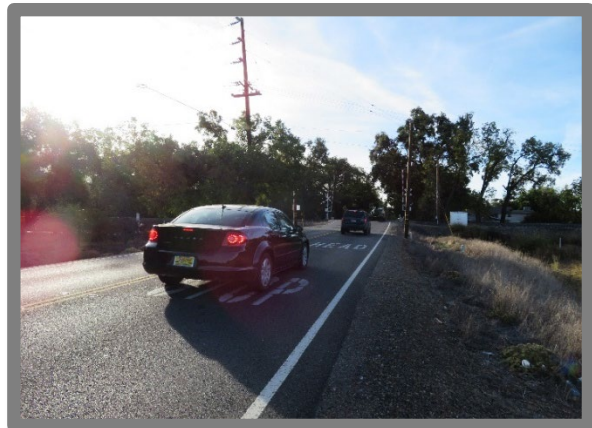
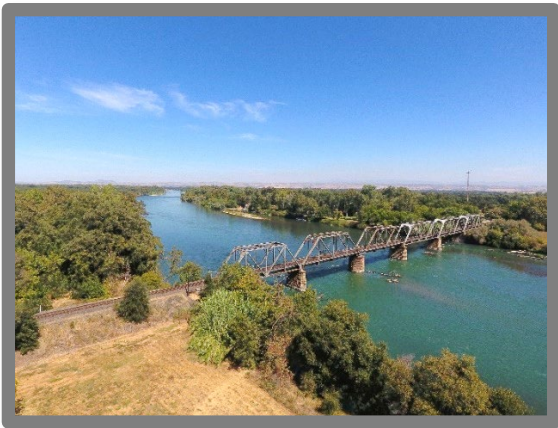


**2022 Regional Transportation Improvement Program
for
Tehama County**

**Adopted by the Tehama County Transportation Commission
On
11/22/2021**



2022 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 22, 2021. 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:

<https://tehamartpa.org/>

RTIP document Link:

<https://tehamartpa.org/planning-documents/>

2020 TCTC RTP Link:

<https://tehamartpa.org/planning-documents/regional-transportation-plan/>

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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 2022 RTIP totals \$16,296,000 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 2022 RTIP, in compliance with the CTC, TCTC gave priority as follows: first priority is the reprogramming of projects from the 2020 STIP as amended, followed by project cost increase requests, projects or project components deleted from previous STIP cycles, and new projects.

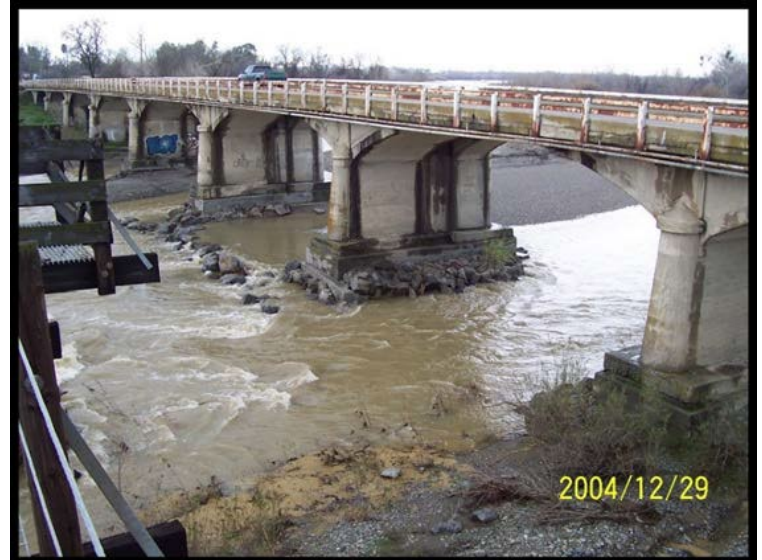
Section 4. Completion of Prior RTIP Projects (Required per Section 68)

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.	Construction delivered. To be constructed in 22/23.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 18-19, 2021
Caltrans identifies State Highway Needs	September 15, 2021
Caltrans submits draft ITIP	October 15, 2021
CTC ITIP Hearing, North	November 2021
CTC ITIP Hearing, South	November 2021
Regional Agency adopts 2022 RTIP	November 22, 2021
Regions submit RTIP to CTC (postmark by)	December 15, 2021
Caltrans submits final ITIP	December 15, 2021
CTC STIP Hearing, North	January 27, 2022
CTC STIP Hearing, South	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2022 STIP	March 23-24, 2022

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. Additionally, all TAC and Commission meetings are open to the community and provided opportunity for comment.

C. Consultation with Caltrans District 2

TCTC and Caltrans staff actively engaged in the consultation process during the development of the 2022 RTIP. 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.

B. 2022 STIP Regional Funding Request**Section 6. 2022 STIP Regional Share and Request for Programming****A. 2022 Regional Fund Share Per 2022 STIP Fund Estimate**

\$3,215,000

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 2022-2027.

Project Name and Location	Project Description	Requested RIP Amount
<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"> 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. <i>Programmed funds: RIP, HBP, and local.</i> 	\$130,000
<ul style="list-style-type: none"> 99W Gap Closure, Glenn County Line 	<ul style="list-style-type: none"> This three-mile roadway reconstruction on 99W functions as I-5 alternate 	\$8,350,000

<p>to South Avenue, City of Corning</p> <ul style="list-style-type: none"> • PPNO 2567 	<p>detour route, and improves the transportation system network through the facilitation of commercial traffic from I-5 to the South Avenue Truck Stop.</p> <ul style="list-style-type: none"> • <i>Construction funds: RIP</i> 	
<ul style="list-style-type: none"> • 99/I5 Operational and Access Improvements - 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. • <i>RIP</i> 	\$5,688,000
<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
<ul style="list-style-type: none"> • Planning, Programming, & Monitoring • PPNO 2063 	<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. 	\$375,000
TCTC Programming Total		\$16,296,000

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
		DEMO	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	\$1,434,000			\$7,122,000
McCoy Road at North Fork Dibble Creek Low-Water Crossing PPNO #2331	\$683,000			\$5,272,000	\$5,995,000
Baker Road Brickyard Creek Bridge Replacement PPNO #2527	\$130,000				\$130,000
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	\$16,235,000	\$1,434,000	0	\$5,272,000	\$22,941,000

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 2022 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.

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 Projected System Performance measures and timeframe.

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	2412 average daily VMT in Tehama County	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)	80.8% of workers commute by driving alone, 10.2% carpooling, 0.4% public transit, and 2.8% walking, other means 1.4%, work from home 4.4%.	No change
Transit	Total operating cost per revenue mile	\$3.67 per revenue mile	\$3.26
Infrastructure Condition	Total distressed lane-miles	162 miles	158 Miles
	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, increase mobility and support 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 two 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	2412 average daily VMT in Tehama County	2412 average daily VMT in Tehama County
	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)	80.8% of workers commute by driving alone, 10.2% carpooling, 0.4% public transit, and 2.8% walking, other means 1.4%, work from home 4.4%.	80.8% of workers commute by driving alone, 10.2% carpooling, 0.4% public transit, and 2.8% walking, other means 1.4%, work from home 4.4%.
Transit	Change in Total operating cost per revenue mile	\$3.67 per square mile	\$3.67 per square mile
Infrastructure Condition	Change in Total Distressed lane-miles	162 Mile	158 Miles
	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

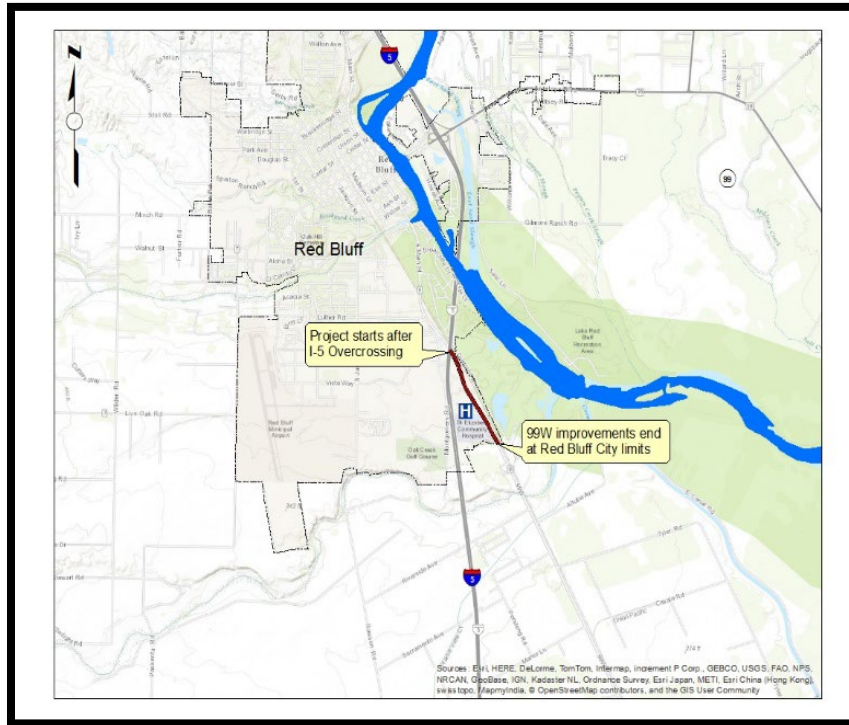
The following pages contain the project maps and PDF copies of the ePPRs are included in Section 15.

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

Demonstration Project 0769 (002)

Project Location Map— December 2015

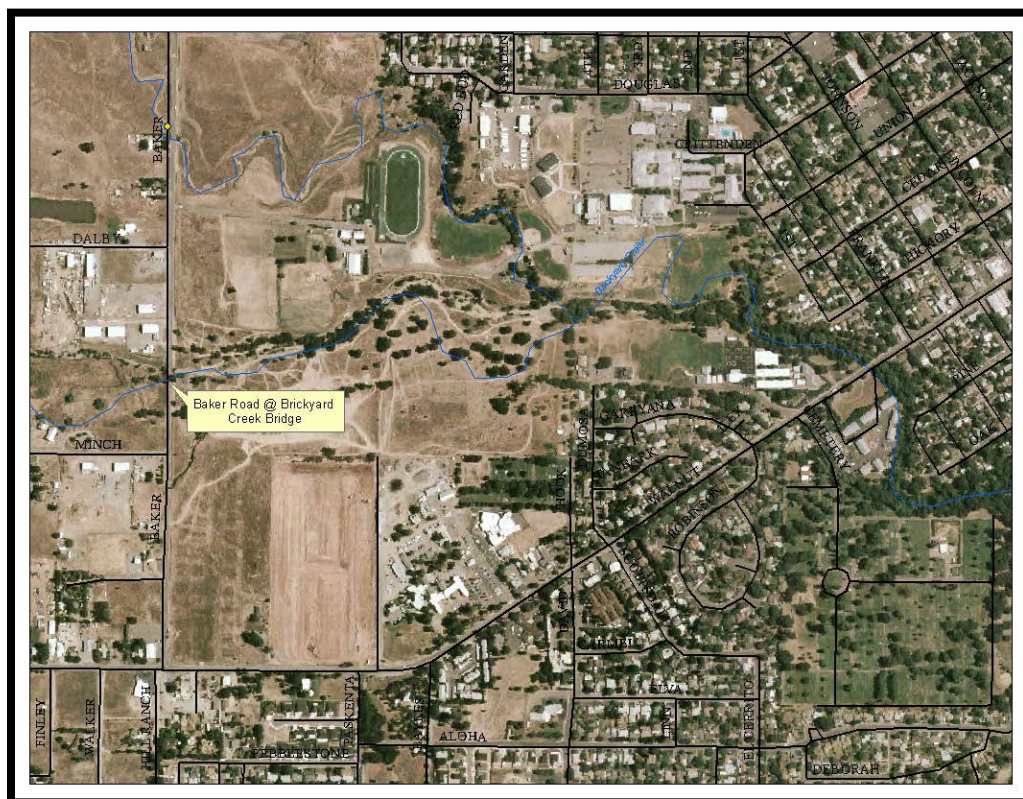
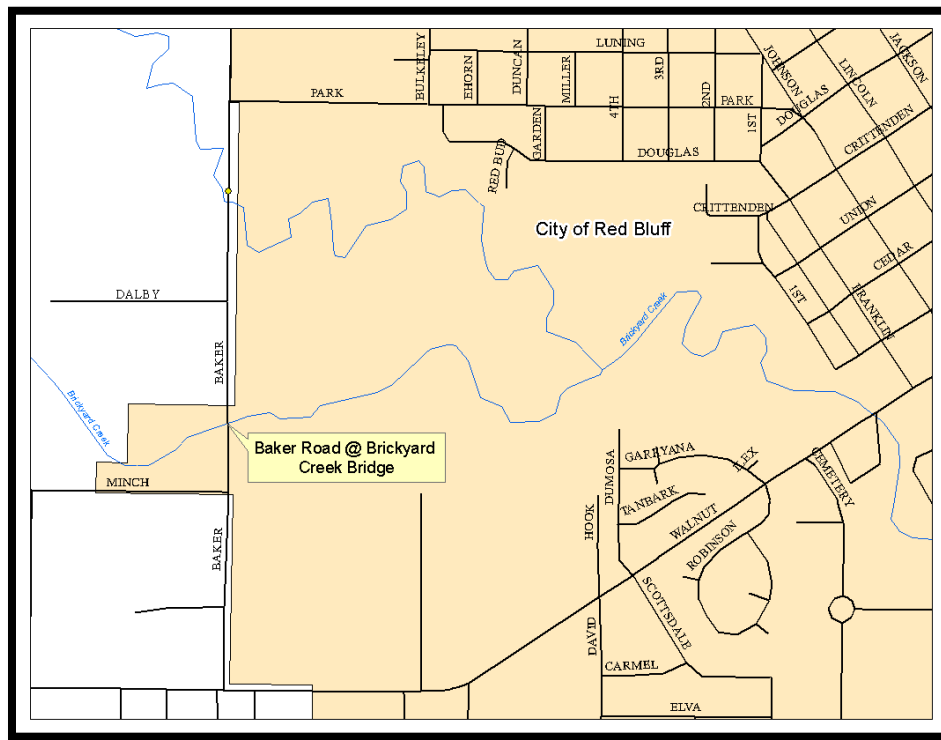
PPNO 2569



Baker Road at Brickyard Creek Bridge

Project Location on Map - December 2015

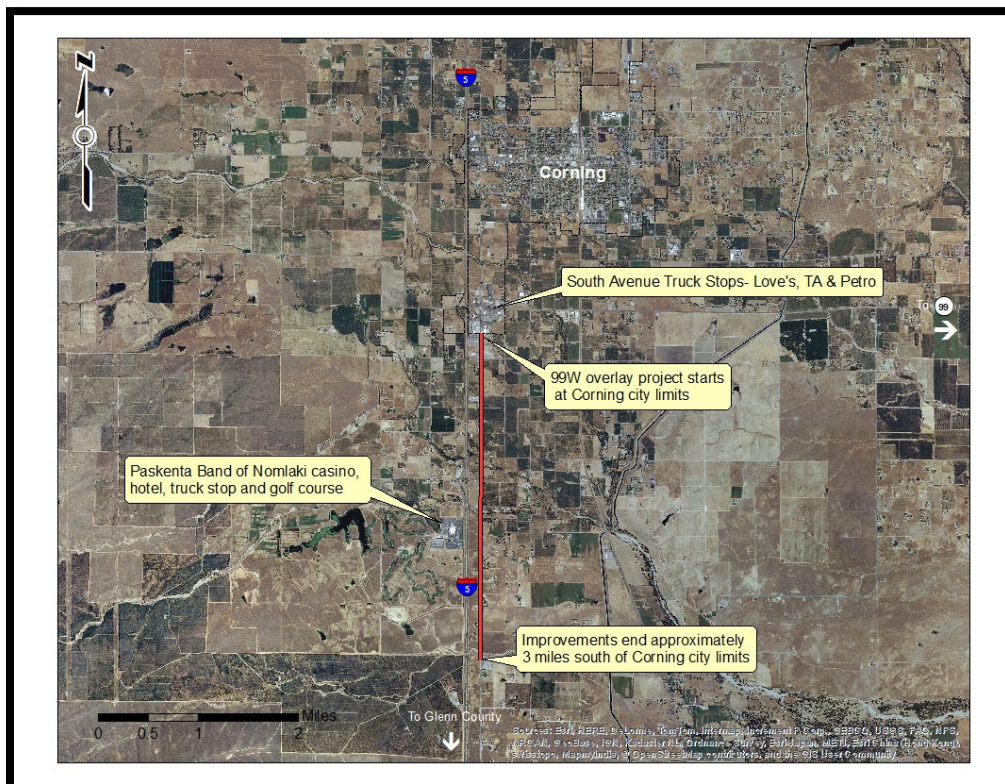
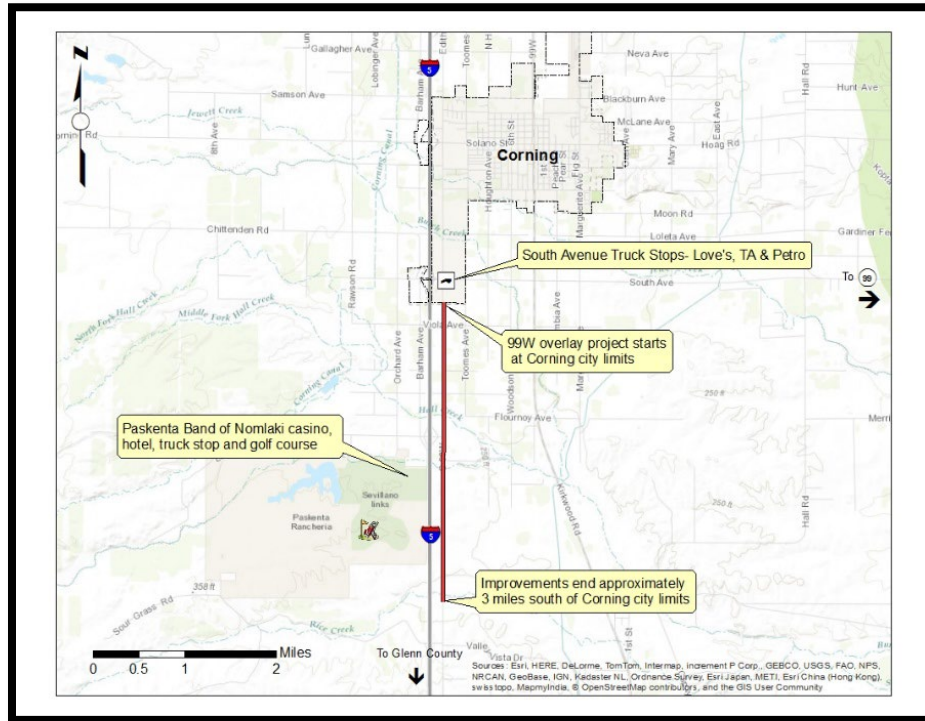
PPNO 2527



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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	11/30/2021 09:37:24
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
02	455824	0200000376	2331	Tehama County		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Tehama				Tehama County Transportation Commission		
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Jessica Pecha			530-385-1462	jpecha@tcpw.ca.gov		

Project Title

MCoy Road Low-Water Crossing

Location (Project Limits), Description (Scope of Work)

Near Red Bluff, on McCoy Road north of State Route 36. Replaces 1972 we crossing with a new structure and roadway realignment provides secondary access for McCoy Road cy construction of connecting intersection at Matlock loop. The project moves the structure upstream and changes the vertical and horizontal alignment of the roadway.

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 Milestone		Existing		Proposed	
Project Study Report Approved					
Begin Environmental (PA&ED) Phase		03/01/2001		03/01/2001	
Circulate Draft Environmental Document	Document Type	06/21/2005		06/21/2005	
Draft Project Report		05/01/2006		05/01/2006	
End Environmental Phase (PA&ED Milestone)		01/22/2007		01/22/2007	
Begin Design (PS&E) Phase		12/19/2006		12/19/2006	
End Design Phase (Ready to List for Advertisement Milestone)		10/01/2019		10/01/2019	
Begin Right of Way Phase		05/25/2017		05/25/2017	
End Right of Way Phase (Right of Way Certification Milestone)		09/30/2018		09/30/2018	
Begin Construction Phase (Contract Award Milestone)		03/15/2021		12/31/2023	
End Construction Phase (Construction Contract Acceptance Milestone)		11/15/2021		12/31/2025	
Begin Closeout Phase		03/15/2022		12/31/2025	
End Closeout Phase (Closeout Report)		03/15/2023		06/30/2026	

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Purpose and Need

This facility is critical to the overall circulation of I-5, SR 36, and Tehama Countys 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 travel.

NHS Improvements ☐ YES ☒ NO Roadway Class NA Reversible Lane Analysis ☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Local streets and roads	Local reconstructed bridge structures	EA	1
Local streets and roads	Intersections modified	EA	1
Local streets and roads	Local road lane-miles rehabilitated	Miles	0.5

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Buld	Future No Buld	Change
System Preservation Bridges	LPPF, LPPC	Bridge Superstructure Rating	Rating	Good	Poor	

District	County	Route	EA	Project ID	PPNO
02	Tehama		455824	0200000376	2331

Project Title

MCoy Road Low-Water Crossing

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	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	5,272			683				5,955	Tehama County
TOTAL	6,264			683				6,947	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	110							110	
PS&E	669							669	
R/W SUP (CT)									
CON SUP (CT)									
R/W	213							213	
CON	5,272			683				5,955	
TOTAL	6,264			683				6,947	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20,30,600.620
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	23							23	Tehama County Transportation Com
PS&E	94							94	\$23 PAED voted 05/22/03
R/W SUP (CT)									\$27 PSE voted 08/18/05
CON SUP (CT)									\$67 PSE voted 04/26/07
R/W	11							11	\$11 RW voted 04/26/07
CON									
TOTAL	128							128	
Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	23							23	
PS&E	94							94	
R/W SUP (CT)									
CON SUP (CT)									
R/W	11							11	
CON									
TOTAL	128							128	

Fund #2:		Local HBRR - Highway Bridge Program (Committed)							Program Code
		Existing Funding (\$1,000s)							LOCAL HBRR
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	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	5,272							5,272	
TOTAL	6,002							6,002	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	86							86	
PS&E	474							474	
R/W SUP (CT)									
CON SUP (CT)									
R/W	170							170	
CON	5,272							5,272	
TOTAL	6,002							6,002	
Fund #3:		RIP - State Cash (Committed)							Program Code
		Existing Funding (\$1,000s)							20.30.600.620
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Tehama County Transportation Com
PS&E	90							90	
R/W SUP (CT)									
CON SUP (CT)									
R/W	32							32	
CON				683				683	
TOTAL	122			683				805	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	90							90	
R/W SUP (CT)									
CON SUP (CT)									
R/W	32							32	
CON				683				683	
TOTAL	122			683				805	

\$11 PSE voted 09/23/10
 \$11 RW voted 09/23/10
 \$79 PSE voted 06/28/18
 \$21 RW voted 06/28/18

Fund #4:		Local Funds - Local Transportation Funds (Committed)							Program Code
		Existing Funding (\$1,000s)							20.10.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	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)	1							1	
PS&E	11							11	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	12							12	

Complete this page for amendments only

Date 11/30/2021 09:37:24

District	County	Route	EA	Project ID	PPNO
02	Tehama		455824	0200000376	2331

SECTION 1 - All Projects

Project Background

NA

Programming Change Requested

NA

Reason for Proposed Change

NA

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

NA

Other Significant Information

NA

SECTION 2 - For SB1 Project Only

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

NA

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
James N Simon		DPW	12-14-21

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	11/30/2021 09:37:06
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
02		0214000147	2527	City of Red Bluff		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Tehama				Tehama County		
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email 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 SR 36. RIP funds are HBP match for bridge replacement.

Component	Implementing Agency				
PA&ED	City of Red Bluff				
PS&E	City of Red Bluff				
Right of Way	City of Red Bluff				
Construction	City of Red Bluff				
Legislative Districts					
Assembly:	3	Senate:	4	Congressional:	1
Project Milestone		Existing		Proposed	
Project Study Report Approved					
Begin Environmental (PA&ED) Phase		07/01/2014		07/01/2014	
Circulate Draft Environmental Document	Document Type	06/01/2017		06/01/2017	
Draft Project Report				06/01/2018	
End Environmental Phase (PA&ED Milestone)		05/01/2019		05/01/2019	
Begin Design (PS&E) Phase		05/01/2020		06/01/2022	
End Design Phase (Ready to List for Advertisement Milestone)		05/01/2022		01/01/2023	
Begin Right of Way Phase		10/01/2021		01/01/2023	
End Right of Way Phase (Right of Way Certification Milestone)		02/01/2022		05/01/2023	
Begin Construction Phase (Contract Award Milestone)		08/01/2023		08/01/2023	
End Construction Phase (Construction Contract Acceptance Milestone)		12/01/2023		12/01/2024	
Begin Closeout Phase		12/01/2024		12/01/2024	
End Closeout Phase (Closeout Report)		04/01/2025		04/01/2025	

Date 11/30/2021 09:37:06

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 AASHTO standards will increase both the safety and capacity on the bridge and will eliminate the scour conditions.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Local streets and roads	Local reconstructed bridge structures	EA	1

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Bridges	LPPF, LPPC	Bridge Superstructure Rating	Rating	Good	Poor	

District	County	Route	EA	Project ID	PPNO
02	Tehama			0214000147	2527

Project Title

Baker Road @ Brickyard Creek Bridge

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	159	6						165	City of Red Bluff
PS&E			180					180	City of Red Bluff
R/W SUP (CT)									City of Red Bluff
CON SUP (CT)									City of Red Bluff
R/W									City of Red Bluff
CON				1,004				1,004	City of Red Bluff
TOTAL	159	6	180	1,004				1,349	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	129	6						135	
PS&E			180					180	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,004				1,004	
TOTAL	129	6	180	1,004				1,319	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.620
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	30	6						36	Tehama County Transportation Com
PS&E			130					130	\$30 PAED voted 06/25/14
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
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 #2:		Local HBRR - Highway Bridge Program (Committed)							Program Code
		Existing Funding (\$1,000s)							LOCAL HBRR
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	129							129	
PS&E			50					50	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,004				1,004	
TOTAL	129		50	1,004				1,183	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)	129							129	
PS&E			50					50	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,004				1,004	
TOTAL	129		50	1,004				1,183	

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Date 11/30/2021 09:37:06

District	County	Route	EA	Project ID	PPNO
02	Tehama			0214000147	2527

SECTION 1 - All Projects

Project Background

N/a

Programming Change Requested

N/a

Reason for Proposed Change

N/a

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

N/a

Other Significant Information

N/a

SECTION 2 - For SB1 Project Only

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

N/a

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
James N. Simon		DPLW	12-14-21

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	11/30/2021 09:36:50
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
02			2567	Tehama County		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Tehama						
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Jessica Pecha			530-385-1462	jpecha@tcpw.ca.gov		

Project Title

99W Gap Closure: Glenn County Line-South Ave

Location (Project Limits), Description (Scope of Work)

This critical "Gap Closure" project on 99W (formerly Old SR 99) from Tehama-Glenn County border and extends north to Corning City limits; a total of 7.2 miles of improvements within the R/W. Pavement rehabilitation includes Cold-in-Place Recycling and a Hot Mix overlay to existing grade. The project also updates 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 Milestone		Existing		Proposed	
Project Study Report Approved					
Begin Environmental (PA&ED) Phase		08/15/2018		08/15/2018	
Circulate Draft Environmental Document	Document Type	03/15/2019		03/15/2019	
Draft Project Report				04/15/2019	
End Environmental Phase (PA&ED Milestone)		04/15/2019		04/15/2019	
Begin Design (PS&E) Phase		06/03/2019		06/03/2019	
End Design Phase (Ready to List for Advertisement Milestone)		04/15/2020		04/15/2020	
Begin Right of Way Phase		01/01/2020		01/01/2020	
End Right of Way Phase (Right of Way Certification Milestone)		04/15/2020		04/15/2020	
Begin Construction Phase (Contract Award Milestone)		04/15/2021		07/01/2024	
End Construction Phase (Construction Contract Acceptance Milestone)		06/15/2021		08/01/2025	
Begin Closeout Phase		12/31/2021		08/01/2025	
End Closeout Phase (Closeout Report)		12/31/2022		08/01/2026	

Date 11/30/2021 09:36:50

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 Plaza, 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 overcrossings on I-5. The roadway is structurally deficient with a PCI of 39 for half the project and a 66 PCI (at risk) for the remainder of the roadway.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Local streets and roads	Local road lane-miles rehabilitated	Miles	7.5

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	100	40	60
			Rating	Good	Poor	

District	County	Route	EA	Project ID	PPNO
02	Tehama				2567

Project Title

99W Gap Closure: Glenn County Line-South Ave

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	200							200	Tehama County
PS&E	150							150	Tehama County
R/W SUP (CT)									Tehama County
CON SUP (CT)									Tehama County
R/W									Tehama County
CON			8,350					8,350	Tehama County
TOTAL	350		8,350					8,700	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	200							200	
PS&E	150							150	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					8,350			8,350	
TOTAL	350				8,350			8,700	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.620
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	200							200	Tehama County Transportation Com
PS&E	150							150	\$200 PAED voted 10/17/18
R/W SUP (CT)									\$150 PSE EXT. TO 02/28/22
CON SUP (CT)									
R/W									
CON			8,350					8,350	
TOTAL	350		8,350					8,700	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	200							200	Moved Construction from 23/24 to 24/25.
PS&E	150							150	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					8,350			8,350	
TOTAL	350				8,350			8,700	

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Date 11/30/2021 09:36:50

District	County	Route	EA	Project ID	PPNO
02	Tehama				2567

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

Move Construction to 24/25.

Reason for Proposed Change

Project timeline adjusted.

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

N/A

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
James N Simon		DPW	12-14-21

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	12/09/2021 14:45:53
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
02		0217000150	2569	Tehama County Transportation Commission		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Tehama						
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Jessica Pecha			530-385-1462	jpecha@tcpw.ca.gov		

Project Title

99W & Gyle Road to South Main Street & I-5 Overcrossing

Location (Project Limits), Description (Scope of Work)

In Tehama from Gyle Road intersection of 99W (formerly old SR 99) and extends north to Red Bluff ending at I-5 overcrossing. Resurfacing & reconfigure pavement delineation/reflective markers, including signal improvements at sister Mary Columbia Drive within the City of Red Bluff, and intersection improvements at the I-5 interchange which may include the addition of a traffic roundabout or improved signalization.

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 Milestone		Existing		Proposed	
Project Study Report Approved					
Begin Environmental (PA&ED) Phase		08/15/2016		08/15/2016	
Circulate Draft Environmental Document	Document Type	02/15/2017		02/15/2017	
Draft Project Report		03/15/2017		03/15/2017	
End Environmental Phase (PA&ED Milestone)		04/15/2017		04/15/2017	
Begin Design (PS&E) Phase		07/01/2017		07/01/2017	
End Design Phase (Ready to List for Advertisement Milestone)		03/15/2019		03/15/2019	
Begin Right of Way Phase		12/14/2016		12/14/2016	
End Right of Way Phase (Right of Way Certification Milestone)		02/08/2017		02/08/2017	
Begin Construction Phase (Contract Award Milestone)		10/30/2022		10/30/2022	
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2024		12/31/2024	
Begin Closeout Phase		09/30/2024		09/30/2024	
End Closeout Phase (Closeout Report)		12/31/2024		12/31/2024	

Date 12/09/2021 14:45:53

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 roadway is structurally deficient and the existing pavement condition is very poor.

NHS Improvements ☐ YES ☒ NO Roadway Class NA Reversible Lane Analysis ☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Local streets and roads	Local road operational improvements	EA	1
Local streets and roads	Local road lane-miles rehabilitated	Miles	10
Local streets and roads	Intersections modified	EA	2
Operational Improvement	Two-way left turn lanes	EA	1
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	1

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
02	Tehama			0217000150	2569

Project Title

99W & Gyle Road to South Main Street & I-5 Overcrossing

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	1,230							1,230	Tehama County
PS&E	185							185	Tehama County
R/W SUP (CT)									Tehama County
CON SUP (CT)									Tehama County
R/W									Tehama County
CON			7,122					7,122	Tehama County
TOTAL	1,415		7,122					8,537	

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,380							1,380	
PS&E	185	232						417	
R/W SUP (CT)			15					15	
CON SUP (CT)									
R/W									
CON			9,044					9,044	
TOTAL	1,565	232	9,059					10,856	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	230							230	Tehama County Transportation Com \$230 PAED voted 08/16/17 \$185 PSE EXT. TO 02/28/22
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)	230							230	
PS&E	185							185	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,688					5,688	
TOTAL	415		5,688					6,103	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5908-2021-0009 v0

Fund #2:	Demo - Demonstration-State TEA21 (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.680
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
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	
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 #3:	CMAQ - Congestion Mitigation (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.820
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	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			1,800					1,800	
TOTAL			1,800					1,800	

Fund #4:		CMAQ - Congestion Mitigation (Committed)							Program Code
		Existing Funding (\$1,000s)							20.30.010.820
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	1,000							1,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,000							1,000	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)	985							985	RSTP Exchange
PS&E									
R/W SUP (CT)			15					15	
CON SUP (CT)									
R/W									
CON									
TOTAL	985		15					1,000	
Fund #5:		Other Fed - Highway Infrastructure Program (HIP) (Committed)							Program Code
		Existing Funding (\$1,000s)							Funding Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Tehama County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)	165							165	20/21- \$165K PE, 21/22 - \$232K
PS&E		232						232	PS&E, 22/23 \$122K CON
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			122					122	
TOTAL	165	232	122					519	

Complete this page for amendments only

Date 12/09/2021 14:45:53

District	County	Route	EA	Project ID	PPNO
02	Tehama			0217000150	2569

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

Additional language added to, added outputs, & additional funding.

Reason for Proposed Change

The project includes interchange within Caltrans right of way at the intersection of northbound I-5 and South Main Streets with the Red Bluff City limits. The current project description specifies "improvements and signalization at I-5 interchange." Current Caltrans policies required intersection improvement to consider both signalization and roundabout alternatives. Both have been considered in the environmental analysis of the project, and the new ePPR will update the project description includes both alternatives. The project outputs are being updated to reflect current designs within the project footprint and environmental study limits

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

N/A

Other Significant Information

N/A

SECTION 2 - For SB1 Project Only

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

N/A

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
James N Simon		DPW	12-14-21

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	11/30/2021 09:36:32
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
02			2599	City of Tehama		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Tehama				Tehama County		
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email 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	Implementing Agency				
PA&ED	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 Milestone		Existing		Proposed	
Project Study Report Approved					
Begin Environmental (PA&ED) Phase		08/01/2023		05/01/2023	
Circulate Draft Environmental Document	Document Type	08/01/2023		06/01/2023	
Draft Project Report		08/01/2023		06/01/2023	
End Environmental Phase (PA&ED Milestone)		08/01/2023		06/30/2023	
Begin Design (PS&E) Phase		09/01/2023		06/30/2023	
End Design Phase (Ready to List for Advertisement Milestone)		01/01/2024		01/01/2024	
Begin Right of Way Phase		01/01/2024		01/01/2024	
End Right of Way Phase (Right of Way Certification Milestone)		07/30/2024		07/30/2024	
Begin Construction Phase (Contract Award Milestone)		01/01/2025		01/01/2025	
End Construction Phase (Construction Contract Acceptance Milestone)		10/30/2025		10/30/2025	
Begin Closeout Phase		11/01/2025		11/01/2025	
End Closeout Phase (Closeout Report)		12/30/2025		12/30/2025	

Date 11/30/2021 09:36:32

Purpose and Need

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.

NHS Improvements ☐ YES ☒ NO Roadway Class NA Reversible Lane Analysis ☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - reconstructed	Miles	0.25
Pavement (lane-miles)	Roadway lane miles	Miles	0.25

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	100	10	90
			Rating	Good	Poor	

District	County	Route	EA	Project ID	PPNO
02	Tehama				2599

Project Title

B Street Roadway Construction

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)			15					15	City of Tehama
PS&E				105				105	City of Tehama
R/W SUP (CT)									City of Tehama
CON SUP (CT)									City of Tehama
R/W									City of Tehama
CON					950			950	City of Tehama
TOTAL			15	105	950			1,070	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)			15					15	
PS&E				105				105	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					950			950	
TOTAL			15	105	950			1,070	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.620
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)			15					15	City of Tehama
PS&E				105				105	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					950			950	
TOTAL			15	105	950			1,070	
Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)			15					15	
PS&E				105				105	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					950			950	
TOTAL			15	105	950			1,070	

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Date 11/30/2021 09:36:32

District	County	Route	EA	Project ID	PPNO
02	Tehama				2599

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

Reason for Proposed Change

N/A

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

N/A

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
James N Simon		DPW	12-14-21

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	12/14/2021 12:01:06
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
02		0221000161	2063	Tehama County Transportation Commission		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Tehama				Tehama County		
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Jessica Riske-gomez			530-385-1462	jriskegomez@tehamartpa.org		

Project Title

Planning, Programming and Monitoring

Location (Project Limits), Description (Scope of Work)

Planning, Programming and Monitoring

Component	Implementing Agency				
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 Milestone		Existing		Proposed	
Project Study Report Approved					
Begin Environmental (PA&ED) Phase				06/01/2022	
Circulate Draft Environmental Document	Document Type			06/01/2022	
Draft Project Report				06/01/2022	
End Environmental Phase (PA&ED Milestone)				06/01/2022	
Begin Design (PS&E) Phase				06/01/2022	
End Design Phase (Ready to List for Advertisement Milestone)				06/01/2022	
Begin Right of Way Phase				06/01/2022	
End Right of Way Phase (Right of Way Certification Milestone)				06/01/2022	
Begin Construction Phase (Contract Award Milestone)				06/01/2022	
End Construction Phase (Construction Contract Acceptance Milestone)				06/01/2022	
Begin Closeout Phase				06/01/2022	
End Closeout Phase (Closeout Report)				06/01/2027	

Date 12/14/2021 12:01:06

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.

NHS Improvements ☐ YES ☒ NO Roadway Class NA Reversible Lane Analysis ☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - reconstructed	Miles	1

Date 12/14/2021 12:01:06

Additional Information

This is an superseding ePPR for the originally submitted ePPR for PPNO 2063. Since the submittal, additional changes have been made to the programming amounts.

Selections were made for project milestones, purpose and need, and category and outputs to be able to submit the ePPR. These do not pertain to the actual programming matter.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Bulld	Future No Bulld	Change
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	1	1	0
			Rating	NA	NA	

District	County	Route	EA	Project ID	PPNO
02	Tehama			0221000161	2063

Project Title

Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Tehama County Transportation Com
PS&E									Tehama County Transportation Com
R/W SUP (CT)									Tehama County Transportation Com
CON SUP (CT)									Tehama County Transportation Com
R/W									Tehama County Transportation Com
CON	1,820	74	75	28	63			2,060	Tehama County Transportation Com
TOTAL	1,820	74	75	28	63			2,060	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,820	74	51	52	62	62	62	2,183	
TOTAL	1,820	74	51	52	62	62	62	2,183	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Tehama County Transportation Com
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	1,820	74	75	28	63			2,060	\$48 CON voted 09/09/02
TOTAL	1,820	74	75	28	63			2,060	\$90 CON voted 02/26/04
									\$152 CON voted 08/18/05
									\$98 CON voted 07/20/06
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,820	74	51	52	62	62	62	2,183	
TOTAL	1,820	74	51	52	62	62	62	2,183	

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Date 12/14/2021 12:01:06

District	County	Route	EA	Project ID	PPNO
02	Tehama			0221000161	2063

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

Programming amounts and years have been adjusted per recommendations from the CTC.

Reason for Proposed Change

These recommendations were based on guidance from the CTC.

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

N/A

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
James N. Smith		DPU	12-14-21

SECTION 3 - All Projects

Attachments

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

Section 16. Board Resolution or Documentation of 2022 RTIP

**TEHAMA COUNTY TRANSPORTATION COMMISSION
RESOLUTION NO. 16-2021:
2022 REGIONAL TRANSPORTATION IMPROVEMENT
PLAN**

WHEREAS, the Tehama County Transportation Commission (TCTC) is the Regional Transportation Planning Agency (RTPA) for the County of Tehama and the incorporated cities of Corning, Red Bluff, and Tehama; and

WHEREAS, the Tehama County Transportation Commission is responsible for the preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP); and

WHEREAS, the regional projects programmed in the RTIP are consistent with the RTP; and

WHEREAS, the regional projects programmed in the RTIP were reviewed and reflect the recommendations by consensus of the Regional Transportation Planning Agency Technical Advisory Committee (TAC); and

NOW THEREFORE BE IT RESOLVED, that the Tehama County Transportation Commission does hereby approve the list of regional projects identified in the table attached herewith as the 2022 Regional Transportation Improvement Program (RTIP).

BE IT FURTHER RESOLVED, that the Executive Director of the Tehama County Transportation Commission is authorized and directed to complete and submit all necessary documents, including but not limited to project programming requests, an evaluation of performance measurement and cost effectiveness, cover letters, and programming spreadsheets to the California Transportation Commission (CTC).

BE IT FURTHER RESOLVED, that the Executive Director is authorized to respond to California Transportation Commission (CTC) on programming and capacity matters.

The foregoing Resolution was offered by Commissioner Garton, seconded by Commissioner Eyestone, at the regular meeting in Red Bluff, California on November 22, 2021 and adopted by the following vote.

AYES: Demo, Garton, Eyestone, Moule and Williams

NOES: None

ABSENT OR NOT VOTING: Bacquet

STATE OF CALIFORNIA)
)
COUNTY OF TEHAMA) SS

I, JENNIFER VISE, County Clerk and ex-officio Clerk of the Board of Supervisors of the County of Tehama, State of California, hereby certify the above and foregoing to be full, true, and correct copy of an order adopted by said Tehama County Transportation Commission on this 22th day of November 2021.

Dated: This 22th day of November, 2021

BY:



Deputy

Transportation Commission in the STIP for the period of years 2022-2027.

Project Name and Location	Project Description	Requested RIP Amount
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
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. <i>Programmed funds: RIP, HBP, and local.</i> 	\$130,000
99W Gap Closure, Glenn County Line to South Avenue, City of Corning PPNO 2567	<ul style="list-style-type: none"> This three-mile roadway reconstruction on 99W 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. 	\$8,350,000

2021 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

TEHAMA COUNTY

99/I5 Operational and Access Improvements - 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. • <i>RIP</i> 	\$5,688,000
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
Planning, Programming, & Monitoring PPNO 2063	<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. 	\$375,000
Total Programming		\$16,296,000

Section 17. Documentation on Coordination with Caltrans District

Caltrans District 2 representatives were at the TCTC Technical Advisory Committee meetings regarding the RTIP development on September 1, 2021 and October 20, 2021. Additionally, TCTC met with Caltrans for a STIP State Highway Needs coordination meeting on August 7, 2021.

DEPARTMENT OF TRANSPORTATION

DISTRICT 2

1657 RIVERSIDE DR, MS-14

REDDING, CA 96001

PHONE (530) 356-3179

FAX (916) 653-5776

TTY 711

www.dot.ca.gov

*Making Conservation
a California Way of Life.*

November 19, 2021

Mr. Jim Simon
Executive Director
Tehama County Transportation Commission
9380 San Benito Avenue
Gerber, CA 96035-9702

Dear Mr. Simon:

The 2022 State Transportation Improvement Program (STIP) guidelines, Section 17, requests consultation between the California Department of Transportation (Caltrans) and regional agencies in the identification of needs on the State Highway System (SHS). As a result of this consultation, a fiscally constrained list of state highway needs was established. Caltrans combined this list with a statewide needs report that was provided to the California Transportation Commission (CTC) by September 15, 2021, ninety days prior to the final Regional Transportation Improvement Program (RTIP) submittal deadline. Attached is the Tehama County Regional Transportation Planning Agency's (RTPAs) portion of this statewide list.

On August 27, 2021, in preparation for the 2022 STIP cycle, Caltrans met with you to discuss State highway needs within the Tehama region. Caltrans provided a comprehensive list of needs on the SHS in Tehama County for discussion. The list included currently programmed projects and proposed future projects in the STIP and the State Highway Operations and Protection Program (SHOPP). Caltrans priority is to continue to support State highway projects that are already fully or partially funded in the STIP. As part of our discussions, we also spoke about the funding limitations that exist in the STIP for smaller rural agencies and the transportation needs for the Tehama region. Given these funding limitations, the Tehama region has continued to partner with Caltrans on State highway projects utilizing alternative funding sources.

As discussed at our August 27, 2021 meeting, due to constrained project study report (PSR) resources, Caltrans is required to look ahead two cycles to the 2026 STIP for potential future project candidates where a PSR would be needed for programming purposes. In the case of the Tehama region, several projects were

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Mr. Jim Simon
November 19, 2021
Page 2

identified for STIP programming and/or alternative funding sources. The 2022 Interregional Transportation Improvement Program (ITIP) submittal includes a candidate partnership project, the SR 36/Mineral Multiuse Path and Shoulder Widening project, proposed to be programmed with STIP-ITIP and the Tehama region's Congestion Mitigation and Air Quality (CMAQ) Improvement Program.

Caltrans recognizes 2022 STIP funding is prioritized for reprogramming projects from the 2020 STIP and to new projects to meet the county shares for the period. Caltrans is supportive of the regions proposed program.

We look forward to continued partnership and cooperation in prioritizing the transportation needs in the Tehama region and seeking creative funding solutions for these important efforts. If you have any questions or would like to discuss further, please contact Kelly Zolotoff at (530) 768-4327.

Sincerely,



Kristen A Kingsley, PE
Deputy District Director
Asset Management and Program Project Management

Enclosure

Cc: Dave Moore, District 2 Director (email)
Tom Balkow, Deputy District Director Planning and Local Assistance (email)
Derek Willis, Chief Program Project Management (email)

Mr. Jim Simon
November 19, 2021
Page 3

Steve Rogers, Chief Asset Management (email)
Javed Iqbal, Project Manager, Program Project Management (email)
Kelly Zolotoff, SHOPP & NonSHOPP Coordinator, Asset Management (email)
Jessica Riske-Gomez, Tehama County RTPA, Transportation Manager(email)

2021 State Highway Needs Meeting

Caltrans District 2 Consultation Meetings

DIST	Co	Rte	PM	NICKNAME	PROJECT DESCRIPTION	PPNO	EA	PID STATUS	Programmed (Y/N)	Project Phase
2	TEH	5	R7.2/R7.7	South Avenue Interchange - Phase 2	Reconstruct Interchange Ramps and Install Signals			Not Initiated	N	
2	TEH	36	39.6/41.2	North Red Bluff Realignment	Realign SR 36		4C420	Complete	N	PID
2	TEH	36	81.6/83.4	Mineral Multi-use Path and Shoulders	Class 1 bike lane, drainage, and widen shoulders	3859	3J370	In progress	N	PID

Section 18. Detailed Project Programming Summary Table

				2022 RTIP Calculator					
Agency	PPNO	Project Title		2022 STIP					Totals
				22/23	23/24	24/25	25/26	26/27	
City of Red Bluff	2527	Baker Road @ Brickyard Creek		\$ 130,000					\$ 130,000
City of Tehama	2599	B Street Reconstruction Project		\$ 15,000	\$ 105,000	\$ 950,000			\$ 1,070,000
County of Tehama	2331	McCoy Road Low Water Crossing			\$ 683,000				\$ 683,000
County of Tehama	2567	99W Gap Closure, Glenn Line-South Ave				\$ 8,350,000			\$ 8,350,000
County of Tehama	2569	99/I5 Operational and Access Improvements		\$ 5,688,000					\$ 5,688,000
TCTC	2063	Planning, Programming, Monitoring		\$ 51,000	\$ 52,000	\$ 62,000	\$ 62,000	\$ 62,000	\$ 289,000
		Programming (Proposed RTIP)		\$ 5,884,000	\$ 840,000	\$ 9,362,000	\$ 62,000	\$ 62,000	\$ 16,210,000

Agency	PPNO	Project Title	PA&ED	PS&E	R/W	Con	Totals
County of Tehama	2331	McCoy Road Low Water Crossing				\$ 683,000	\$ 683,000
City of Red Bluff	2527	Baker Road @ Brickyard Creek		\$ 130,000			\$ 130,000
County of Tehama	2567	99W Gap Closure, Glenn Line-South Ave				\$ 8,350,000	\$ 8,350,000
County of Tehama	2569	99/I5 Operational and Access Improvements				\$ 5,688,000	\$ 5,688,000
City of Tehama	2599	B Street Reconstruction Project	\$ 15,000	\$ 105,000		\$ 950,000	\$ 1,070,000
TCTC	2063	Planning, Programming, Monitoring	.			\$ 375,000	\$ 375,000
		Programming (Proposed RTIP)	\$ 15,000	\$ 235,000	\$ -	\$ 16,046,000	\$ 16,296,000

Tehama County		
COVID Relief Funding (to Evergreen 20/21)		\$ 703,039
2022 Programming Capacity ('22 STIP Formula Distribution)		\$ 2,980,000
21/22 Kirkwood Supplemental Allocation (overprogrammed from future shares)		\$ 263,000
21/22 Evergreen Supplemental Allocation (overprogrammed from future shares)		\$ 899,000
2022 Programming Capacity ('22 STIP Formula Distribution - Kirkwood supplemental)		\$ 1,818,000
Total New Programming Capacity (COVID + '22 STIP Formula Distribution)		\$ 3,683,039
Overprogrammed STIP		
Total 2022 Programming Capacity ('22 Formula - Overprogrammed)		\$ 1,818,000
PPM Maximum		\$ 175,000
Total Current Programming in 2020 STIP		\$ 20,387,000
2022 RTIP Request		\$ 16,296,000
Unprogrammed Balance		\$ 4,091,000

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.