



**2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)  
Tehama County Transportation Commission**

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Detailed Project Programming Summary Table

<b>Tehama County (in thousands)</b>	
<b>2024 Programming Capacity ('24 STIP Formula Distribution)</b>	<b>\$ 4,765</b>
<b>2024 RTIP Request</b>	<b>\$ 2,265</b>

Agency	PPNO	Project Title	2024 STIP					Totals
			24/25	25/26	26/27	27/28	28/29	
City of Tehama	2599	B Street Reconstruction Project	\$ 1,000					\$ 1,000
City of Tehama	2643	Traffic Calming and Safety Project				\$ 840		\$ 840
TCTC	2063	Planning, Programming, Monitoring	\$ 346				\$ 79	\$ 425
		<b>Programming (Proposed RTIP)</b>	<b>\$ 1,346</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 840</b>	<b>\$ 79</b>	<b>\$ 2,265</b>

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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 December 4<sup>th</sup>, 2023. 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, and pedestrian/bicycle projects. The 2024 RTIP totals \$2,265,000 in transportation projects: all projects are consistent with the Tehama County Regional Transportation Plan. 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.

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 (RTP). The RTP includes extensive community outreach and project vetting. The most recent RTP was adopted in 2020. 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.

**Section 4. Completion of Prior STIP Projects**

<b>Project Name and Location</b>	<b>Description</b>	<b>Summary of Improvements/Benefits</b>
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.	Construction Completed.
Evergreen Road at Cottonwood Creek Seismic Bridge Replacement	Seismic Bridge Replacement, roadway alignment which eliminates four 90° turns, and includes intersection improvements.	In construction.
McCoy Road Low Water Crossing at Nork Dibble Creek	Bridge Replacement and roadway realignment.	NEPA/CEQA completed.
Kirkwood Road	Bridge Replacement.	Under construction.

**Section 5. RTIP Outreach and Participation**

A. RTIP Development and Approval Schedule

<b>Action</b>	<b>Date</b>
CTC adopts Fund Estimate and Guidelines	August 16-17, 2023
Caltrans identifies State Highway Needs	September 15, 2023
CTC ITIP Hearing, South	November 1, 2023
CTC ITIP Hearing, North	November 8, 2023
Regional Agency adopts 2024 RTIP	December 4, 2023
Regions submit RTIP to CTC (postmark by)	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

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, projects were discussed at TAC and Commission meetings which are open to the community and provide opportunity for comment.

C. Consultation with Caltrans District 2

TCTC and Caltrans staff actively engaged in the consultation process during the development of the 2024 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. 2024 STIP Regional Funding Request**

**Section 6. 2024 STIP Regional Share and Request for Programming**

A. Regional Target Per 2024 STIP Fund Estimate

\$4,765,000

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 2024-2027.

Project Name and Location	Project Description	Requested RIP Amount
<ul style="list-style-type: none"> <li>• B Street Construction Project. City of Tehama.</li> <li>• PPNO 2599</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	\$1,000,000
<ul style="list-style-type: none"> <li>• Tehama Traffic Calming and Safety Project</li> <li>• PPNO 2643</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic calming and pedestrian safety improvements in the City of Tehama on the City’s main streets which sees regional traffic in this small community.</li> </ul>	\$840,000
<ul style="list-style-type: none"> <li>• Planning, Programming, &amp; Monitoring</li> <li>• PPNO 2063</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	\$425,000
<b>TCTC Programming Total</b>		<b>\$2,265,000</b>



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

No additional funds.

**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 2024 RTIP.

**Section 9. Projects Planned Within Multi-Modal Corridors**

The City of Tehama C Street Traffic Calming and Safety Project is a multi-modal corridor project intended to slow vehicle and truck traffic on C Street to make it safer for bicyclists and pedestrians which frequently utilize and cross the roadway.

## **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.



- 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 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**

<b>Table B2(a)</b>			
<b>Evaluation – Rural Specific Cost-Effectiveness Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator/Measure</b>	<b>Current System Performance (Baseline)</b>	<b>Projected Performance (indicate timeframe)</b>
Congestion Reduction	Change in VMT per capita, area, by facility ownership, and/or local vs tourist	2,640 average daily VMT in Tehama County	2,640 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)	51	54
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

**F. Appendices**

**Section 15. Projects Programming Request Forms**

Section 16. Board Resolution or Documentation of 2024 RTIP



**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 20, 2023 and November 1, 2023. Caltrans District 1 staff was sent the RTIP on October 25, 2023 for review.

**Section 18. Detailed Project Programming Summary Table**

<b>Tehama County (in thousands)</b>	
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