

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 11 May 2020 v8.01k)

General Instructions

Amendment (Existing Project) Yes					Date:	03/03/21
District	EA	Project ID		PPNO	MPO ID	
02				2567	319422	
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
TEH				Tehama County		
				MPO	Element	
				Non-MPO	LA	
Project Manager/Contact		Phone		E-mail Address		
Jessica Pecha		(530)385-1462		jpecha@tcpw.ca.gov		
Project Title						
99W Gap Closure: Glenn County Line to Corning City Limits						
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 Benefits						
Interstate 5 alternative route, permit load route, good movement, improved access between Interstate 5 and 99W, improved access for refueling of goods transport, and low volume bicycle corridor.						
Purpose and Need						
99W (Historic SR 99) parallels I-5, is the adopted I-5 alternate detour route and has an ADT of 4000 with 22% trucks. The 99W corridor is paramount to the local and State network as it facilitates travel, goods movement and emergency services. This section of the corridor relieves I-5 congestion funneling commercial traffic from I-5 to South Avenue Truck Plaza, the midpoint between the midpoint between the Ports of LA/Long Beach and Portland, Oregon. (Continued on Page 2)						
Category		Outputs			Unit	Total
Local streets and roads		Local road lane-mile(s) rehabilitated			Miles	7.5
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	N	
Inc. Sustainable Communities Strategy Goals		N	Reduces Greenhouse Gas Emissions		Y	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					08/15/2018	10/17/18
Circulate Draft Environmental Document			Document Type	CE/CE	03/15/2019	10/01/21
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					04/15/2019	12/01/21
Begin Design (PS&E) Phase					06/03/2019	01/31/22
End Design Phase (Ready to List for Advertisement Milestone)					04/15/2020	12/31/22
Begin Right of Way Phase					01/01/2020	09/01/22
End Right of Way Phase (Right of Way Certification Milestone)					04/15/2020	12/01/22
Begin Construction Phase (Contract Award Milestone)					04/15/2021	03/30/23
End Construction Phase (Construction Contract Acceptance Milestone)					06/15/2021	06/30/24
Begin Closeout Phase					12/31/2021	07/01/24
End Closeout Phase (Closeout Report)					12/31/2022	12/31/24

ADA Notice

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Additional Information

PAGE 1 PURPOSE AND NEED CONTINUED: 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.

PAGE 4 REASON FOR PROPOSED CHANGE CONTINUED:

- The initial survey and preliminary design are estimated to take until August of 2021 to complete.
- NEPA approval is estimated by December 2021
- Existing E&P expenditure deadline is June 30, 2021 – An expenditure extension request is being requested at the June 2021 CTC meeting.
- PS&E allocation was extended to February 2022 (NEPA plus 2 months)

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District	County	Route	EA	Project ID	PPNO
02	TEH				2567
Project Title: 99W Gap Closure: Glenn County Line to Corning City Limits					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	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	20-21	21-22	22-23	23-24	24-25	25-26+	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 No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	200							200	Tehama County Transportation Co
PS&E	150							150	\$200 PAED voted 10/17/18 \$150 PSE EXT. TO 150
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				8,350				8,350	
TOTAL	350			8,350				8,700	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	200							200	
PS&E	150							150	
R/W SUP (CT)									
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Complete this page for amendments only

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SECTION 1 - All Projects**Project Background**

This Project is necessary to rehabilitate the deficiencies on this major collector, non-SHS road in Tehama County. The project was originally adopted by the CTC on 5/18/2016 and E&P was allocated on 10/17/2018. On 3/25/2020 the CTC adopted the 2020 STIP which included a reprogramming of CON from 20/21 to 21/22. On 6/24/2020 the Allocation deadline extension for PS&E was approved through 2/28/2022. We are in the process of request an Expenditure extension for E&P.

Programming Change Requested

Tehama County proposes to delay Construction from the 21/22 fiscal year to the 22/23 fiscal year to align with the previously approved PS&E allocation extension. Concurrently the County will be requesting FTIP amendments for the STIP funding.

Reason for Proposed Change

The County was issued a Corrective Action Plan (CAP) in August of 2017. As a result, E&P was authorized as Advance Construction (AC). After an initial misunderstanding of how to comply with the CAP, the County has since fulfilled the requirements as set forth by Caltrans in the CAP. This project will be converted to a reimbursable status when an LAPM Exhibit 10-C is submitted for the design consultants necessary to complete the project.

•The current COVID-19 impacts (including reduced staffing, delays in County Counsel contract approvals, and delays in County Board of Supervisors non-emergency agendas) have delayed the award of the consultant contracts necessary to certify NEPA.

(Continued on Page 2)

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

Delaying CON programming will align the construction with the current E&P/PS&E schedule. Cost increases are currently anticipated to be minimal and may be addressed with local programming.

Other Significant Information

PS&E allocation deadline was previously extended to February 28, 2022. The County is processing an expenditure extension request for E&P. Amending the STIP for Construction in 22/23 will help align the project programming without the need of a future allocation extension.

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects**Approvals**

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

Name (Print or Type)	Signature	Title	Date
Jessica Pecha, PE		Senior Civil Engineer	

Attachments

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