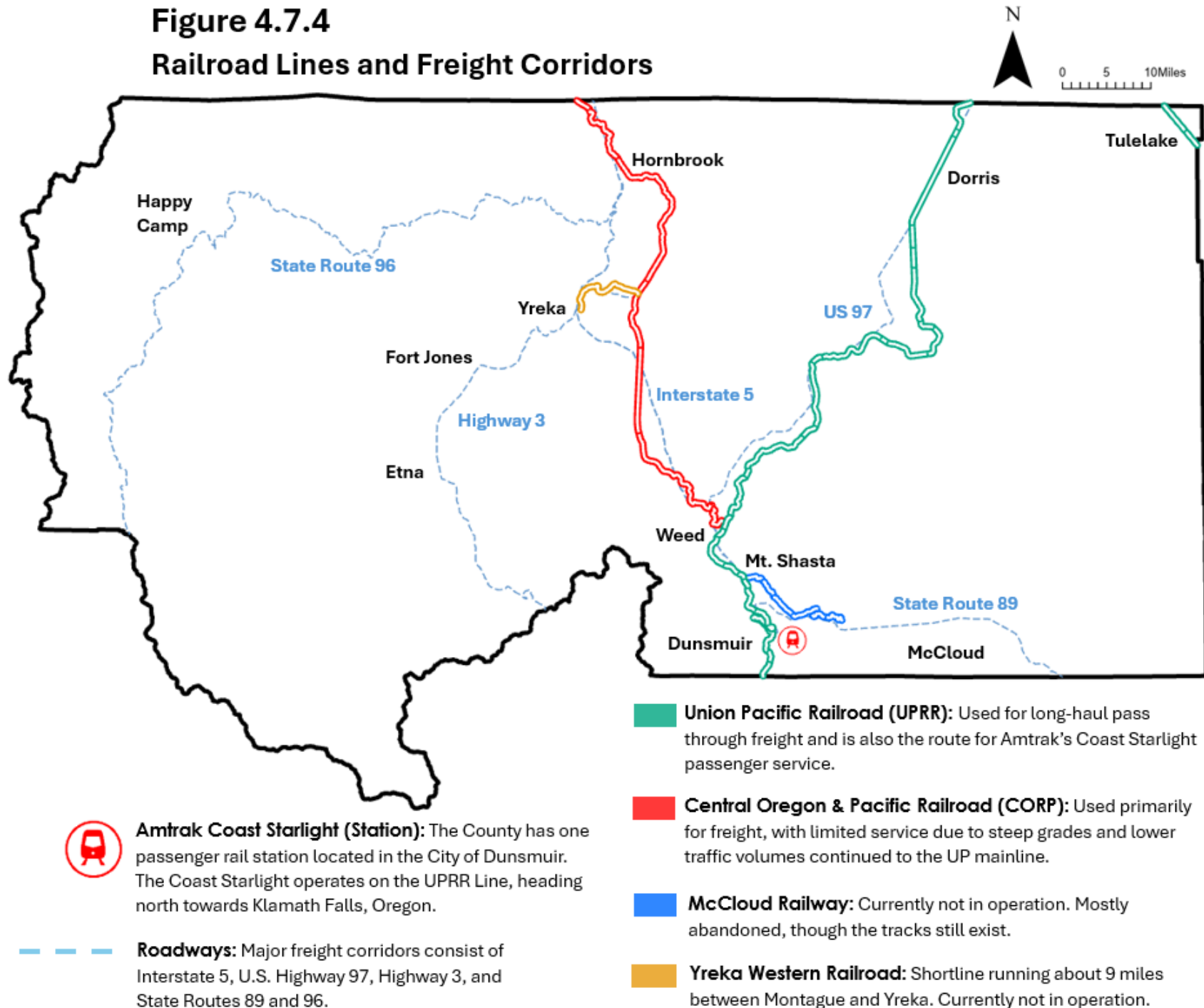
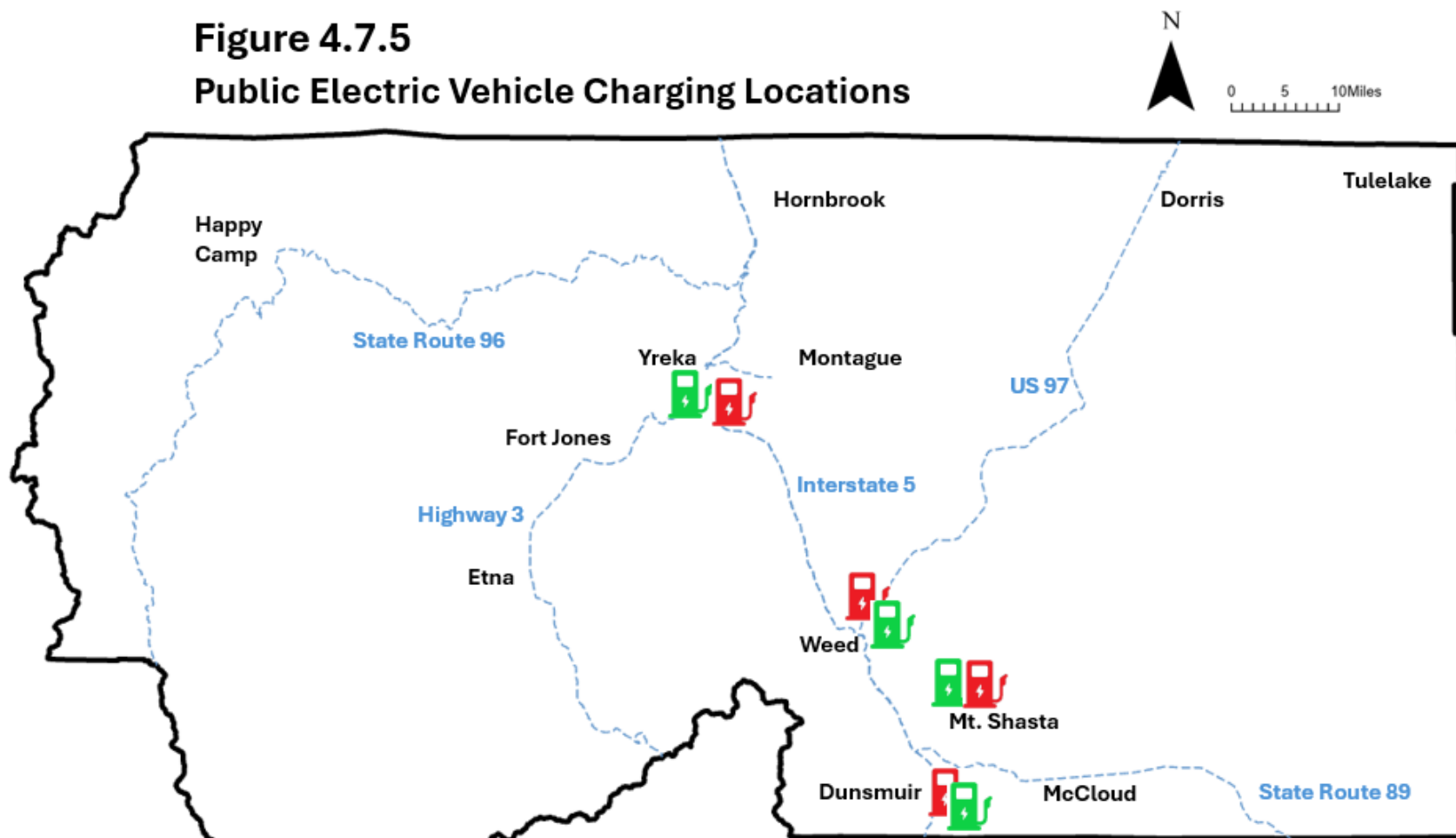


Figure 4.7.5
Public Electric Vehicle Charging Locations



Level 3 EV charging (400-900 Volts DC)

Located only in Yreka, Weed, Mt. Shasta, and Dunsmuir.



Level 2 EV charging (208-240 Volts AC)

Located only in Yreka, Weed, Mt. Shasta, and Dunsmuir.

* Public EV charging infrastructure is currently limited to locations along the Interstate 5 corridor. Communities in Scott Valley and those along State Routes 96, 89, and U.S. 97 lack access to publicly available charging facilities.

Place Holder
Need to Make a
Map for this
Category.

Figure 4.7.6 – Wildfire Hazard Zones and Evacuation Corridors

Figure 4.7.7 – Active Transportation and Trails

4.8 Incorporation of the Regional Transportation Plan (RTP)

This Element incorporates by reference the Siskiyou County Regional Transportation Plan (RTP, 2021). Projects identified in the RTP are hereby adopted as the County's capital improvement priorities, consistent with Government Code §65302(b). In the event of a conflict, the RTP governs funding and programming, while the Circulation Element governs land-use and policy consistency. This coordination ensures that transportation investments are prioritized and delivered in a manner that aligns local land use decisions with regional and state mobility goals.

The RTP is published separately and follows this Element with its own Table of Contents and pagination.