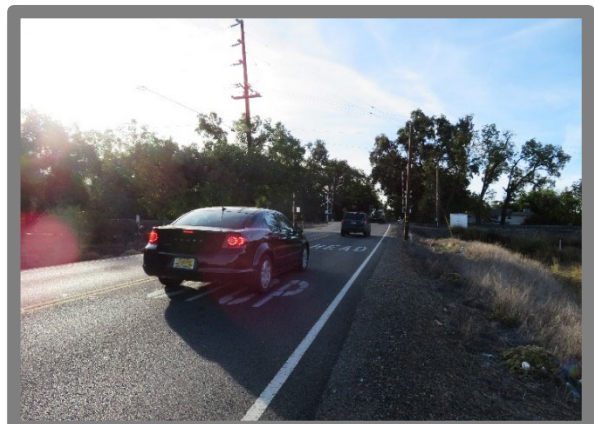


**2020 Regional Transportation Improvement Program
for
Tehama County**

**Adopted by the Tehama County Transportation Commission
On
November 25, 2019**



2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) Tehama County Transportation Commission

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A. Overview and Schedule**Section 1. Executive Summary**

The Tehama County Transportation Commission (TCTC) adopted the Regional Transportation Improvement Program (RTIP) on November 25, 2019. Every two years, local transportation commissions and Regional Transportation Planning Agencies (RTPA) across the state submit a five-year RTIP to the California Transportation Commission (CTC) as part of the development for the State Transportation Improvement Program (STIP). The California Transportation Commission (CTC) adopts the statewide list of projects as the STIP.

Section 2. General Information**Tehama County Transportation Commission**

Related links.

Regional Agency Website Link:

<http://www.tehamacountypublicworks.ca.gov/Transportation/default.html>

RTIP document link:

<http://www.tehamacountypublicworks.ca.gov/transportation/projects.html>

2020 TCTC RTP Link:

<http://www.tehamacountypublicworks.ca.gov/Transportation/rtp.html>

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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The RTIP is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the STIP. The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25-year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

The Tehama RTIP consists of the pavement, bridge and pedestrian/bicycle projects. The 2020 RTIP totals \$16,506,000 in transportation projects: all projects are consistent with the Tehama County RTP. These projects improve safety/operations and facilitate the movement of goods and people in the region. RTIP projects improve the transportation system network within Tehama County as well as the North State Region. Local roads such as 99W are essential to goods movements.

B. Regional Agency's Historical and Current Approach to developing the RTIP

The TCTC's RTIP projects are required to be included in the Tehama Regional Transportation Plan. The RTP includes extensive community outreach and project vetting. The most recent RTP was adopted in 2019. The planning process includes, but is not limited to, discussions with the Commission, Caltrans, cities of Corning, Red Bluff, and Tehama and Tehama County Public Works. Public hearings and informational updates occur during TCTC meetings and information is also posted on the website.

For this 2020 RTIP, in compliance with the CTC, TCTC gave priority as follows: first priority is the reprogramming of projects from the 2018 STIP as amended, followed by project cost increase requests, projects or project components deleted from previous STIP cycles, and new projects.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

Below is the before and after of the Bowman Road at South Fork Cottonwood Creek Bridge and Roadway Safety Improvement Project which included approximately 1,225 feet of new alignment, a 450 foot three span cast-in-place bridge, located approximately 10 miles west of Cottonwood and Interstate 5.



Illustrated in the image to the right is the view of 99W at Thomes Creek Bridge Replacement Project (PPNO 2430). The 1920s bridge was replaced using the Federal Highway Bridge Program funds and STIP funds for the required 11.47% match.

The below image is an instance of the extensive and pervasive scouring of the footings, as seen from the streambed of Thomes Creek.



Below is the new Thomes Creek Bridge at 99W. The bridge was at near completion during the December 10, 2015 flash flood. The significance of the 99W is that it is a designated I-5 alternate route by Caltrans.



Project Name and Location	Description	Summary of Improvements/Benefits
Bowman Road at South Fork Cottonwood Creek Seismic Bridge Replacement	Seismic Bridge Replacement, roadway alignment, and historic tribute to the Paskenta Band of Nomlaki Indians.	Construction Completed
99W at Thomes Creek Bridge Replacement Project	Replace the 1920s Thomes Creek Bridge on 99W.	Construction Completed.
City Corning Complete Streets and Safety Project	This road diet project downtown Corning improves safety, traffic operations, and accessibility to main street businesses. Pedestrian and bicycle facility have been incorporated into this project.	NEPA/CEQA completed January 2017.
Evergreen Road at Cottonwood Creek Seismic Bridge Replacement	Seismic Bridge Replacement, roadway alignment which eliminates four 90° turns, and includes intersection improvements.	NEPA/CEQA completed. Right of way offers being made. Construction to commence in Spring of 2020.
McCoy Road Low Water Crossing at Nork Dibble Creek	Bridge Replacement and roadway realignment.	NEPA/CEQA completed.
Kirkwood Road at Jewitt Creek	Bridge Replacement.	NEPA/CEQA completed.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14, 2019
Caltrans identifies State Highway Needs	September 15, 2019
Caltrans submits draft ITIP	October 1, 2019
CTC ITIP Hearing, North	October 8, 2019
CTC ITIP Hearing, South	October 15, 2019
Regional Agency adopts 2020 RTIP	November 25, 2019
Regions submit RTIP to CTC (postmark by)	December 15, 2019
Caltrans submits ITIP to CTC	December 15, 2019
CTC STIP Hearing, North	January 30, 2020
CTC STIP Hearing, South	February 6, 2020
CTC publishes staff recommendations	February 28, 2020
CTC Adopts 2020 STIP	March 25-26, 2020

B. Public Participation/Project Selection Process

RTIP projects have been identified through the RTP planning process which included input from TCTC, Caltrans, local agencies, and the public. Additional meetings were held with Caltrans District 2 and stakeholders.

C. Consultation with Caltrans District 2

TCTC and Caltrans staff actively engaged in the consultation process during the development of the 2020 RTIP, which Caltrans District 2 has summarized in a letter attached under Section 20 of this RTIP.

In the planning process for the 2020 RTIP, Caltrans did request a new regional partnership project for State Highway projects. Subsequently, TCTC partnered with Caltrans with 2018/19 Congestion Mitigation Air Quality (CMAQ) funds that are now dedicated to an Active Transportation Bike/Ped Pathway in Mineral. TCTC's CMAQ funds, which are limited to emission reduction projects, also assisted a State project to construct sidewalks and bicycle lanes on Antelope Boulevard east of Sale Lane to junction of SR 36 and SR 99. TCTC has also partnered with Caltrans on the State Route 36 (SR 36) improvement project (SHOPP) which is currently in progress.

B. 2020 STIP Regional Funding Request**Section 6. 2020 STIP Regional Share and Request for Programming****A. 2020 Regional Fund Share Per 2020 STIP Fund Estimate**

\$16,506,000

B. Summary of Requested Programming

TCTC respectfully requests the below projects be approved and programmed by the California Transportation Commission in the STIP for the period of years 2020-2025.

Project Name and Location	Project Description	Requested RIP Amount
<ul style="list-style-type: none"> Planning, Programming, & Monitoring PPNO2063 	<ul style="list-style-type: none"> Administer STIP and develop/advance projects. Planning, program, and monitor projects in Tehama County. These funds help ensure project delivery and facilitate coordination with District 2, Headquarters, and CTC. 	\$314,000
<ul style="list-style-type: none"> 99W City Limits of Red Bluff to South Main Street and I-5 Overcrossing PPNO 2569 	<ul style="list-style-type: none"> This project on 99W is the adopted I-5 alternate detour route and is used for oversize permits loads due to ow overcrossings on I-5. The roadway is structurally deficient, and the existing pavement condition is very poor. RIP 	\$5,688,000
<ul style="list-style-type: none"> McCoy Road Low Water Crossing (HBP Funding) PPNO 2331 	<ul style="list-style-type: none"> Replace low crossing with a new structure providing year-round access for I-5 alternate detour route. 	\$683,000

<ul style="list-style-type: none"> • Kirkwood Road at Jewett Creek Bridge Replacement (HBP Funding) • PPNO 2333 	<ul style="list-style-type: none"> • This project replaces a 1925 functionally obsolete bridge with a new structure that meets modern highway standards. The project corrects channel deficiencies that contribute to scour, improves drainage, and increases the bridge deck width. • The project is critical to goods movement as it accommodates permit loads and improves safety. • <i>Construction funds: RIP, HBP, and local.</i> 	\$265,000
<ul style="list-style-type: none"> • Baker Road at Brickyard Creek Bridge Replacement (HBP Funding) • PPNO 2527 	<ul style="list-style-type: none"> • This project replaces a 1960s structure that is "Scour Critical" with a new structure and preserves investment by eliminating the scour condition. • The segment of Baker Road that includes this bridge is designated as a "Priority Bikeway" within the regional bikeway plan and improves bicycle facilities. • Widening and lengthening the bridge to AASHTO standards will increase safety, facilitate goods movement through permit loads to/from I-5 and SR 36 Baker Road. 	\$136,000

	<ul style="list-style-type: none"> • <i>Programmed funds: RIP, HBP, and local.</i> 	
<ul style="list-style-type: none"> • 99W, Glenn County Line to South Avenue, City of Corning • PPNO 2567 	<ul style="list-style-type: none"> • This three-mile roadway reconstruction on 99W improves the I-5 alternate corridor which is critical to goods movement by accommodating oversized permit loads which are detoured because of low I-5 overcrossings. Improves access to I-5, functions as I-5 alternate detour route, and improves the transportation system network through the facilitation of commercial traffic from I-5 to the South Avenue Truck Stop. • <i>Construction funds: RIP</i> 	\$8,350,000
<ul style="list-style-type: none"> • B Street Construction Project. City of Tehama. • PPNO 2599 	<ul style="list-style-type: none"> • This project constructs a section of new roadway off B Street to provide access to City parcels and improve circulation on the north side of the City of Tehama. 	\$1,070,000
TCTC Programming Total		\$16,506,000

Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

Proposed 2020 RTIP	Total RTIP	Other Funding			Total Project Cost
		ITIP	RSTP/ CMAQ	HBP	
Planning, Programming and Monitoring	314,000				314,000
99 W Red Bluff to South Main Street and I-5 Overcrossing PPNO #2569	5,688,000				5,688,000
McCoy Road at North Fork Dibble Creek Low-Water Crossing PPNO #2331	683,000				683,000
Kirkwood Road at Jewett Creek Bridge Replacement PNNO #2333	265,000				265,000
Baker Road Brickyard Creek Bridge Replacement PPNO #2527	136,000			1,054,000	1,190,000
99W, Glenn County to South Avenue, Corning	8,350,000				8,350,000
B Street Project PPNO #2599	1,070,000				1,070,000
Totals	16,506,000	0	1,000,000	1,054,000	17,560,000

Section 8. Interregional Transportation Improvement Program (ITIP) Funding

The purpose of the ITIP is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

There is no ITIP funding proposed for the Tehama County Transportation Commission 2020 RTIP.

Section 9. Projects Planned Within Multi-Modal Corridors (per Sections 11 and 20e)

There are no projects planned within multi-modal corridors proposed in this RTIP.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP**Section 10. Regional Level Performance Evaluation**

As a rural agency, TCTC has applied for and was awarded five competitive Blueprint Planning Grants administered by Caltrans in past years. The plan articulates the regional consensus and performance outcomes for a more efficient land use pattern that supports improved mobility and reduces dependency on single-occupant vehicle trips.

This plan establishes best practices to accommodate an adequate supply of housing for all income levels, to preserve valuable farmland and open space, and to facilitate coordination of regional infrastructure and public services. Additionally, it identifies sound methods for reducing impacts to air quality and reducing greenhouse gas emissions.

The planning scenarios included in the final report provide a benchmark to monitor performance measures as the region grows. The Blueprint process helped identify solutions and best practices to help solve challenges facing the region.

The below link is to the final Blueprint Report adopted by TCTC at the September 30, 2015 meeting.

<http://www.tehamacountypublicworks.ca.gov/Transportation/documents/tehama%20tomorrow.pdf>

In addition to the Blueprint, TCTC utilizes the Performance Monitoring Indicators identified in the Rural Counties Task Force's Rural and Small Urban Transportation Planning study dated June 3, 2015. These include: Total Accident Cost, Total Transit Operating Cost per Revenue Mile, Total Distressed Lane Miles, and Land Use Efficiency (total developed land in acres per population) which can be found in Table B1(a).

While Tehama County is monitoring the Current System Performance with quantitative assessment of how effective the RTIP is in achieving the goals, objectives and standards that correspond to the years within the region's RTP of 2019 through 2039, TCTC has yet to designate a Projected System Performance measures and timeframe. TCTC anticipates the completion of Projected System Performance measures for the next STIP cycle update of 2022.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Table B1(a) Evaluation – Rural Specific Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled per capita, area, by facility ownership, and/or local vs tourist	13.7 VMT/capita (thousand)	No Change
	Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)	1.18 Ration peak/avg.	No change
	Commute mode share (travel to work or school)	75% of workers commute by driving alone, 11% carpooling, .4% public transit, and 5% walking or biking.	No change
Transit	Total operating cost per revenue mile	\$3.26 per revenue mile	No change
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction	162 miles, 19.7%	158 Miles, 19.2% by 2021
	Pavement Condition Index (local streets and roads)	53	No change
Safety	Total accident cost per capita and VMT	Per crash \$206, Per 1000 capita \$97.76	No Change
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)	.3 total developed acres per capita	No change

Section 11. Regional and Statewide Benefits of RTIP

TCTC has created a qualitative evaluation of projects in the Tehama County RTIP in response to Section 19 of the CTC STIP Guidelines. The RTIP programming reflects priority projects that improve the regional transportation system, increases mobility and supports Interstate 5 and State Route 99 by maintaining and improving alternative routes. These projects are as follows:

- Operational Project: 99W from Red Bluff city limits to South Main Street and I-5 overcrossing. Improves efficiency of goods movement between industrial district and Interstate-5.
- Bridge Replacement Projects: The six bridge projects in the RTIP bring federal dollars to the state, provide safety improvements for local and regional travelers, and improve safety and goods movement for statewide travelers when detours are needed for state routes.
- 1 Programming, Planning & Monitoring: Ensures project planning and delivery.
- 1 reconstruction project at 99W north of Glenn County to South Avenue to improve function of parallel I-5 alternative route.

The above-mentioned projects will effectively achieve the goals, objectives, and performance measures established by Tehama County's Regional Transportation Plan as summarized below:

- 1. Goal -** Provide a transportation system that safely and efficiently serves the needs of Tehama County residents.

Objective - Program improvements to the transportation system which will reduce accident rates.

Performance Measure: State and local accident statistics for Tehama County.

- Improve obsolete or deficient facilities.

Performance Measure: State and local Project Study Reports, Route Concept Reports, Bridge Scour Ratings, HBP Eligibility List, and CarteGraph Asset Management System.

- Support the policies of transportation and local general plans.

Performance Measure: Proposed transportation improvements will be reviewed to ensure consistency with the goals, objectives, and policies of adopted Plans.

- 2. Goal-** Leverage transportation funding to the greatest extent possible.

Objective- Minimize the capital costs of transportation improvements and operating cost of transit services.

Performance Measure: When planning transportation improvements seek multiple funding sources and analyze cost effectiveness of alternatives.

- 3. Goal-** Improve the safety and capacity of existing facilities.

Objective- Improve the Level of Service (LOS) on I-5 South Avenue Interchange.

Performance Measure: Project Study Report, State and local traffic studies for Corning area.

- 4. Goal-** Rehabilitate or replace deficient bridges.

Objective- Rehabilitate or replace deficient bridges at rate of three per year resulting in a 1/6 reduction in short term and 1/3 reduction in long term.

Performance Measure: Federal, State, and local listing of deficient bridges in Tehama County.

Evaluation:

Please refer to TCTC RTIP Project Outcomes & Recap for project specifics. A number of the projects support Interstate 5 (I-5) and State Route 99 (SR99) which is important as I-5 and SR 99 are the only North/South routes through Tehama County. In addition, I-5 is a high emphasis route, part of the National Highway System (NHS), the Interregional Road System (IRRS) and the State Highway Extra Legal Load (SHELL) Route System.

The South Main Street/I-5 interchange current operations and performance are functional but not efficient. The City of Red Bluff, through their General Plan and recently completed Southside Neighborhood Revitalization Area Transportation Improvement Study, as well as, Regional Transportation Plan have identified the need for improved accessibility is critical to existing and future traffic flows. Improvements facilitate goods movement and increase safety, operations, and geometrics of the South Main Street I-5 interchange. The corridor safety and mobility improvements are paramount to major distribution/warehousing, lumber, manufacturing, and agricultural industries, as well as, the only hospital in Tehama County.

The programming of the SB45 components of the several Highway Bridge Program (HBP) projects in Tehama County leverages Regional Improvement Program funds with federal dollars. The bridge replacement projects improve the transportation system by replacing obsolete and deficient facilities. Many of the bridges are scour critical and replacement improves the safety and connectivity of the local system. This also improves the overall circulation of traffic throughout the County and facilitates farm to market goods movement as well. In addition to goods movement these bridge replacement projects allow for increased capacity of the regional system.

D. Performance and Effectiveness of RTIP**Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)**

Table B2(a)			
Evaluation – Rural Specific Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected Performance (indicate timeframe)
Congestion Reduction	Change in VMT per capita, area, by facility ownership, and/or local vs tourist	13.7 VMT/ per capita	13.7 VMT/ per capita
	Change in Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)	1.18 Ratio Peak Average	1.18 Ratio Peak Average
	Change in Commute mode share (travel to work or school)	75% of workers commute by driving alone, 11% carpooling, .4% public transit, and 5% walking biking	75% of workers commute by driving alone, 11% carpooling, .4% public transit, and 5% walking or biking
Transit	Change in Total operating cost per revenue mile	\$3.26 per square mile	\$3.26 per square mile
Infrastructure Condition	Change in Distressed lane-miles, total and percent, by jurisdiction	162 Mile, 19.7%	158 Miles. 19.2% by 2021
	Change in Pavement Condition Index (local streets and roads)	53	53
Safety	Change in Total accident cost per capita and VMT	Per Crash \$206, Per 100 capita \$97.76	Per Crash \$206, Per 100 capita \$97.76
Environmental Sustainability	Change in Land Use Efficiency (total developed land in acres per population)	.3 total developed acres per capita	.3 total developed acres per capita

Section 13. Project Specific Evaluation (Required per Section 19D)**McCoy Road at Low-Water Crossing (PPNO 2331)**

Performance Measures:

Reliability- Replacing low water crossing keeps McCoy Road open during wet seasons, which provides the most direct route for residents in the area and ensures I-5 alternate remains open.

Accessibility- Improves accessibility to work and school for local residents and north/south travel for regional traffic during emergencies.

Operations project: 99W/Gyle Road to South Main Street at I-5 Over-Crossing (PPNO 2569)

The purpose and need of the project is to improve truck and automobile connectivity and safety between I-5 to 99W (Old State Route 99) that provides access to a vitally important economic area in Tehama County. The project goal is to construct safe interstate access for goods movement and commercial use for the industrial and agricultural businesses located on the 99W corridor that parallels the Union Pacific Railroad (UPRR), in Tehama County. All improvements are within County right of way.

Performance Measures:

Safety- Safety and geometric improvements to intersections will reduce interruptions of service and delays thus increasing throughput. Increases safety and reliability while increasing the overall value and performance of the facility.

Productivity- The reconfiguration of the South Main Street at I-5 intersection improves traffic circulation and LOS above a failed rating. Improvements to roadway surface and intersections increase the efficiency of good movement and add capacity.

System Preservation- Cold in-place overlay will reduce the distressed lane miles in Tehama County and extend the life of roadway 20 years.

Kirkwood Road at Jewett Creek Bridge (PPNO 2333)

Performance Measures:

Mobility- Reduce delays of passengers by replacing structure out of floodway.

System Preservation- Improves the percentage of bridges in good repair in Tehama County.

Baker Road at Brickyard Creek Bridge (PPNO 2527)

Performance Measures:

Reliability- Fixes a “Scour Critical” bridge that could become inoperable thus increasing travel times to access jobs and services.

System Preservation- Improves the overall condition of bridge structures in Tehama County.

99W Gap Closure: Glenn County Line to South Avenue, Corning City Limits (PPNO 2567)

Performance Measures:

System Preservation- Rehabilitates a section of roadway with a PCI range from 39 to 74.

Safety- Brings roadway up to current design standards by adding shoulders, reflectors and delineation.

E. Detailed Project Information**Section 14. Overview of Projects Programmed with RIP Funding**

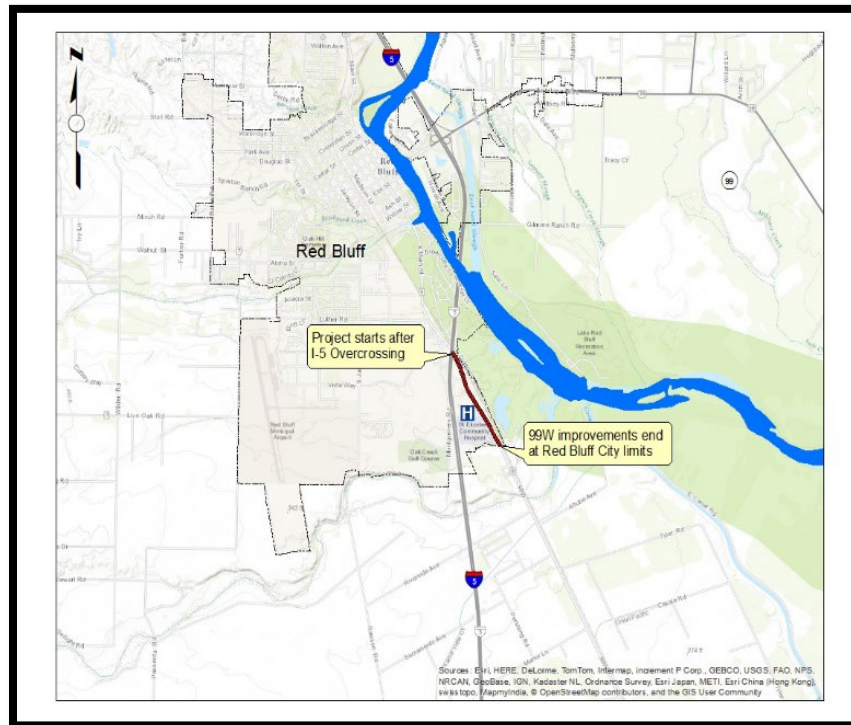
The following pages contain the project maps and Project Programming Requests (PPR)

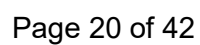
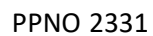
99W/City Limits of Red Bluff to South Main Street & I-5 Overcrossing

Demonstration Project 0769 (002)

Project Location Map– December 2015

PPNO 2569

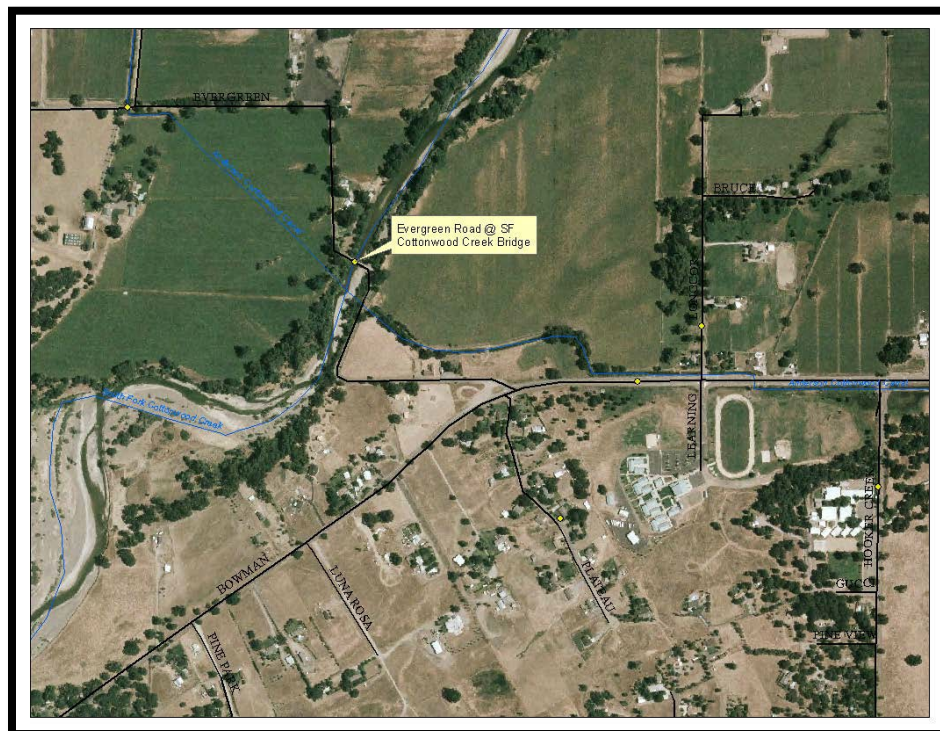
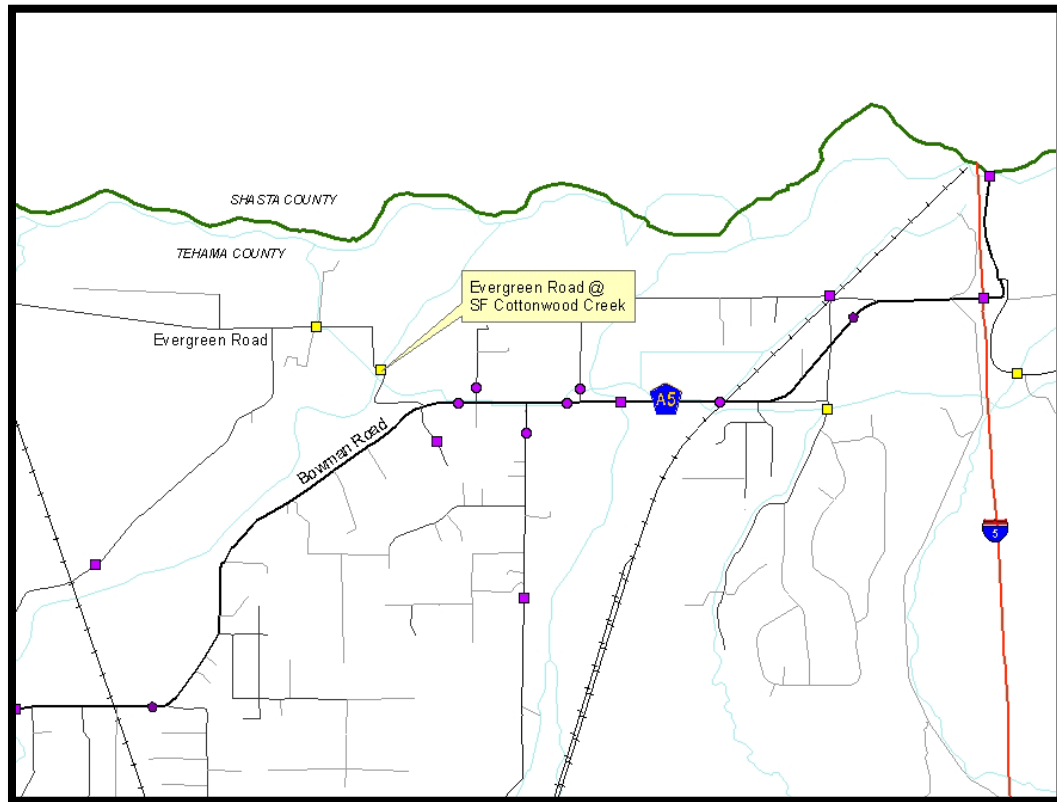




Evergreen Road at South Fork Cottonwood Creek Bridge

Project Location Map - December 2015

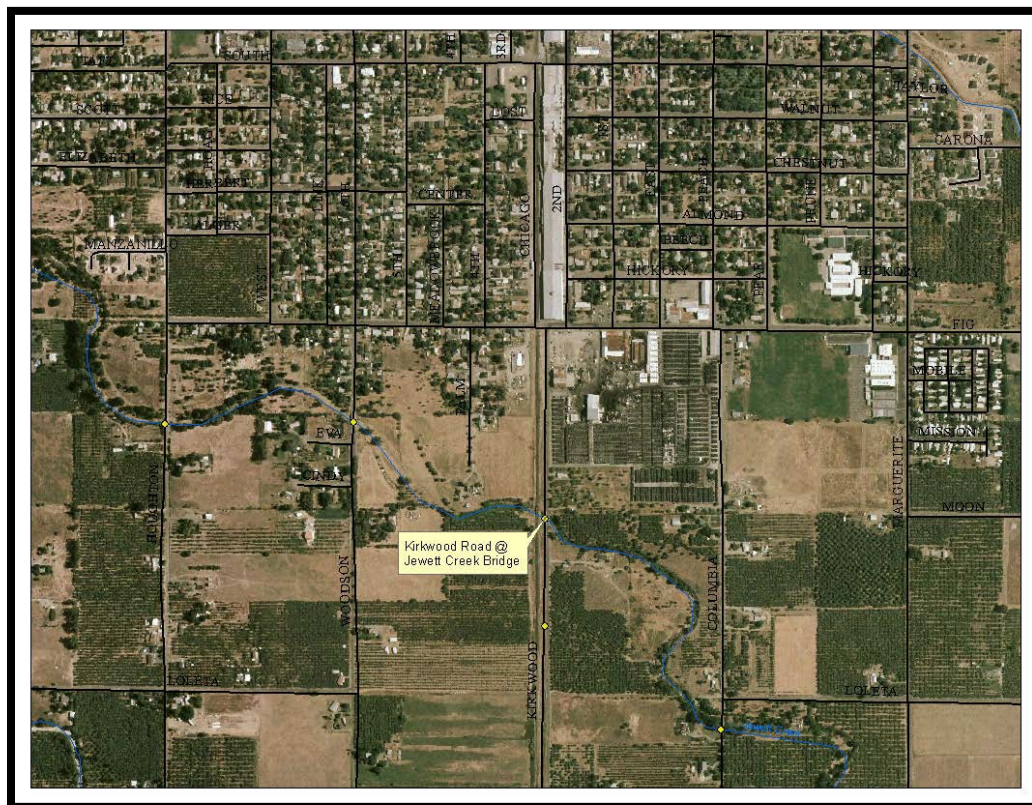
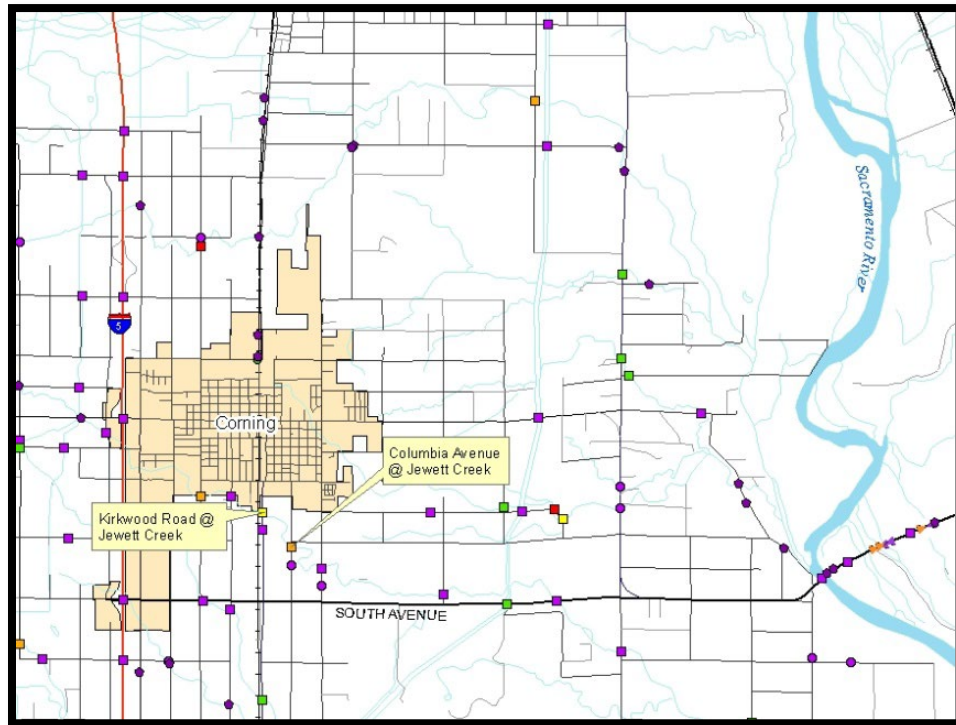
PPNO 2379



Kirkwood Road at Jewett Creek Bridge

Project Location Map – December 2015

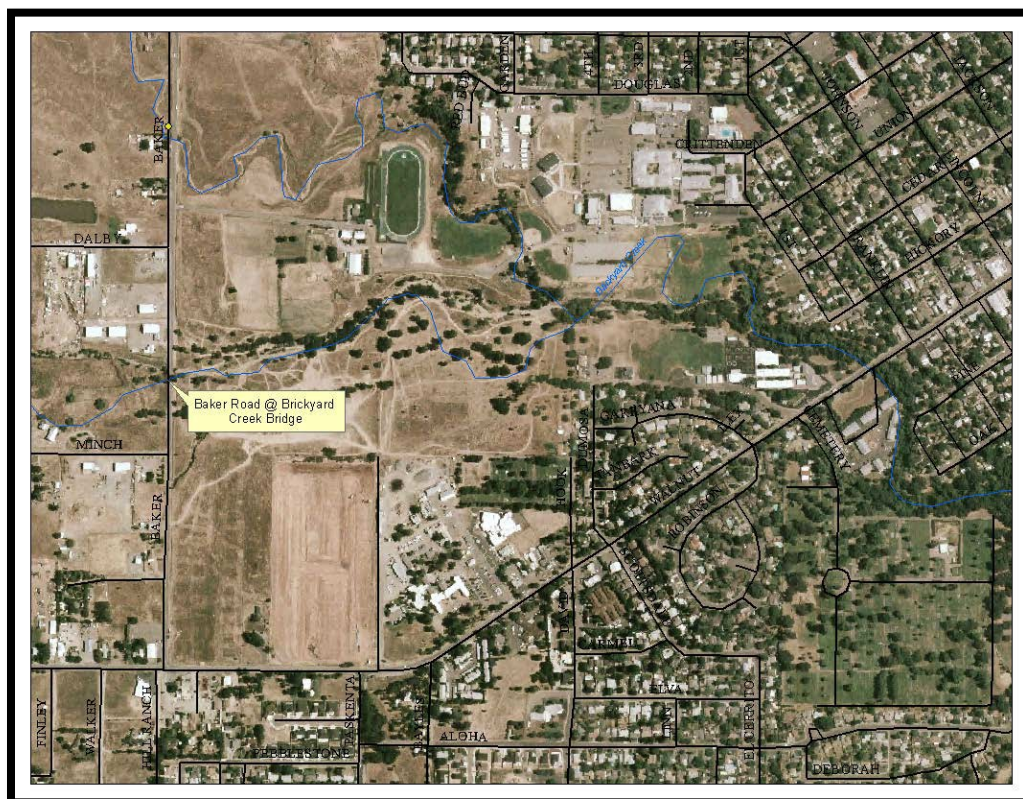
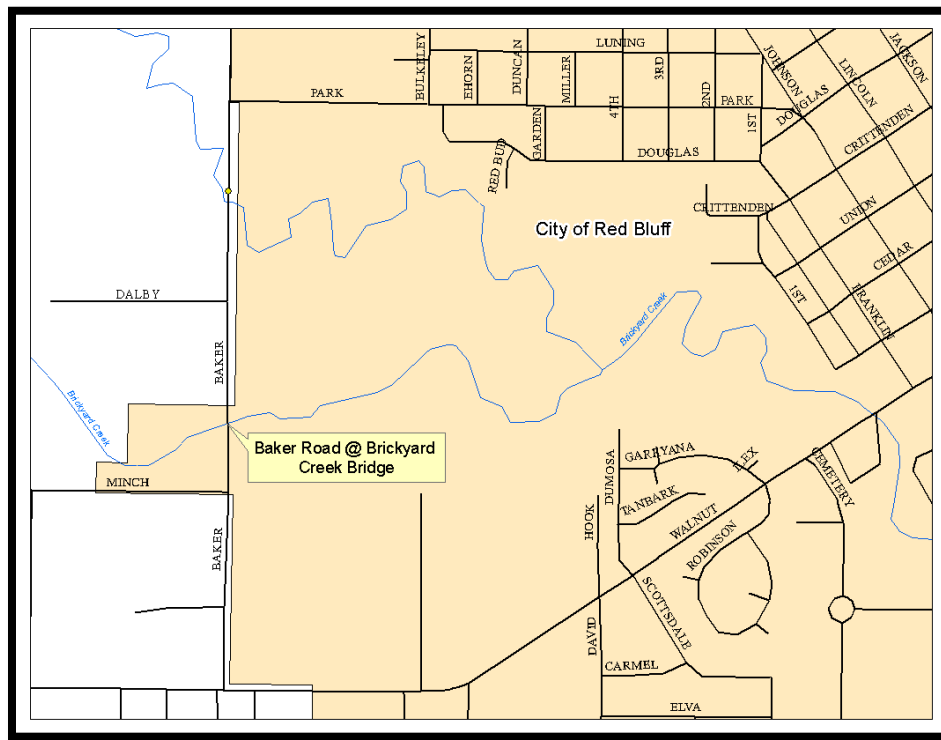
PPNO 2333



Baker Road at Brickyard Creek Bridge

Project Location on Map - December 2015

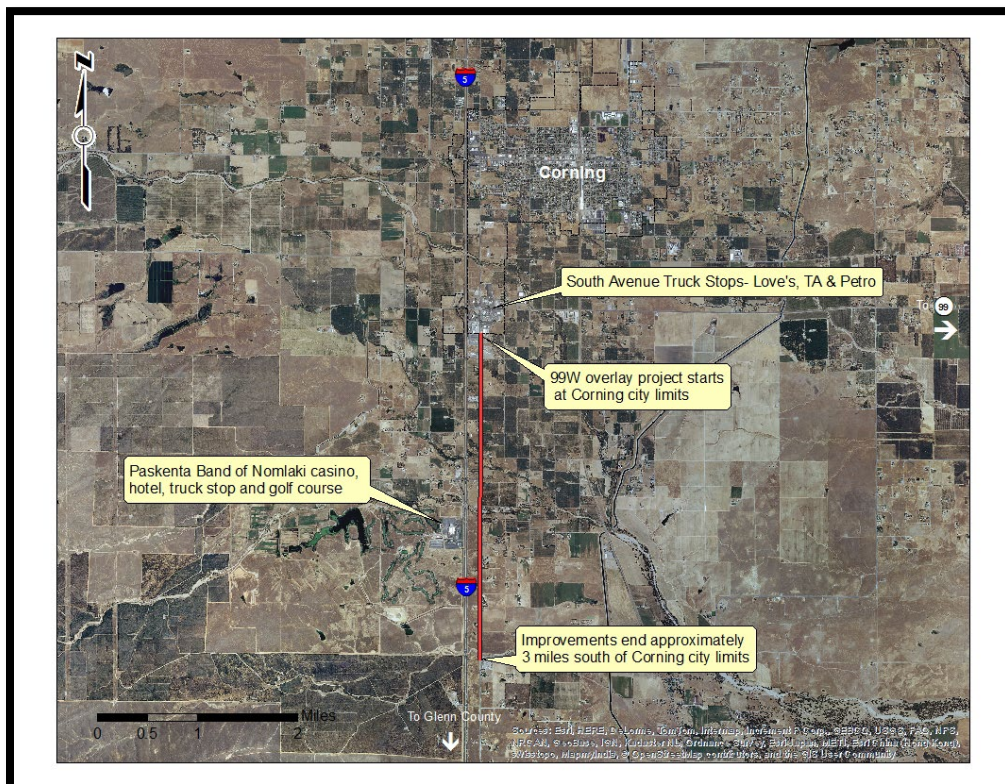
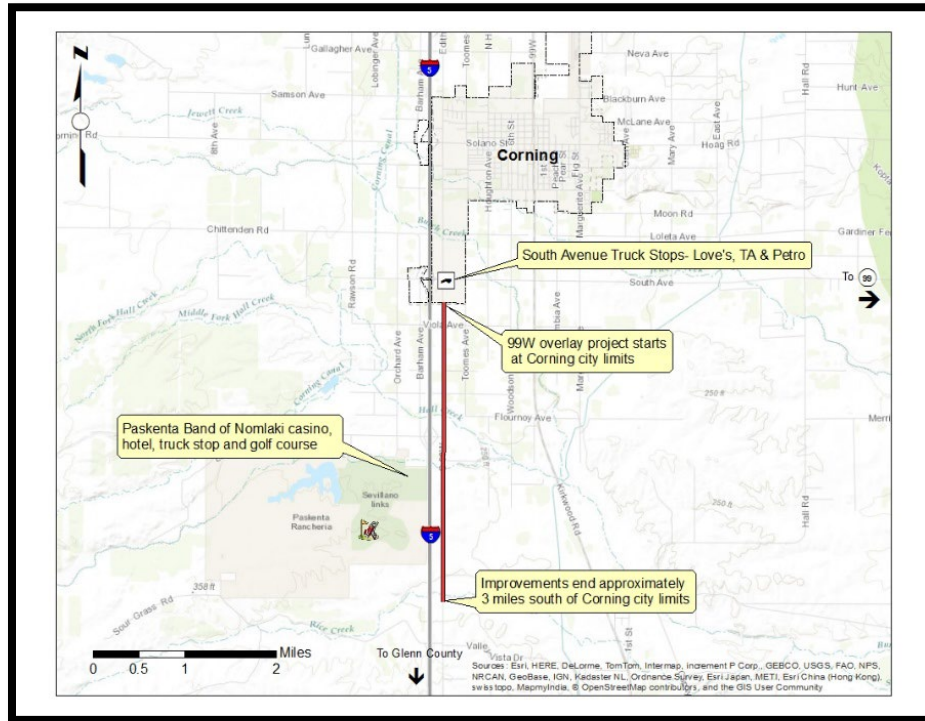
PPNO 2527



99W Glenn/Tehama County Line to South Street, City of Corning

Project Location Map - December 2015

PPNO 2567



F. Appendices

Section 15. Projects Programming Request Forms

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 11/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
02	TEH, ,	, ,		0215000012	2063	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Tehama County Transportation
PS&E									Tehama County Transportation
R/W SUP (CT)									Tehama County Transportation
CON SUP (CT)									Tehama County Transportation
R/W									Tehama County Transportation
CON	1,746	74	74	75				1,969	Tehama County Transportation
TOTAL	1,746	74	74	75				1,969	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,746	74	74	75	28	63		2,060	
TOTAL	1,746	74	74	75	28	63		2,060	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Tehama County Transportation Cor
PS&E									\$42 CON voted 07/16/98
R/W SUP (CT)									\$130 CON voted 07/01/99
CON SUP (CT)									\$42 CON voted 06/07/01
R/W									\$41 CON voted 05/09/02
CON	1,746	74	74	75	28	63		1,969	\$48 CON voted 09/09/02
TOTAL	1,746	74	74	75	28	63		1,969	\$90 CON voted 02/26/04
									\$152 CON voted 08/18/05
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,746	74	74	75	28	63		2,060	
TOTAL	1,746	74	74	75	28	63		2,060	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	11/13/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
02		0215000012		2063			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
TEH				Tehama County Transportation Commission			
				MPO		Element	
				Non-MPO		LA	
Project Manager/Contact		Phone		E-mail Address			
Jessica Riske-Gomez		(530)385-1462		iriskegomez@tehamartpa.org			
Project Title							
Planning, Programming and Monitoring							
Location (Project Limits), Description (Scope of Work)							
Planning, Programming and Monitoring							
Component							
PA&ED		Tehama County Transportation Commission					
PS&E		Tehama County Transportation Commission					
Right of Way		Tehama County Transportation Commission					
Construction		Tehama County Transportation Commission					
Legislative Districts							
Assembly:	3	Senate:	4	Congressional:	1		
Project Benefits							
Purpose and Need							
Plan, program and monitor transportation improvement projects throughout Tehama County in accordance with STIP Guidelines. Regional Transportation Plan (RTP) will be updated in 2011. Funds are needed to prepare and ensure project delivery.							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals		N			Reduces Greenhouse Gas Emissions N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document							
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 11/13/19

Additional Information

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only**Date:** 11/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
02	TEH			0215000012	2063	

SECTION 1 - All Projects**Project Background**

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Programming Change Requested

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Reason for Proposed Change

--

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

--

Other Significant Information

--

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No					Date:	11/21/19
District	EA	Project ID		PPNO	MPO ID	
02	45582	0200000376		2331	315921	
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
THE				Tehama County		
				MPO	Element	
				Non-MPO	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Shawn Furtado		530-385-1462		sfurtado@tcpw.ca.gov		
Project Title						
McCoy Road Low-Water Crossing						
Location (Project Limits), Description (Scope of Work)						
Near Red Bluff, on McCoy Road north of State Route 36. Replaces 1972 wet crossing with a new structure and <input type="checkbox"/> roadway realignment as well as connecting intersection at Matlock loop. The project moves the structure upstream and changes the vertical and horizontal alignment of the roadway.						
Component						
PA&ED		Tehama County				
PS&E		Tehama County				
Right of Way		Tehama County				
Construction		Tehama County				
Legislative Districts						
Assembly:	3	Senate:	4	Congressional:	1	
Project Benefits						
Replacement of a seasonal low water crossing with a year round structure on a major collector that also serves as an Interstate 5 alternative.						
Purpose and Need						
This facility is critical to the overall circulation of I-5, SR 36, and Tehama County's local network. McCoy Road functions as the west I-5 alternate detour route and this project constructs the 3rd and final structure (two single lane bridges were replaced in 2011 on McCoy Road directly adjacent to SR 36. The existing low water crossing is not accessible 3 to 4 months out of the year. The project improves safety and reliability of McCoy Road and will result in year-round access for emergency response services, goods movement, and						
Category		Outputs			Unit	Total
Local streets and roads		Local reconstructed bridge structures			each	1
Local streets and roads		Intersections Modified			each	1
Local streets and roads		Local road lane-miles rehabilitated			Miles	0.5
NHS Improvements		No	Roadway Class	NA	Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals		Y/N		Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						03/01/01
Circulate Draft Environmental Document					Document Type	ND/CE
Draft Project Report						05/01/06
End Environmental Phase (PA&ED Milestone)						01/22/07
Begin Design (PS&E) Phase						12/19/06
End Design Phase (Ready to List for Advertisement Milestone)						10/01/19
Begin Right of Way Phase						05/25/17
End Right of Way Phase (Right of Way Certification Milestone)						09/30/18
Begin Construction Phase (Contract Award Milestone)						03/15/21
End Construction Phase (Construction Contract Acceptance Milestone)						11/15/21
Begin Closeout Phase						03/15/22
End Closeout Phase (Closeout Report)						03/15/23

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 11/21/19

Additional Information

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 11/21/19

District	County	Route	EA	Project ID	PPNO	
02	THE		45582	0200000376	2331	
Project Title: MCoy Road Low-Water Crossing						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	110							110	Tehama County
PS&E	669							669	Tehama County
R/W SUP (CT)									Tehama County
CON SUP (CT)									Tehama County
R/W	213							213	Tehama County
CON									Tehama County
TOTAL	992							992	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		5,955						5,955	
TOTAL		5,955						5,955	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	23							23	\$23 PAED voted 05/22/03 \$27 PSE voted 08/18/05 \$67 PSE voted 04/26/07 \$11 RW voted 04/26/07
PS&E	184							184	
R/W SUP (CT)									
CON SUP (CT)									
R/W	43							43	
CON									
TOTAL	250							250	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									\$11 PSE voted 09/23/10
PS&E									\$11 RW voted 09/23/10
R/W SUP (CT)									\$21 RW voted 06/28/18
CON SUP (CT)									\$79 PSE voted 06/28/18
R/W									
CON		683						683	
TOTAL		683						683	

Fund No. 2:	Local HBRR - Highway Bridge Program (HBRR-L)								Program Code
Existing Funding (\$1,000s)									LOCAL HBRR
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	86							86	Tehama County
PS&E	474							474	
R/W SUP (CT)									
CON SUP (CT)									
R/W	170							170	
CON									
TOTAL	730							730	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		5,272						5,272	
TOTAL		5,272						5,272	

Fund No. 3:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	1							1	
PS&E	11							11	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	12							12	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Complete this page for amendments only**Date:** 11/21/19

District	County	Route	EA	Project ID	PPNO	
02	THE		45582	0200000376	2331	

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No					Date:	11/21/19
District	EA	Project ID	PPNO	MPO ID		
02	45578	0200000376	2333	319422		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
THE				Tehama County		
				MPO	Element	
				Non-MPO	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Shawn Furtado		530-385-1462		sfurtado@tcpw.ca.gov		
Project Title						
Jewett Creek Bridge at Kirkwood Road						
Location (Project Limits), Description (Scope of Work)						
Near Corning, on Kirkwood Road. Replace 1925 functional obsolete bridge. Bridge number 8C-0218. (HBP match).						
Component						
PA&ED		Tehama County				
PS&E		Tehama County				
Right of Way		Tehama County				
Construction		Tehama County				
Legislative Districts						
Assembly:	3	Senate:	4	Congressional:	1	
Project Benefits						
Replace Functionally Obsolete Structure.						
Purpose and Need						
Jewett Creek has a history of flooding outside the channel in the area of the structure. The structure has an unknown scour depth and the method of construction for the abutments and pier is unknown. During high flows water is known to overtop the roadway on both sides of the structure which further adds to the potential of scour. The structure is functionally obsolete due to width and rail. Kirkwood Road Bridge is functionally obsolete in deck width and approach width. The upstream area is subject to flooding due to channel						
Category		Outputs			Unit	Total
Local streets and roads		Local reconstructed bridge structures			each	1
NHS Improvements	Y/N	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		No	Reduces Greenhouse Gas Emissions		No	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						12/14/2006
Circulate Draft Environmental Document					Document Type	ND/CE
Draft Project Report						01/27/2014
End Environmental Phase (PA&ED Milestone)						11/30/2015
Begin Design (PS&E) Phase						12/01/2015
End Design Phase (Ready to List for Advertisement Milestone)						01/30/2015
Begin Right of Way Phase						06/01/2015
End Right of Way Phase (Right of Way Certification Milestone)						12/31/19
Begin Construction Phase (Contract Award Milestone)						03/15/21
End Construction Phase (Construction Contract Acceptance Milestone)						10/15/21
Begin Closeout Phase						04/15/22
End Closeout Phase (Closeout Report)						06/15/22

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 11/21/19

Additional Information

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 11/21/19

District	County	Route	EA	Project ID	PPNO	
02	THE		45578	0200000376	2333	
Project Title:		Jewett Creek Bridge at Kirkwood Road				

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	343							343	Tehama County
PS&E	131							131	Tehama County
R/W SUP (CT)									Tehama County
CON SUP (CT)									Tehama County
R/W	52							52	Tehama County
CON									Tehama County
TOTAL	526							526	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,310					2,310	
TOTAL			2,310					2,310	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	57							57	Tehama County Transportation Co \$37 PAED voted 07/20/06
PS&E	15							15	
R/W SUP (CT)									
CON SUP (CT)									
R/W	6							6	
CON									
TOTAL	78							78	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			265					265	
TOTAL			265					265	

Fund No. 2:	Local HBRR - Highway Bridge Program (HBRR-L)								Program Code
Existing Funding (\$1,000s)									LOCAL HBRR
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	286							286	Tehama County
PS&E	116							116	
R/W SUP (CT)									
CON SUP (CT)									
R/W	46							46	
CON									
TOTAL	448							448	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,045					2,045	
TOTAL			2,045					2,045	

Fund No. 3:									Program Code	
Existing Funding (\$1,000s)										
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 4:									Program Code	
Existing Funding (\$1,000s)										
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 5:									Program Code	
Existing Funding (\$1,000s)										
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Complete this page for amendments only**Date:** 11/21/19

District	County	Route	EA	Project ID	PPNO	
02	THE		45578	0200000376	2333	

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No					Date:	11/21/19
District	EA	Project ID	PPNO	MPO ID		
02		0214000147	2527	319422		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
THE				City of Red Bluff		
				MPO	Element	
				Non-MPO	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Robin Kampman		530-527-2605		rkampman@ci.red-bluff.ca.us		
Project Title						
Baker Road @ Brickyard Creek Bridge						
Location (Project Limits), Description (Scope of Work)						
In the City of Red Bluff on Baker Road , 0.3 miles north of Walnut Ave. Baker Road is used heavily to access <input type="checkbox"/> SR 36. RIP funds are HBP match for bridge replacement.						
Component						
PA&ED		Implementing Agency				
		Red Bluff, City of				
PS&E		Red Bluff, City of				
Right of Way		Red Bluff, City of				
Construction		Red Bluff, City of				
Legislative Districts						
Assembly:	3	Senate:	4	Congressional:	1	
Project Benefits						
Replace functionally obsolete bridge						
Purpose and Need						
The bridge structure was originally constructed in 1960. At the request of City of Red Bluff and Tehama County staff, Caltrans Management has agreed to program the subject bridge for replacement. The bridge inspection Report dated 06/02/2010 states that the structure is "Scour Critical" (National Bridge Inspection Item 113 code of 2). The segment of Baker Road that includes this Bridge is designated as a "Priority Bikeway" within the Tehama County Transportation Program. The widening and lengthen of the bridge to						
Category		Outputs			Unit	Total
Local streets and roads		Local reconstructed bridge structures			each	1
NHS Improvements	Y/N	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		No	Reduces Greenhouse Gas Emissions		No	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						07/01/2014
Circulate Draft Environmental Document					Document Type	ND/CE
Draft Project Report						06/01/2017
End Environmental Phase (PA&ED Milestone)						05/01/19
Begin Design (PS&E) Phase						05/01/20
End Design Phase (Ready to List for Advertisement Milestone)						05/01/22
Begin Right of Way Phase						10/01/21
End Right of Way Phase (Right of Way Certification Milestone)						02/01/22
Begin Construction Phase (Contract Award Milestone)						08/01/23
End Construction Phase (Construction Contract Acceptance Milestone)						12/01/23
Begin Closeout Phase						12/01/24
End Closeout Phase (Closeout Report)						04/01/25

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 11/21/19

Additional Information

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 11/21/19

District	County	Route	EA	Project ID	PPNO	
02	THE			0214000147	2527	
Project Title: Baker Road @ Brickyard Creek Bridge						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	159							159	Red Bluff, City of
PS&E	50	6						56	Red Bluff, City of
R/W SUP (CT)									Red Bluff, City of
CON SUP (CT)									Red Bluff, City of
R/W									Red Bluff, City of
CON	1,004				130			1,134	Red Bluff, City of
TOTAL	1,213	6			130			1,349	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)			6					6	
PS&E				180				180	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					1,004			1,004	
TOTAL			6	180	1,004			1,190	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.620
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	30							30	Tehama County Transportation Co
PS&E		6						6	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					130			130	
TOTAL	30	6			130			166	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			6					6	
PS&E				130				130	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			6	130				136	

Fund No. 2:	Local HBRR - Highway Bridge Program (HBRR-L)								Program Code
	Existing Funding (\$1,000s)								LOCAL HBRR
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	129							129	Tehama County
PS&E	50							50	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,004							1,004	
TOTAL	1,183							1,183	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E				50				50	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					1,004			1,004	
TOTAL				50	1,004			1,054	

Fund No. 3:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 4:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 5:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Complete this page for amendments only**Date:** 11/21/19

District	County	Route	EA	Project ID	PPNO	
02	THE			0214000147	2527	

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Fund No. 3:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 4:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 5:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No					Date:	11/21/19
District	EA	Project ID		PPNO	MPO ID	
02		1300002588		2567	319422	
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
THE				Tehama County		
				MPO	Element	
				Non-MPO	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Shawn Furtado		530-385-1462		sfurtado@tcpw.ca.gov		
Project Title						
99W Gap Closure: Glenn County Line to South Avenue (Corning)						
Location (Project Limits), Description (Scope of Work)						
This critical "Gap Closure" project on 99W (Historic SR 99) commences at the Tehama-Glenn County border and extends north to South Avenue within the Corning City limits; a total of 7.5 miles of improvements within the R/W. Pavement rehabilitation may include Cold-in-Place Recycling or Pulverize in Place and AC overlay to existing grade. The project also improves the intersection of Liberal Avenue with 99W within county R/W, paves driveway aprons, updates guardrail, removes AC deadload from structures (places polyester concrete), widens roadway to standard 12-ft lanes and 8-ft shoulders (existing 12-ft lanes 5-ft paved shoulders), improves sideslopes within R/W, drainage, signage, pavement delineation, and reflective markers.						
Component	Implementing Agency					
PA&ED	Tehama County					
PS&E	Tehama County					
Right of Way	Tehama County					
Construction	Tehama County					
Legislative Districts						
Assembly:	3	Senate:	4	Congressional:	1	
Project Benefits						
Interstate 5 alternative route, permit load route, goods movement, improved access between Interstate 5 and 99W, improved access for refueling of goods transport, and low volume bicycle corridor.						
Purpose and Need						
99W (Historic SR 99) parallels I-5, is the adopted I-5 alternate detour route and has an ADT of 4000 with 22% trucks. The 99W corridor is paramount to the local and State network as it facilitates travel, goods movement and emergency services. This section of the corridor relieves I-5 congestion funneling commercial traffic from I-5 to South Avenue Truck Plazas, the midpoint between the midpoint between the Ports of LA/Long Beach and Portland, Oregon. This critical facility is used for oversize permitted loads due to low						
Category		Outputs			Unit	Total
Local streets and roads		Local road lane-miles rehabilitated			Miles	7.5
NHS Improvements	Y/N	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		No	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved					12/21/17	
Begin Environmental (PA&ED) Phase						08/15/18
Circulate Draft Environmental Document					Document Type	CE/CE
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						04/15/19
Begin Design (PS&E) Phase						06/03/19
End Design Phase (Ready to List for Advertisement Milestone)						04/15/20
Begin Right of Way Phase						01/01/20
End Right of Way Phase (Right of Way Certification Milestone)						04/15/20
Begin Construction Phase (Contract Award Milestone)						04/15/21
End Construction Phase (Construction Contract Acceptance Milestone)						06/15/21
Begin Closeout Phase						12/31/21
End Closeout Phase (Closeout Report)						12/31/22

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 11/21/19

Additional Information

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Complete this page for amendments only**Date:** 11/21/19

District	County	Route	EA	Project ID	PPNO	
02	THE			1300002588	2567	

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No					Date: 11/21/19	
District	EA	Project ID	PPNO	MPO ID		
02		0217000150	2569	319422		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
THE				Tehama County		
				MPO	Element	
				Non-MPO	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Shawn Furtado		530-385-1462		sfurtado@tcpw.ca.gov		
Project Title						
99W & South Main Street & I-5 Overcrossing						
Location (Project Limits), Description (Scope of Work)						
In Tehama County near Red Bluff on 99W. Resurfacing & reconfigure pavement delineation/reflective markers, and improvements and signalization at I-5 interchange.						
Component						
PA&ED		Tehama County				
PS&E		Tehama County				
Right of Way		Tehama County				
Construction		Tehama County				
Legislative Districts						
Assembly:	3	Senate:	4	Congressional:	1	
Project Benefits						
The project reconfigures the existing pavement delineation, reflective markers, I-5 ramp signalization within Red Bluff city limits, as well as, improves the circulation of traffic to the only hospital, other essential medical facilities, and major industrial businesses adjacent to I-5. By reconfiguring the intersection the project will improve level of service.						
Purpose and Need						
This section of 99W has an ADT of 15,175 with 7% trucks and is the adopted I-5 alternate detour route. 99W parallels I-5 and is used for oversize permitted loads due to low overcrossings on I-5. Improvements facilitate goods movement, improve safety and the operations/geometrics of the South Main Street I-5 interchange. The safety and mobility improvements are paramount as major distribution, lumber, manufacturing and agricultural industries and the only hospital in Tehama County are located on the corridor. The						
Category		Outputs			Unit	Total
State Highway Road Construction		Pedestrian/Bicycle facilities mile(s) constructed			Miles	9
Local streets and roads		Local road operational improvement(s)			Each	1
Local streets and roads		Local road lane-mile(s) rehabilitated			Miles	9
Local streets and roads		Intersection(s) modified			Each	1
NHS Improvements	Yes	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		No	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						08/15/16
Circulate Draft Environmental Document					Document Type	02/15/17
Draft Project Report						03/15/17
End Environmental Phase (PA&ED Milestone)						04/15/17
Begin Design (PS&E) Phase						07/01/17
End Design Phase (Ready to List for Advertisement Milestone)						03/15/19
Begin Right of Way Phase						12/14/16
End Right of Way Phase (Right of Way Certification Milestone)						02/08/17
Begin Construction Phase (Contract Award Milestone)						10/30/22
End Construction Phase (Construction Contract Acceptance Milestone)						12/31/24
Begin Closeout Phase						09/30/24
End Closeout Phase (Closeout Report)						12/31/24

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 11/21/19

Additional Information

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 11/21/19

District	County	Route	EA	Project ID	PPNO	
02	THE			0217000150	2569	
Project Title: 99W & South Main Street & I-5 Overcrossing						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	230							230	Tehama County
PS&E	185							185	Tehama County
R/W SUP (CT)									Tehama County
CON SUP (CT)									Tehama County
R/W									Tehama County
CON		8,910						8,910	Tehama County
TOTAL	415	8,910						9,325	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		1,000						1,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			7,122					8,122	
TOTAL		1,000	7,122					8,122	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	230							230	Tehama County Transportation Co \$230 PAED voted 08/16/17
PS&E	185							185	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		5,688						5,688	
TOTAL	415	5,688						6,103	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,688					5,688	
TOTAL			5,688					5,688	

Fund No. 2:	Demo - Demonstration-State TEA21 (DEMOS21)								Program Code
	Existing Funding (\$1,000s)								20.30.010.680
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Tehama County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,434						1,434	
TOTAL		1,434						1,434	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,434					1,434	
TOTAL			1,434					1,434	

Fund No. 3:	CMAQ - Congestion Mitigation (CMAQ)								Program Code
Existing Funding (\$1,000s)									20.30.010.820
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,788						1,788	
TOTAL		1,788						1,788	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:	CMAQ - Congestion Mitigation/ RSTP EXCHANGE								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		1,000							
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Complete this page for amendments only**Date:** 11/21/19

District	County	Route	EA	Project ID	PPNO	
02	THE			0217000150	2569	

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Fund No. 2:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:	Existing Funding (\$1,000s)								Program Code
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No					Date: 11/21/19	
District	EA	Project ID		PPNO	MPO ID	
02				2599		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
TEH				City of Tehama		
				MPO	Element	
				Non-MPO	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Carolyn Steffan		530-384-1501		tehama@theskybeam.com		
Project Title						
B Street Roadway Construction						
Location (Project Limits), Description (Scope of Work)						
In the City of Tehama, B Street construction and reconstruction.						
Component						
PA&ED		Implementing Agency				
		City of Tehama				
PS&E		City of Tehama				
Right of Way		City of Tehama				
Construction		City of Tehama				
Legislative Districts						
Assembly:	3	Senate:	4	Congressional:	1	
Project Benefits						
Improve access to north Tehama.						
Purpose and Need						
The project is necessary to provide access and emergency access to parcels in the northern part of the City of Tehama. Additionally, the project will improve safety during ingress and egress onto B Street.						
Category		Outputs			Unit	Total
Pavement (lane-miles)		Roadway lane miles -new			Miles	0.25
Pavement (lane-miles)		Local road - reconstructed			Miles	0.25
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes		Reduces Greenhouse Gas Emissions No		
Project Milestone					Existing	Proposed
Project Study Report Approved					12/15/19	
Begin Environmental (PA&ED) Phase						08/01/23
Circulate Draft Environmental Document				Document Type	N/A	08/01/23
Draft Project Report						08/01/23
End Environmental Phase (PA&ED Milestone)						08/01/23
Begin Design (PS&E) Phase						09/01/23
End Design Phase (Ready to List for Advertisement Milestone)						01/01/24
Begin Right of Way Phase						01/01/24
End Right of Way Phase (Right of Way Certification Milestone)						07/30/24
Begin Construction Phase (Contract Award Milestone)						01/01/25
End Construction Phase (Construction Contract Acceptance Milestone)						10/30/25
Begin Closeout Phase						11/01/25
End Closeout Phase (Closeout Report)						12/30/25

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 11/21/19

Additional Information

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Complete this page for amendments only**Date:** 11/21/19

District	County	Route	EA	Project ID	PPNO	
02	TEH				2599	

SECTION 1 - All Projects**Project Background**

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Programming Change Requested

--

Reason for Proposed Change

--

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

--

Other Significant Information

--

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Section 16. Board Resolution or Documentation of 2020 RTIP

Section 17. Documentation on Coordination with Caltrans District

Caltrans District 2 representatives were present at the August 21st, 2019 and October 19, 2019 meetings of the Tehama County Transportation Commission Technical Advisory Committee and had an opportunity to put forth recommendation projects to be included in the 2020 Tehama RTIP. None were recommended.

Section 18. Detailed Project Programming Summary Table

							NEW Programming		
Project Type	Agency	PPNO	Project Title	2020 STIP (for TAC 10/2/19)					TOTAL
				20/21	21/22	22/23	23/24	24/25	
Bridge Match	County of Tehama	2331	McCoy Road Low Water Crossing	\$ 683,000					\$ 683,000
Bridge Match	County of Tehama	2333	Kirkwood Road @ Jewett Creek		\$ 265,000				\$ 265,000
Bridge Match	City of Red Bluff	2527	Baker Road @ Brickyard Creek		\$ 6,000	\$ 130,000			\$ 136,000
Rehab	County of Tehama	2567	99W Gap Closure, Glenn Line-South Ave		\$ 8,350,000				\$ 8,350,000
Roadway	County of Tehama	2569	99/IS Operational and Access Improvements		\$ 5,688,000				\$ 5,688,000
Roadway	City of Tehama		B Street Reconstruction Project			\$ 15,000	\$ 105,000	\$ 950,000	\$ 1,070,000
PPM	TCTC	2063	Planning, Programming, Monitoring	\$ 74,000	\$ 74,000	\$ 75,000	\$ 28,000	\$ 63,000	\$ 314,000
			Programming (2020 RTIP)	\$ 757,000	\$ 14,383,000	\$ 220,000	\$ 133,000	\$ 1,013,000	\$ 16,506,000

Project Type	Agency	PPNO	Project Title	PA&ED	PS&E	R/W	CON	TOTAL
Bridge Match	County of Tehama	2331	McCoy Road Low Water Crossing				\$ 683,000	\$ 683,000
Bridge Match	County of Tehama	2333	Kirkwood Road @ Jewett Creek				\$ 265,000	\$ 265,000
Bridge Match	City of Red Bluff	2527	Baker Road @ Brickyard Creek	\$ 6,000	\$ 130,000			\$ 136,000
Rehab	County of Tehama	2567	99W Gap Closure, Glenn Line-South Ave				\$ 8,350,000	\$ 8,350,000
Roadway	County of Tehama	2569	99/15 Operational and Access Improvements				\$ 5,688,000	\$ 5,688,000
Roadway	City of Tehama		B Street Roconstruction Project	\$ 15,000	\$ 105,000		\$ 950,000	\$ 1,070,000
PPM	TCTC	2063	Planning, Programming, Monitoring				\$ 314,000	\$ 314,000
			Programming (2020 RTIP)	\$ 21,000	\$ 235,000	\$ -	\$ 16,250,000	\$ 16,506,000

Section 19. Alternative Delivery Methods

Not applicable

Section 20. Additional Appendices

None

Key Concepts

What is **Active Transportation**?

Active transportation refers to any form of human-powered transportation, including walking, cycling, in-line skating, or skateboarding. There are many ways to engage in active transportation, whether it is walking to the bus stop, or cycling to school/work.

Why is **Air Quality** part of Transportation Planning?

Virtually all human activities have an impact on our environment, and transportation is no exception. While transportation is crucial to our economy and our personal lives, it is also a significant source of greenhouse gas (GHG) emissions that affect air quality. State and federal transportation funds are tied to policies to reduce greenhouse gas emissions.

What does **Complete Streets** mean?

Complete streets are designed and operated to encourage safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Complete streets make it easy to cross the street, walk to shops, bicycle, or catch the bus to go to work.

Why is it important to know what a **Disadvantaged Community** is from a transportation funding perspective?

Demonstrating that a project benefits a disadvantaged community may give the project priority status for some types of funding. A disadvantaged community can be defined one of several ways depending on the program of funding source. Disadvantaged communities can be an area where median household income is less than 80% of the statewide; an area identified as among the most disadvantaged 10% in the state; or an area where at least 75% of public school students are eligible to receive free or reduced-price lunches. CalEPA uses information generated by the California Communities Environmental Health Screening Tool CalEnviroScreen (CES 2.0) to identify disadvantaged communities. This tool was developed to identify communities in California most burdened by pollution from multiple sources and those most vulnerable to its effects, taking into account socioeconomic characteristics and underlying health status.

What is *Goods Movement*?

Goods movement refers to the transportation of products (goods) from where they are made or harvested to their final retail destination. Tehama County farmers shipped products across the United States and to over 62 countries all over the world in 2014.

What is *Multimodal Transportation*?

Multimodal transportation provides people with a variety of transportation options including walking, cycling, driving, public transit, and horseback riding. Multimodal facilities are important for those who are unable to drive, would prefer not to drive, or cannot afford the costs associated with vehicles. Non-vehicular transportation is increasingly recognized as a means for engaging in physical activity, reducing congestion, and reducing air pollution. Continuous networks of sidewalks, bicycle facilities, and trails are essential components of a multimodal transportation system.

Examples of multimodal transportation in Tehama County are the sidewalks and bike lanes on SR99 in Los Molinos, bike paths on Bowman Road and in the City of Red Bluff along the Sacramento River from River Park to Washington Street, several Safe Route to Schools projects in the City of Corning, bike routes throughout the county, and public transit system, Tehama Rural Area eXpress (TRAX).

The term multimodal is also used to indicate that more than one mode of transportation is used for goods movement. An example of multimodal goods movement would be Tehama County agricultural products transported on trucks to California ports, and then loaded onto cargo ships to be shipped overseas.

What is *Pavement management* and why is it important in our region?

Pavement management is the process of planning the maintenance and repair of roadways.

A ***Pavement Management System (PMS)*** is a planning tool used to aid pavement management decisions. PMS software programs model future pavement deterioration due to traffic and weather and recommend maintenance and repairs to the road's pavement based on the type and age of the pavement and various res of existing pavement quality.

The ***Pavement Condition Index (PCI)*** is a numerical index between 0 and 100 which is used to indicate the general condition of pavement. PCI was developed by the United States Army Corps of Engineers. The result of the analysis is a numerical value between 0 and 100, with 100 representing the best possible condition and 0 representing the worst possible condition. Research has shown that it is far more cost effective to keep a road in good condition than it is to do major rehabilitation once it has deteriorated.

What is *Regional Blueprint Planning*?

A Regional Blueprint Plan is a tool to articulate regional consensus and performance outcomes on a more efficient land use pattern that supports improved mobility and reduces dependency on single-occupant vehicle trips; accommodates an adequate supply of housing for all income levels; reduces impacts on valuable farmland, natural resources, and air quality; includes the reduction of greenhouse gas emissions, increases water and energy conservation and efficiency and promotes a prosperous economy and safe, healthy, sustainable and vibrant neighborhoods.

What are *Performance Measures* in transportation planning?

Performance measures demonstrate how well the regional policies, strategies, and transportation projects are improving the transportation network. Performance measures gauge the success of projects.

What is meant by *Regional, Inter-Regional, and Multi-Regional* when talking about transportation and Tehama County?

- Regional refers to the area served by the Tehama County Transportation Commission, which includes all of the county and the incorporated cities.
- Inter-regional is relating to or occurring between two or more regions.
- Multi-regional refers to a group of two or more regions.

What is a *Constrained Project List* and an *Unconstrained Project List*?

The RTP has lists of regional transportation projects. The constrained projects have specific funding identified. The unconstrained list has projects that are needed in the 20-year planning period that could potentially be funded if funds become available. Historically, transportation funding has been insufficient and unstable. Unfortunately, the transportation needs exceed available resources.

What is the difference between a *Transportation Plan* and *Transportation Programming*?

A transportation plan is a summary of goals and projects to encourage and promote the safe and efficient management and operation of a transportation system. Transportation programming is the process of identifying, reserving, and gaining approval for transportation funds for a specific project. The California Transportation Commission (CTC) approves the Regional Transportation Improvement Program (RTIP) and our regional projects are programmed into the State Transportation Improvement Program.

What does ***Project Delivery*** mean?

Project Delivery is the time period from start-to-finish to complete a transportation project. It includes all phases of project development, such as planning, environmental, Right-of-Way, design, and construction.

Glossary

AADT - Annual average daily traffic

AASHTO - American Association of State Highway and Transportation Officials

ADT - Average daily traffic

CALTRANS – The California Department of Transportation is part of the state cabinet- level California Transportation Agency. Caltrans’ mission is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California’s economy and livability. Caltrans manages the state highway system and is actively involved with public transportation systems throughout the state.

CAPM - Capital Preventative Maintenance

CEQA - The California Environmental Quality Act is 1970 statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate impacts if feasible.

CHTP - The Coordinated Human Transportation Plan is a coordinated public-transit human-service transportation plan providing strategies for local needs. It prioritizes transportation services for funding and implementation, with an emphasis on the transportation needs of individuals with disabilities, older-adults and persons of limited means.

CMAQ - The Congestion Mitigation and Air Quality Program is a federal program to fund transportation projects or programs that contribute to air quality improvements.

CTC - The California Transportation Commission is responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California. The Commission also advises and assists the Secretary of the California State Transportation Agency and the Legislature in formulating and evaluating State policies and plans for California’s transportation programs. The Commission is an active participant in the initiation and development of State and Federal legislation that seeks to secure financial stability for the state’s transportation needs.

FHWA - The Federal Highway Administration is one of the Modal Operating Administrations of the United States Department of Transportation. Among other things, it is responsible for the administration of Federal Highway Administrations planning and capital programs.

FTA - The Federal Transit Administration is one of the Modal Operating Administrations of the U.S. Department of Transportation. The FTA provides financial aid in the development of transit systems in both urbanized and non-urbanized areas, as well as provides funds for public transit for the elderly and/or persons with disabilities.

GHG - Greenhouse Gas are gases that trap heat and absorb/emit radiation within the thermal infrared range in the earth's atmosphere.

GIS - Geographic Information Systems are computer programs capable of capturing, storing, analyzing, and displaying data in a geographic manner.

ITS - Intelligent Transportation Systems are information and communication technology (applied to transportation infrastructure and vehicles) that improve safety, productivity, reliability, travel choices, social equity, environmental performance, and network operations.

LTF – The Local Transportation Fund is derived from ¼ cent of the general sales tax collected statewide.

LCTOP - Low Carbon Transportation Program funds provide operating and capital assistance for transit to reduce greenhouse gases with a priority of serving disadvantaged communities.

MOU – A Memorandum of Understanding is a legal document representing an agreement between two entities.

MPO – A Metropolitan Planning Organization is a federally mandated and funded transportation policy-making organization for an urbanized area over 50,000 inhabitants.

NAA – A Nonattainment Area is a geographic location considered to have air quality worse than the National Ambient Air Quality Standards as defined in the Clean Air Act Amendments of 1970.

NAAQS - National Ambient Air Quality Standards are established by the Environmental Protection Agency for all outdoor areas in the United States. Primary standards are designed to protect human health. The Clean Air Act identifies two types of national ambient air quality standards. Primary standards provide public health protection, including protecting the health of sensitive populations such as asthmatics, children, and the elderly. Secondary standards provide public welfare protection, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.

OWP - Overall Work Program is an annual program of planning projects and transportation planning activities. The OWP elements identify responsible parties and funding.

PA&ED - A Project Approval and Environmental Document is the first phase for all transportation projects. It includes public outreach and support of improvements followed by drafting of cost, scope, and schedule, as well as environmental documents and clearance.

PM - Particulate Matter, also known as Particulate Pollution, is a mixture of extremely small particles and liquid droplets. It includes acids, such as nitrates and sulfates, organic chemicals, metals, and soil or dust, particles.

PM - Postmile Markers are used in California as a highway location system for all state highways and interstate highways. PMs indicate the distance of the route through individual counties. Small white postmile marker signs are found along state highways.

RTIP - Regional Transportation Improvement Program is a phased, multi-year program of planned transportation improvement projects, describing each project, funding amounts and sources, and time frame. Projects in the Regional Transportation Plan are programmed in RTIP and approved by the California Transportation Commission.

RTP - Regional Transportation Plan is a coordinated planning effort and solutions identifying regional transportation issues and solutions. State law requires each Regional Transportation Planning Agency to prepare, adopt, and submit a RTP every five years.

RTPA - The Regional Transportation Planning Agency in Tehama County is the Tehama County Transportation Commission (TCTC). The TCTC was established by Section 29535 of Government Code which designates a local transportation commission as the designated RTPA. TCTC responsibilities include, administration and management, transportation planning and regional coordination of transportation alternatives, improving air quality, funding oversight, grant applications, and management.

SRRA – A Safety Roadside Rest Area is a designated public rest area directly adjacent to a roadway.

SSTAC – The Social Services Transportation Advisory Council, as outlined in the California Public Utilities Code Section 99238, is the group that advises the TCTC on the annual unmet transit needs process and transit services as appropriate.

STA – The State Transit Assistance Fund is derived from the statewide sales tax on diesel fuel.

STIP - State Transportation Improvement Program is a multi-year program identifying all transportation improvement projects. The STIP is comprised of all the regional RTIPs and is adopted by California Transportation Commission.

TDA – The Transportation Development Act was enacted in 1971 by California voters. The TDA provides two major funding sources for the development and support of public transit. In counties with a population of less than 500,000, such as Tehama County, the Local Transportation Fund may be used for streets and roads maintenance after transit needs (that are reasonable to meet) have been funded.

STP - The Surface Transportation Program provides funding that may be used by states and agencies to preserve and improve federal-aid highways, bridges, pedestrian and bicycle facilities, and transit capital projects.