

SR99/CALDWELL AVE INTERCHANGE, SAFETY AND MULTI-MODAL PROJECT

CALIFORNIA TRANSPORTATION COMMISSION 2022 LOCAL PARTNERSHIP PROGRAM PROJECT APPLICATION

Project Name: SR99/Caldwell Ave Interchange, Safety and Multi-Modal Project
Project Type: Rehabilitate
Project Location: Tulare County, near Visalia, California
Project Website: [<link>](#)
Construction Funds Requested: \$15,000,000 (27%)
Other Fed, State and Local Funds: \$40,627,000 (73%)
Total Construction Costs: \$55,627,000 (100%)
Contact: Ted Smalley
Executive Director
Tulare County Association of Governments
210 N. Church Street, Suite B
Visalia, CA 93291
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Appendix II – Performance Metrics

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Appendices Under Separate Cover:

[California Life-Cycle Benefit/Cost Analysis](#)

[Environmental Documentation](#)

[Letters of Support](#)



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November 29, 2022

California Transportation Commission
Executive Director
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Subject: Local Partnership Program (LPP) Competitive Project Nomination

Dear Mr. Weiss,

The Tulare County Association of Governments (TCAG) is nominating the SR-99/Caldwell Avenue Interchange, Safety and Multi-Modal Project for LPP Competitive Program funding. The project is being implemented by Caltrans District 6 and is currently in the design and right-of-way phase. This request is for \$15 million in LPP funding with a total construction phase cost of \$55.6 million.

This project will reconstruct an existing interchange at SR99 and Caldwell Avenue to improve safety, traffic flow and multi-modal connections to support vital regional services such as healthcare (Valley Children's Healthcare Clinic and Kaweah Delta Outpatient Surgery Center) and economic development and employment opportunities for underserved disadvantaged communities in the area. The project will leverage the LPP funding with 73% (\$40.6 million) of the total construction cost coming from federal, state and local sources.

The SR-99/Commercial Ave Interchange project is one of the original projects approved by Tulare County voters with the passage of the Regional Transportation Sales Tax (Measure R) in 2006. The project will provide better and safer connectivity to SR-99. SR-99 is a goods movement backbone for the State that is used by both trucks and commuters between communities and rural agricultural areas throughout the San Joaquin Valley. It is also the main link that connects the San Joaquin Valley with the Sacramento, San Francisco/San Jose and Los Angeles metro areas.

Thank you for your consideration of this request. I am confident this project will achieve the goals of the LPP grant program by supporting improved safety, regional economic vitality and multi-modal access, especially to disadvantaged communities throughout the region. Please contact the TCAG Executive Director, Ted Smalley at (559)623-0450 with any questions regarding this project.

Sincerely,


Ted Smalley
Executive Director, TCAG

State Route 99/ Caldwell Ave Interchange, Safety, and Multi-Modal Project

LOCATION

West Central Tulare County
(southwest of the City of Visalia)
where Caldwell Avenue (Avenue
280) crosses over State Route 99

AT A GLANCE

PROJECT COST: \$68.2 Million

FUNDING:

Environmental and Design:
\$8 Million (Local, Regional, and
State Funds)

Right-of-Way:
\$4.6 Million (State Funds)

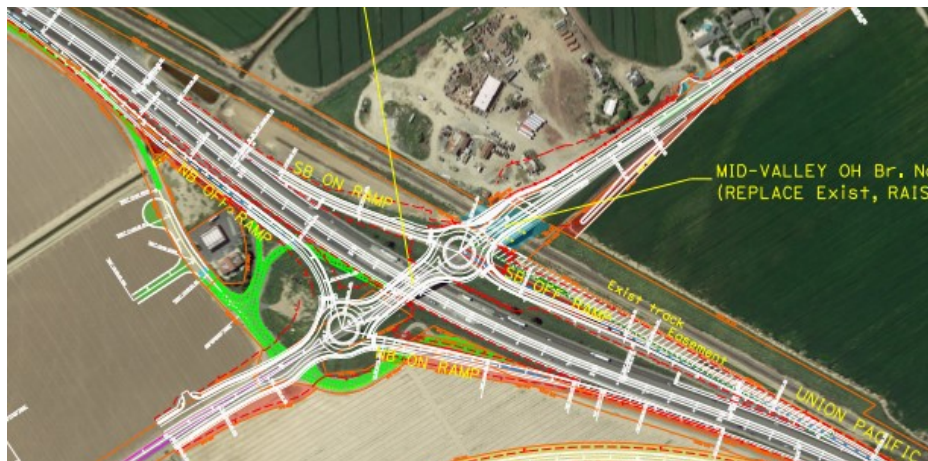
Construction:
\$55.6 Million (Regional, State, and
Federal Funds)

WEBSITE: <https://tularecog.org/tcag/programs-funding/2022-local-partnership-program-application-for-the-sr99caldwell-avenue-interchange-safety-and-multi-modal-project/>



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In partnership with:



PROJECT OVERVIEW

The project would replace a substandard stop-controlled interchange with two roundabouts and a new bridge with bike lanes and sidewalks to allow access across SR-99 which currently does not exist. The bike and pedestrian improvements would connect to an existing class IV trail to the east. These improvements will provide for safer and improved access to important development projects that will be located at the interchange such as a regional children's health care clinic, outpatient surgery center and large commercial projects. This project in combination to the SR99/Tagus project to the south will allow for new regional and local transit accessibility and connections.

PROJECT STATUS AND SCHEDULE

The environmental analysis was completed 7/10/19. Project design and ROW certification are expected to be completed by March 2023 with construction beginning in August 2023.

OUTPUTS AND OUTCOMES

OUTPUTS

- 0.8 Miles of Auxiliary Lanes
- 1.1 Miles of Bicycle Lanes
- 0.9 Miles of Sidewalk
- 22 New Curb Ramps
- 2 Freeway Ramp Meters
- 2 Traffic Census Stations
- 1 Closed Circuit Television Camera
- 4 Ramp Modifications
- 3,510 Linear Feet of Culverts
- 2 Roundabouts

OUTCOMES

- Congestion Reduction
- Safety Enhancements
- Emissions Reductions
- Multimodal Connectivity
- Economic Development
- Significant VMT reduction for healthcare access
- Benefit/Cost Ratio: 1.34

GREENHOUSE GAS EMISSIONS

To address greenhouse gas emissions, the project is being designed with the following improvements and measures:

- Construction of roundabouts at the ramp intersections with Caldwell Avenue to improve traffic flow and reduce queuing at the existing ramp-end intersections.
- Inclusion of pedestrian and bike facilities to encourage use of non-motorized transportation.
- A traffic management plan will be prepared by Caltrans to efficiently manage traffic during construction
- Use of LED energy-efficient lighting and traffic signals
- Conformance with all local Air Pollution Control District rules, ordinances, and regulations for air quality restrictions to reduce greenhouse gas emissions.
- Planting of trees and shrubs with native and drought-tolerant varieties in ratios that replace air quality and cooling benefits of vegetation removed by project construction.



By 2043, the project will result in in a decrease of approximately 22,000 Metric Tons per year of CO₂ emissions.

COMMUNITY ENGAGEMENT AND TRANSPORTATION EQUITY

Community engagement and transportation equity were taken into serious consideration during the planning and design phases of this project. Highlighted aspects of this include:

- Project identified in 2001 as a regional need and included in and approved by the voters in Measure R in 2006
- Significant public outreach conducted via telephone, mail, and in-person surveys and numerous public meetings at city councils, county Board of Supervisors
- Widespread noticing in English and Spanish of an open house/public hearing held in December 2018 to discuss the environmental document and project options
- Caltrans held numerous meetings with Visalia City Council and Tulare County Board of Supervisors to discuss project options.
- This is a regionally significant project that is partially located within and will benefit disadvantaged communities
- The project will have no negative impact on existing or future residential neighborhoods.
- The project will improve economic development and access to healthcare in an economically disadvantaged region.



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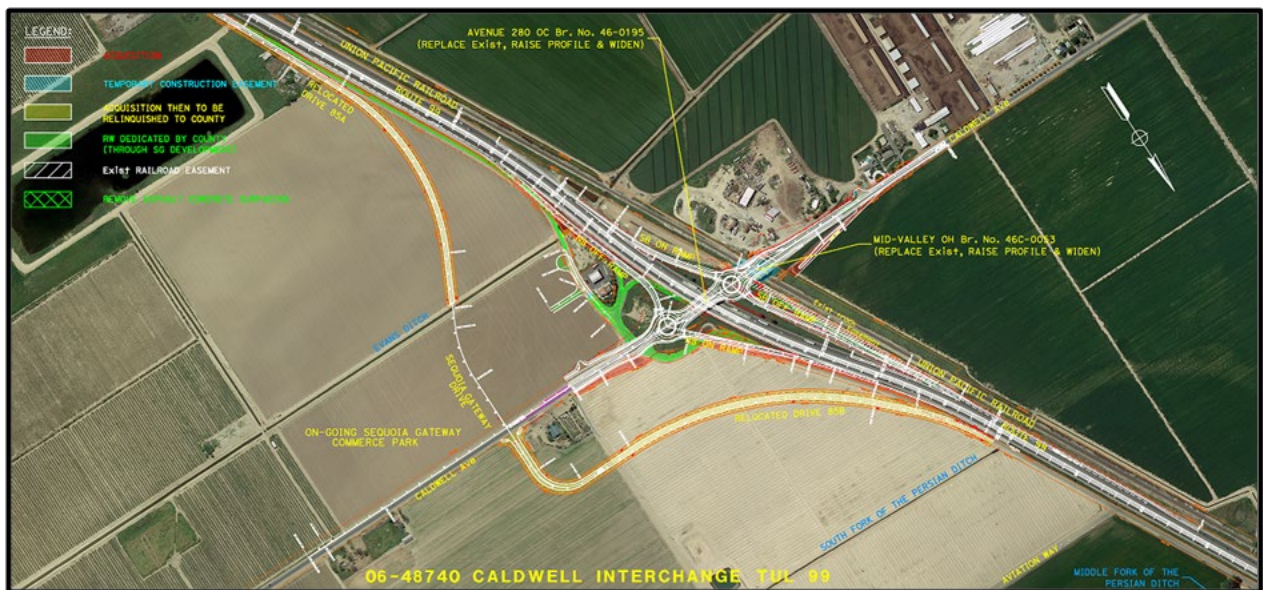
C. General Information

Overview

The Tulare County Association of Governments (TCAG) in partnership with the California Department of Transportation (Caltrans), the County of Tulare and the City of Visalia proposes the reconstruction of a regionally significant interchange. The request is for \$15 million in construction funding to leverage public funding from local, regional, state and federal sources with a total project cost of \$68.4 million. The project is located on the nationally significant highway, State Route 99. The project when completed will perform at a level to support the Local Partnership Program (LPP) criteria. The project has both CEQA/NEPA approval and is currently in the design and right of way phases. The project will be ready for the construction phase (funding obligation) by August, 2023.

The purpose of this project is to improve transportation operational performance with a interchange that is upgraded to modern standards, consistent with the goals of Caltrans, TCAG, the County of Tulare and City of Visalia. The project will relieve future traffic congestion on the mainline freeway and local roads, improve safety, enhance the movement of public traffic and goods, and further spur economic development which has already started with the siting of the Valley Children’s Hospital Clinic, the Kaweah Delta Healthcare District Outpatient Surgery Center, and the Sequoia Gateway Commercial Center in the southeast quadrant of the project. These expected results are further reviewed in later sections of this narrative.

Each project partner is contributing to the development and success of this innovatively designed and funded interchange project. Caltrans is managing the development and construction of the project and has already completed the environmental review and documentation. Caltrans is currently in the design and right-of-way phase of the project. The County of Tulare and City of Visalia endorsed the project alternative recommended from the environmental review and continues to work with Caltrans regarding utility placement and project staging.

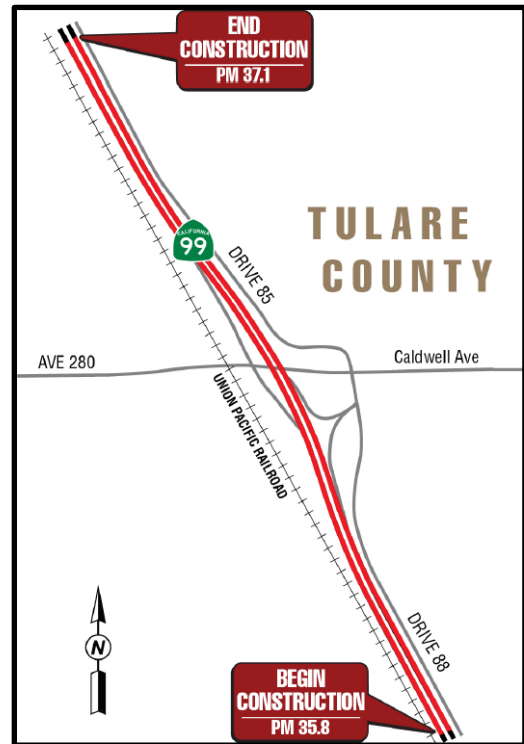
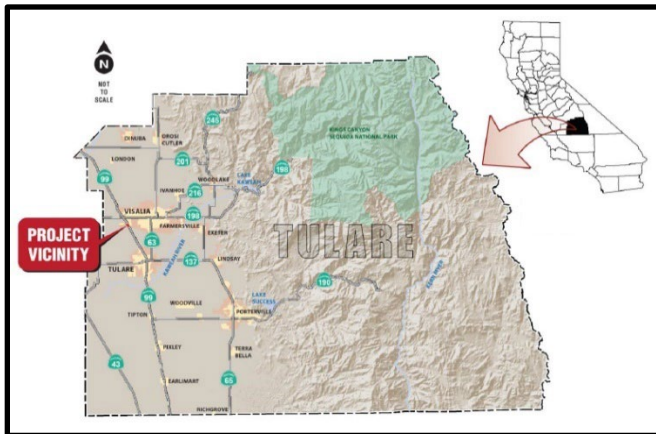


Project Layout

SR99/CALDWELL AVE INTERCHANGE, SAFETY AND MULTI-MODAL PROJECT

Project Location

The project extends along State Route 99 from Post Mile (PM) 37.1 to the north and PM 35.8 to the south of the Caldwell Ave (Ave 280) overcrossing at the southwestern edge of the City of Visalia in Tulare County, California. The Visalia Municipal Airport is located to the north of The project and the Sequoia Gateway Commerce Park is being built at the southeast quadrant of the project.



Priority

This is the only project being submitted by TCAG for competitive LPP funding.

Eligible Project

Congestion is projected to increase at the interchange due to future development. Most of the intersections within the project area are projected to be Level of Service (LOS) F by 2023 with all of the intersections projected to be LOS F prior to 2043. The increased projected traffic, including that will be generated by the future Sequoia Gateway Commerce Park, necessitates the improved design and traffic flow at the interchange that is included in this project.

Currently, there are no sidewalks or bicycle lanes within the project limits. These deficiencies increase the safety risk to pedestrians and bicyclists. The project will correct these deficiencies by adding sidewalks and bike lanes. These will connect to existing sidewalks and a Class I bike lane to the east of the project. The nearest corridor which provides pedestrian and separated bicycle access over SR-99 is at Betty Drive, four miles to the north.

Currently, the NB off and NB on-ramps are hook ramps that access a frontage road. The SB off-ramp is currently stop sign-controlled with no control on Caldwell Ave. The inclusion of roundabouts at the ramp intersections with Caldwell Ave will both improve traffic flow and safety. In addition, the inclusion of auxiliary lanes on SR-99 will increase the safety of transitioning on and off the highway at the interchange.

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Caldwell Ave (Ave 280) Bridge over SR99



Poor lines of sight at existing northbound off-ramp

Scope

On SR99 in Tulare County between .3 miles south of Caldwell Ave (Ave 280) overcrossing to .4 miles north of the overcrossing to reconstruct the interchange.

Independent Utility

This project is not segmented.

Nominating Agency/Implementing Agency Agreement

Caltrans will be the implementing agency for this project. The agreement between TCAG and Caltrans has been submitted as part of this application package and is also located here [<link>](#).

Reversible Lanes

Reversible lanes pursuant to Streets and Highways Code Section 100.15 were considered but were deemed not feasible due to the nature of the project.

Project Details

- Remove the existing northbound hook ramp and construct a series of two roundabouts on Caldwell Ave (Ave 280) at both the northbound (NB) and southbound (SB) ramp intersections.
- Widen and raise the Caldwell Ave overcrossing bridge to provide standard vertical clearance. A full replacement for this structure is required.
- Replace the Mid-Valley Overhead bridge (overcrossing of the Union Pacific) to provide the minimum vertical clearance over the railroad tracks.
- Raise the profile of both bridge approaches east and west of the interchange.
- Widen existing Caldwell Ave to 4 lanes in the vicinity of the roundabouts and four through lanes with dual eastbound left-turn lanes and a single westbound left-turn lane at the signalized Drive 85/Drive 88 intersection. This configuration will tie into the existing 4-lane configuration to the east of the interchange.
- Provide new bike lanes and sidewalks (these will connect to existing bike lanes and sidewalks to the east of the interchange).

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- Reconstruct/realign ramps and widen ramp terminals of the NB and SB off-ramps. Based on the projected traffic volume, NB and SB auxiliary lands on the mainline will be constructed.
- Ramp metering at the on-ramps will be considered. High occupancy vehicle preferential lanes, enforcement areas and maintenance vehicle pullouts will also be considered.
- Add a northbound slip ramp designed for westbound traffic on Ave 280.
- Relocate, expand and signalize the Drive 85/88 frontage road intersection at Ave 280. Existing portion of Drive 88 adjacent to the northbound mainline would be relocated slightly to the east to provide standard outer separation distance.
- Realign and straighten Caldwell Ave at the bridge structure to the south by approximately 26 to 46 feet.
- Construct a road connection to the In & Out Food Mart/Shell gas station from the planned Sherman Way within the Sierra Gateway commercial center.
- Modify the South Fork of the Persian Ditch, the Middle Fork of the Persian Ditch, the Evans Ditch and the Mill Creek culvert by extending the concrete culverts and relocating headwalls as needed to widen the Drive 85 and 88 frontage roads.
- Relocate existing AT&T and SCE overhead utilities along Caldwell Ave, Drive 85 and Drive 88.
- Construct new drainage basins
- Construct retaining walls for the SB on and off ramps to avoid impacts to the railroad.

D. Screening Criteria

Eligibility Verification

TCAG/TCTA (Tulare County Transportation Authority) is recognized as an eligible agency to receive LPP funding by the CTC as listed in Appendix VI of the LPP competitive guidelines.

Negative Impacts

There are no negative impacts to disadvantaged and low-income communities in terms of displacement or other negative impacts. This project will benefit disadvantaged and low-income communities as shown in section F.3 of this application. Environmental and community impacts are identified and addressed in the Initial Study with Mitigated Negative Declaration/Environmental Assessment completed for this project [<link>](#).

Matching Requirements & Project Programing (PPR) form

LPP guidelines require at least a one-to-one match of private, local, federal or state funds. TCAG in partnership with Caltrans is requesting \$15 million (29.7% of total construction cost) in LPP funding for the construction phase of this interchange project. The electronic Project Programming Request (PPR) form has been included with this application and is also located in Appendix I. TCAG will work with the CTC regarding alternative construction funding sources if the full \$15 million in requested LPP funding isn't available for the project.

Committed Funds

The construction phase of this project is using a variety of funds (see section F.6) that are committed and programmed. The project is included in all the required approved plans and funding programs. Weblinks are included with the list of required plans and programs below:

Figure D-1 - Approved Programming and Planning Documents

Program or Plan	Document	Pg #
Federal Transportation Improvement Program (2023)	weblink	App B - 11
State Transportation Improvement Program (2022)	weblink	80
TCAG Regional Transportation Plan (2022)	weblink	D-75
TCAG Measure R Expenditure Plan (2006)	weblink	6
Coronavirus Response & Relief Supplemental Appropriations Act (2021)	weblink	20
State Route 99 Business Plan (2020)	weblink	26-27

E. Project Delivery

Delivery Method

This is a design-bid-build (DBB) project.

Contracts

Only one contract is needed for this project.

Schedule Risks

There are potential risks for utilities that could impact the R/W phase:

- SCE overhead transmission & distribution lines. Caltrans is working on securing easements, writing Joint User Agreements (JUAs) and the relocation plans. Also, a FAA concurrence may be needed from SCE due to height of the poles.
- AT&T fiber optic relocation maps.
- Railroad agreement with Union Pacific (as listed in the next section)

Rail Company Coordination

The project requires a railroad agreement with Union Pacific. Land acquisition for a permanent easement may be required. The railroad agreement cannot begin until the structural plans are completed in November 2022.

As with any project, there can be risks. Caltrans District 6 and TCAG have partnered for over two decades on complex transportation projects including interchanges, bridges, railroad crossings and many others. In all that time this Caltrans/TCAG team has never failed to deliver on a state/federal grant funded project. For this project, working with the railroad and utilities companies always pose some form of risk. However, we are confident delivery will be achieved. District 6 has used different delivery concepts such as “work around” for utilities. TCAG and District 6 will monitor closely and update as necessary any significant changes that occur.

Other Potential Risks

There are no other identified risks. Matching funds are secure.

California Environmental Quality Act (CEQA)/National Environmental Policy Act Status

The Mitigated Negative Declaration/Environmental Assessment was completed on 6/14/19 [<link>](#) and no additional permits are needed. There is no environmental related risk that would negatively impact project obligation.

There was one CEQA environmental factor which required mitigation: *conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance*. The mitigation of a landscape plan to include replacement planting of eucalyptus and oak trees reduces the impact to less than significant. All other physical, biological, social and economic factors were determined to be less than significant impact or no impact without mitigation.

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F. Evaluation Criteria

1. Accessibility

This project combined with the safety improvements currently under construction to the J Street and Tagus Ranch interchanges and SR-99 mainline <see Section F.9> will allow for a new transit route that would connect the transit center in Tulare with the transit transfer station in Visalia (at Government Plaza on Mooney Blvd). This would allow for both local and regional transit access to future development at the interchange. The new route would also include a stop at Tagus Gardens which is a former hotel being converted into a 56-unit permanent housing for the homeless. \$14.5 million of Homekey funds was awarded to that project in March 2022.

Figure F-1 Regional Transit

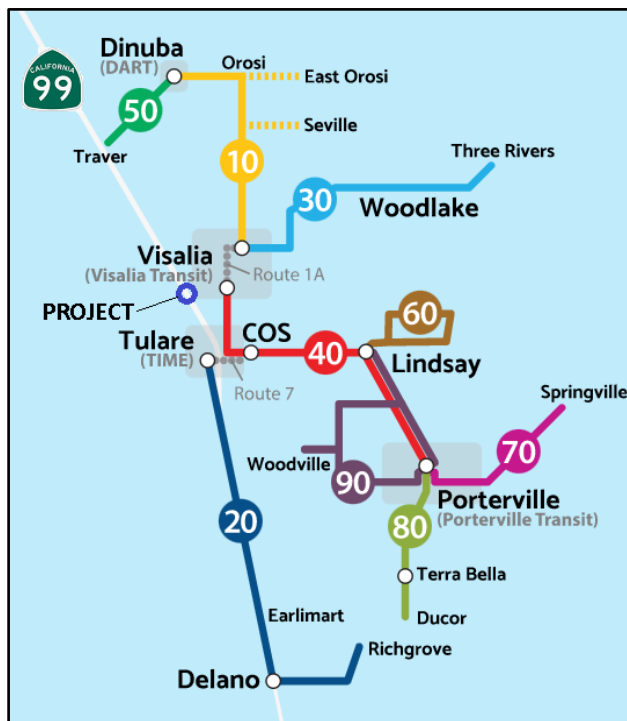
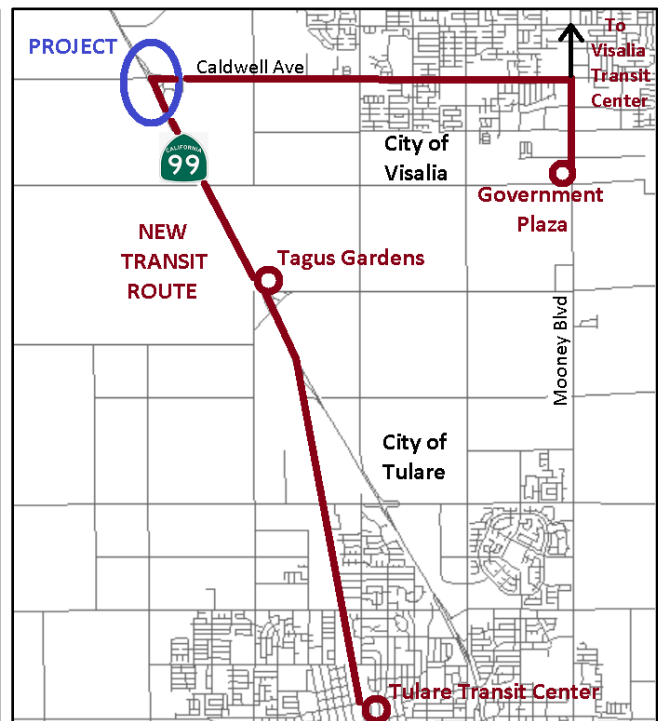


Figure F-2 New Transit Route



The project will also provide separated bicycle and ADA compliant pedestrian access that currently doesn't exist across SR-99. Class 2 bicycle lanes and sidewalks are included in the project. The south side sidewalk and bicycle lane will connect to an existing Class 1 bicycle/pedestrian trail. The north side bicycle lane will connect to an existing buffered Class 2 bicycle lane.

The interchange improvements are needed to provide safer and more reliable access to significant development projects that include the Valley Children's Hospital Regional Pediatric Care Center, Kaweah Delta Outpatient Surgery Center and large commercial projects. These developments will provide immense health and economic benefits to the region in general and to disadvantaged communities (this will be discussed in greater detail in other sections of this application). The Valley Children's facility will reduce travel distances for critical health services that are not currently available in Tulare County.

2. Air Quality and Greenhouse Gases

The Tulare County Regional Road System is part of the Regional Transportation Plan (RTP). The Regional Road System is a network of highways and roads connecting cities and unincorporated communities providing rapid and efficient goods movement throughout the county. The Regional Road System has been included in the adopted Regional Transportation Plan since 1980. The Regional Road System, which connects cities or provides access through cities in the county, includes State Route 99 from the Kern County line through Tulare and Visalia to the Fresno County line.

The 2022 Regional Transportation Plan, Sustainable Communities Strategy (RTP-SCS), prepared by the Tulare County Association of Governments (TCAG), and adopted on August 15, 2022 includes the interchange improvements at SR-99 and Caldwell Ave. Under objectives for air quality and greenhouse gases in the RTP-SCS, construction of bike lanes and sidewalks, as part of the Interchange Project, would provide residents other transportation options. The new design of the interchange will also allow for safer and quicker transit access to the nearby bus stop that will serve the Valley Children’s Medical Clinic and future commercial development.

Air Quality

The Tulare County Association of Governments (TCAG) is responsible for conducting the Regional Air Quality Conformity Analysis. Tulare County is in attainment status for both the State and Federal Carbon Monoxide Ambient Air Standards, therefore an analysis is not needed.

The project is in an area that is in attainment-maintenance for the federal PM₁₀ standard and in nonattainment for the federal PM_{2.5} standard. It is nonattainment for both PM₁₀ and PM_{2.5} state standards, therefore conformity analysis was conducted for this project. A conformity analysis for this project as “Not a Project of Air Quality Concern” was conducted and submitted to the San Joaquin Valley Council of Governments’ Directors’ Association Interagency Consultation Group (IAC) on May 3, 2018. The Interagency Consultation Partners concurred on May 3, 2018 that this is “Not a Project of Air Quality Concern.”

The PM_{2.5} and PM₁₀ emissions for the no build/build alternative for 2043 increased when compared to the baseline 2015 emissions. This should be expected as local growth will cause an increase in local traffic over time regardless if the project is built. The build alternative will help alleviate congestion at the interchange and improving traffic flow will help decrease PM_{2.5} and PM₁₀ in 2043 for the build alternative compared to the no build alternative (Table F-1).

Table F-1 PM_{2.5} and PM₁₀ Operational Emissions Grams per Year

Alternative	PM _{2.5}	PM ₁₀
Existing/Baseline 2015	26.32	54.23
20-Year Horizon/Design-Year [2043]		
Build Alternative	75.16	187.73
No Build Alternative	76.68	188.62

Source: Caltrans Central Region Environmental Engineering Branch June 2018

Greenhouse Gases

Local population and commercial growth will result in the increased traffic causing CO₂ increases overtime in the area. The increase in CO₂ emissions would occur with or without the project. However, when comparing the no-build and build alternative for the 2043 design year (Table F-2), the no-build alternative CO₂ emissions are greater than for the build alternative. The reduced emissions under the build alternative can be attributed to the proposed improvements to existing traffic flow with roundabouts at the ramp intersections with Caldwell Ave reducing queuing at the existing ramp-end intersections.

Table F-2 Modeled Annual CO₂ Emissions by Alternative

Alternative	CO ₂ Emissions (Metric U.S. Tons/Year)
Existing/Baseline 2015	56,622
Open to traffic-Year 2023	
No-Build Alternative	137,747
Build Alternative	137,747
20-Year Horizon/Design-Year 2043	
No-Build Alternative	186,091
Build Alternative	164,237

Source: Caltrans Central Region Environmental Engineering Branch June 2018

The project is designed to reduce congestion, which will reduce greenhouse gas emissions from traffic delays and idling under future growth conditions for the area. The following measures would also be implemented to reduce greenhouse gas emissions and potential climate change impacts from the project:

- The project will add pedestrian and bicycle facilities to the project area to encourage use of non-motorized modes of transportation.
- Caltrans will prepare a traffic management plan to most efficiently manage traffic during construction.
- According to Caltrans’ Standard Specifications, the contractor must comply with all local Air Pollution Control District rules, ordinances, and regulations for air quality restrictions to reduce greenhouse gas emissions.
- Provide a detour if needed to handle traffic during construction to minimize idling emissions.
- Shut off equipment when not in use or minimize idling time to reduce emissions.
- Maintain all construction equipment in proper working condition according to manufacturer’s specifications.
- Use onsite soils if available to reduce the vehicle miles traveled for haul trucks.
- The project would plant disturbed areas with a variety of native and drought-tolerant trees and shrubs in ratios enough to replace the air quality and cooling benefits of trees removed by construction of the project.
- The project would incorporate the use of LED energy-efficient lighting and traffic signals.

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3. Community Engagement

Public Participation

This project was identified as a regional need in the 2001 RTP update process. In 2006, the voters of Tulare County approved Measure R, a ½ percent sales tax for transportation projects. The Caldwell Interchange was included as a Phase 1 project in the voter approved Measure R Expenditure Plan. Significant public outreach was conducted through surveys (telephone, mail and in-person), public meetings at city councils and county board of supervisors, and at community events such as the Tulare County Fair.

As part of the environmental documentation process, Caltrans conducted an open house on 12/12/18 at the El Diamante High School. The open house was a public hearing that was noticed in the Visalia Delta Times newspaper in English and Spanish and mailed to government officials, property owners and tribes. Caltrans also discussed project options at several Visalia City Council and County Board of Supervisor public meetings. In addition, the option agreed to by the County and the City to close the Caldwell bridge during construction of the new bridge deck saved local tax payers \$4 million.



AVISO PÚBLICO

Version preliminar del estudio inicial con propuesta de declaración negativa mitigada/ase-soramiento ambiental y conformidad de la calidad del aire ambiental a nivel proyecto
(Resultados del estudio disponibles)
Anuncio de audiencia pública de foro abierto

Proyecto de intercambio de la avenida Caldwell en la ruta 99 y la avenida 280
El estudio inicial con la declaración negativa mitigada propuesta estará disponible al público el 3 de diciembre de 2018

COMENTARIO PÚBLICO PERÍODO
Se aceptarán comentarios desde el 3 de diciembre de 2018 hasta el 2 de enero de 2019

Fin de la Construcción PM 9E3

Inicio de la Construcción PM 9E1

¿CUÁNDO Y DÓNDE?
Fecha: Diciembre 12, 2018
Hora: 6:30 p.m. a las 7:30 p.m.
Lugar: El Diamante High School
5100 W Whitlandia Ave
Visalia, CA 93277

¿DÓNDE SE PLANIFICARÁ?
Caltrans ha estudiado los efectos que este proyecto pueda tener sobre el medio ambiente. Nuestros estudios demuestran que este proyecto no afectará significativamente a la calidad del medio ambiente. El informe que explica por qué se llama un estudio inicial con la declaración negativa mitigada propuesta/la evaluación ambiental. Este aviso es para informar de la finalización del proyecto de estudio inicial con la propuesta de evaluación ambiental mitigada/declaración negativa y su disponibilidad para que usted la pueda leer. Se llevará a cabo una audiencia pública para darle la oportunidad de discutir al proyecto con el personal de Caltrans antes de seleccionar una alternativa final.

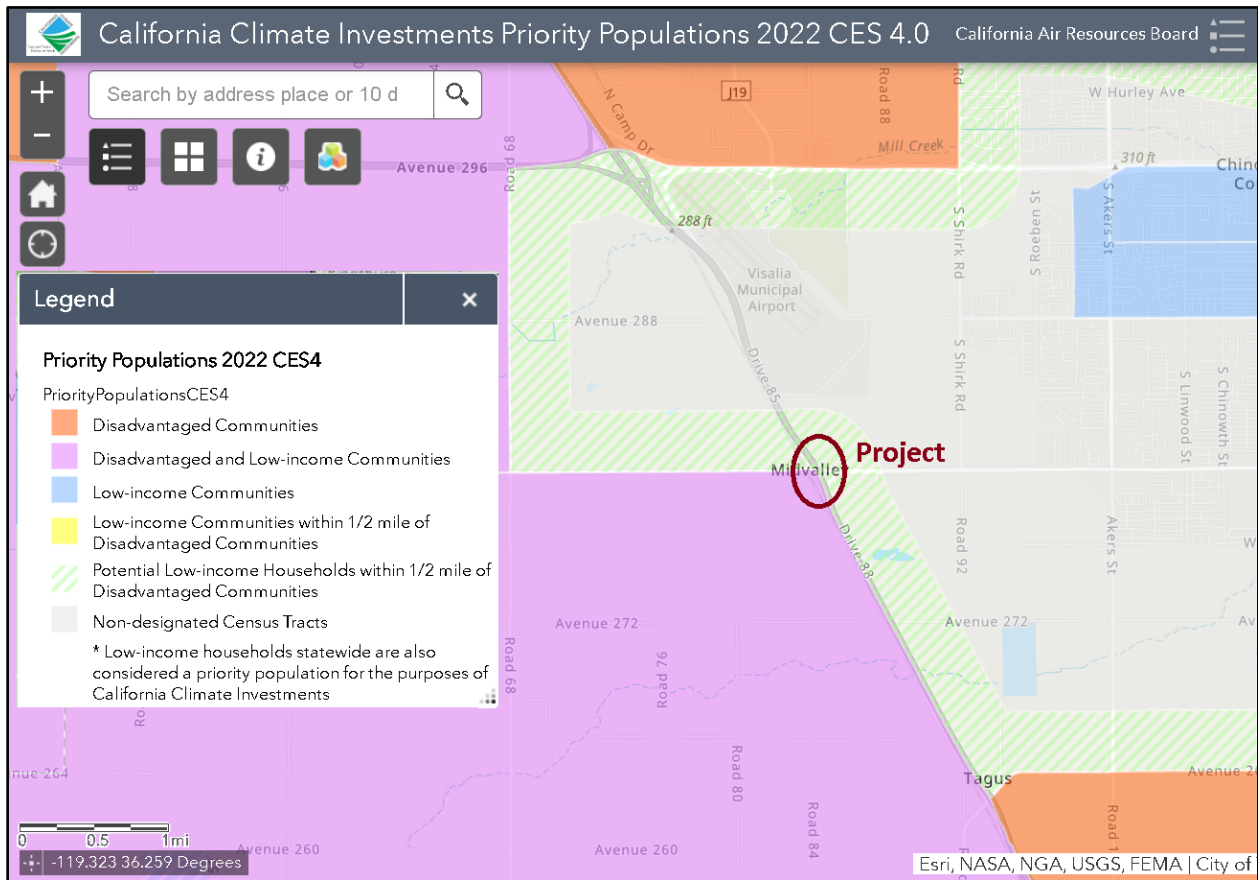
¿DÓNDE ESTÁN DISPONIBLES?
Los mapas para el estudio inicial con la declaración negativa mitigada/evaluación ambiental y otra información del proyecto están disponibles en la oficina de Caltrans District 6 ubicada en 1362 W. Olive Avenue, Fresno, CA 93728 de lunes a viernes de 8:00 am a 4:00 pm. Copias del documento también están disponibles en:
• La Biblioteca del Condado de Tulare ubicada en Visalia Branch, 200 W. Oak Avenue, Visalia, CA 93291
• La Biblioteca del Condado de Tulare, Farmersville Branch, ubicada en 623 N. Avery Avenue, Farmersville, CA 93223

Existing Conditions

About one quarter of the project is within a disadvantaged and low-income community as shown in Figure F-3. However, the project will not have a negative impact on disadvantaged communities because there are no residential neighborhoods within the vicinity of the project.

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Figure F-3



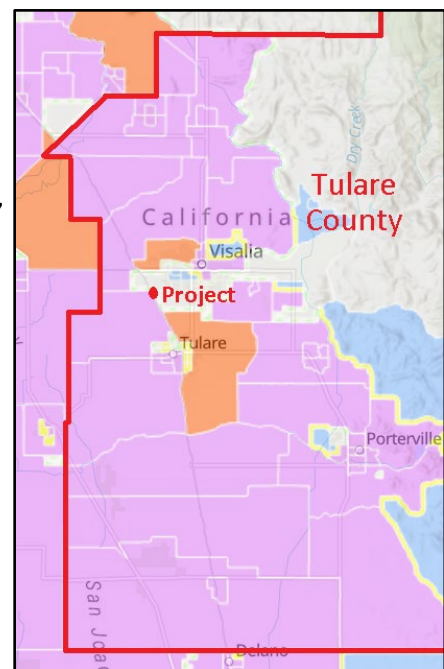
Tulare County as a whole, is disadvantaged and low-income.

Figure F-4 shows the disadvantaged and low-income communities on the San Joaquin Valley floor of Tulare County where nearly 90% of its residents are located.

Tulare County consistently lags far behind the State in employment, median household income, healthcare and education. In 2021, the average unemployment rate for Tulare County was 10.7% compared to 7.4% for the State (Figure F-5). The median household income in 2020 was \$52,534 (Figure F-6), 68% of the State median of \$77,358.

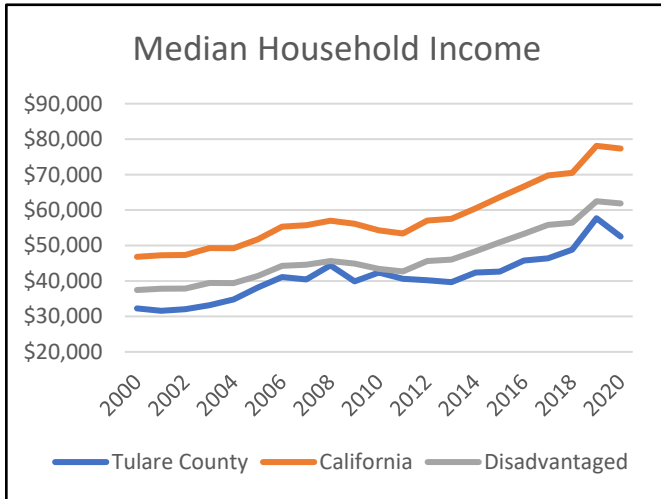
Tulare County also lags far behind other urban and suburban counties in access to healthcare. Tulare County has the lowest access to healthcare of any county above 300,000 people in the State, with one doctor per 1,056 residents (Table F-3). This is more than double the State average of one doctor per 524 residents.

Figure F-4 (Cal Enviroscreen)



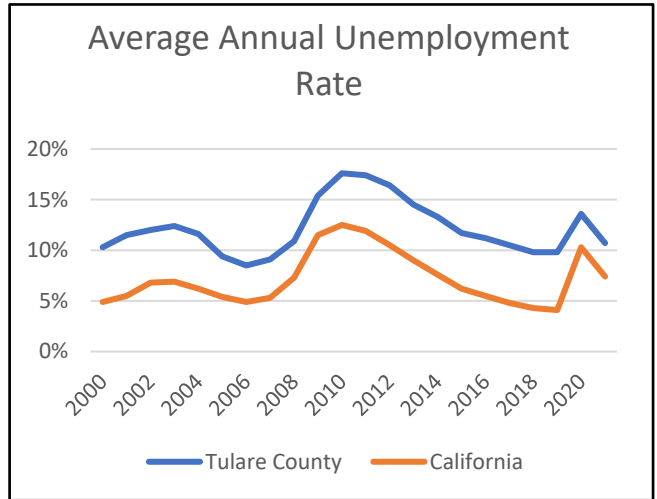
SR99/CALDWELL AVE INTERCHANGE, SAFETY AND MULTI-MODAL PROJECT

Figure F-5



Source: US Census

Figure F-6



Source: US Bureau of Labor Statistics

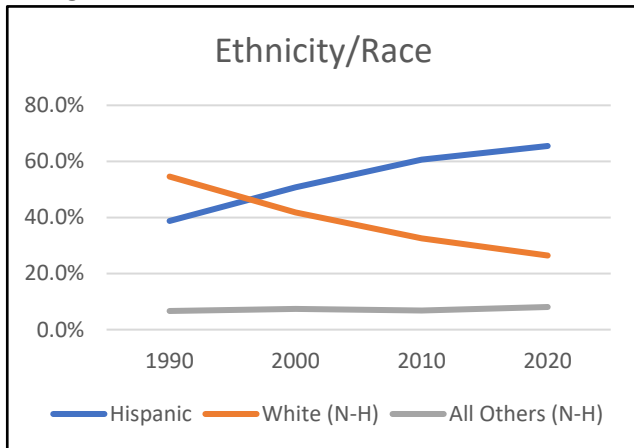
Table F-3 - Access to Doctors (Counties over 300,000 Population)

Rank	County	Population	Doctors	Ratio 1:
1	San Francisco	873,965	3,443	254
2	Santa Clara	1,936,259	5,276	367
3	Placer	404,739	1,057	383
4	San Mateo	764,442	1,807	423
5	Alameda	1,682,353	3,703	454
6	Sacramento	1,585,055	3,395	467
22	Tulare	473,117	448	1,056

Source: Medical Board of California, 2020

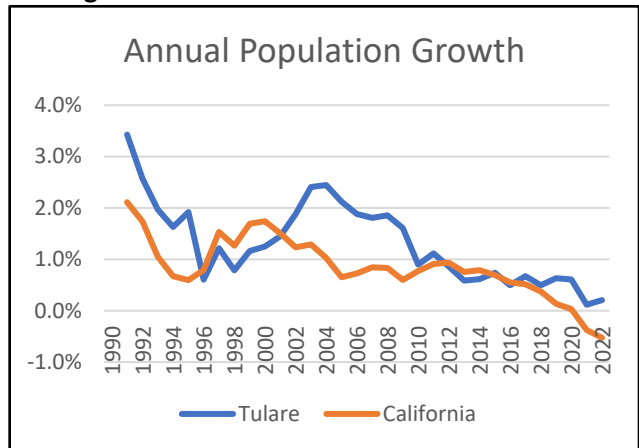
Tulare County is a minority-majority County (Figure F-7) and has the second highest percentage (65.5%) of Hispanic population in the State behind Imperial County. Tulare County's rate of population growth has declined over time but still has traditionally outpaced the State (Figure F-8). In 2022, Tulare County had a growth rate of .2% compared to a population loss of -.5% for the State.

Figure F-7



Source: US Census (N-H = Non-Hispanic)

Figure F-8



Sources: US Census, California DOF

SR99/CALDWELL AVE INTERCHANGE, SAFETY AND MULTI-MODAL PROJECT

Listed below is a summary of Tulare County demographic data compared to the State. In addition to median household income and unemployment rate as priorly discussed, Tulare County also lags far behind the State in median house value. This actually provides an opportunity for people who can't afford housing in other parts of the State if economic development and diversification were to increase in Tulare County.

Table F-4 Tulare County Demographics

	Median Household Income	Poverty Rate	Median House Value	Unemployment Rate	High School Degree (Age 25+)	Bachelor Degree+ (Age 25+)
Tulare County	\$52,534	17.1%	\$191,200	10.7%	71.9%	14.5%
California	\$77,538	11.5%	\$475,900	7.4%	83.9%	34.7%

Sources: 2020 US Census, 2021 Bureau of Labor Statistics

Project Economic, Safety and Access Benefits

This project represents a significant opportunity to improve economic development and access to healthcare in an economically disadvantaged region. The project site is located along SR-99, one of the busiest goods movement routes in the United States which also provides an opportunity for significant economic growth once the necessary infrastructure and circulation are provided by the reconstructed interchange.

Two regional medical services projects will be accessed by this project. The Valley Children's Hospital Clinic and the Kaweah Delta Healthcare District Outpatient Surgery Center which will greatly improve much needed access to healthcare and the Sequoia Gateway Commercial Center which will also generate much needed economic opportunity for the region.

SR99/CALDWELL AVE INTERCHANGE, SAFETY AND MULTI-MODAL PROJECT

4. Cost Effectiveness

The benefit/cost ratio for the SR-99/Caldwell Interchange project is 1.34 based on a 20-year Benefit Cost Analysis (BCA). The Rate of Return on Investment is 6.7% with a Payback Period of 11 years. The BCA was completed using the Cal-B/C Corridor Version 8.1. Detailed information about the assumed inputs can be found under the “project information” tab and the “parameters” tab of the Cal/B-C Excel spreadsheet submitted separately as part of this LPP application and can also be found [here](#) (in pdf and Excel).

INVESTMENT ANALYSIS SUMMARY RESULTS					
Life-Cycle Costs (mil. \$)	\$63.5				
Life-Cycle Benefits (mil. \$)	\$84.9				
Net Present Value (mil. \$)	\$21.4				
Benefit / Cost Ratio:	1.34				
Rate of Return on Investment:	6.7%				
Payback Period:	11 years				
ITEMIZED BENEFITS (mil. \$)					
		Total Over 20 Years	Average Annual		
Travel Time Savings		\$28.8	\$1.4		
Travel Time Reliability Benefits		\$1.7	\$0.1		
Veh. Op. Cost Savings		\$28.0	\$1.4		
Accident Cost Savings		\$24.5	\$1.2		
Emission Cost Savings		\$2.0	\$0.1		
TOTAL BENEFITS		\$84.9	\$4.2		
Person-Hours of Time Saved		2,357,015	117,851		
Fatalities Avoided		2	0		
Injuries Avoided		113	6		
PDO Avoided		746	37		
Should benefit-cost results include:					
1) Induced Travel? (y/n)	Y				
	<small>Default = Y</small>				
2) Travel Time Reliability? (y/n)	Y				
	<small>Default = Y</small>				
3) Vehicle Operating Costs? (y/n)	Y				
	<small>Default = Y</small>				
3) Accident Costs? (y/n)	Y				
	<small>Default = Y</small>				
4) Vehicle Emissions? (y/n)	Y				
	<small>includes value for CO₂e Default = Y</small>				
EMISSIONS REDUCTION					
		Tons		Value (mil. \$)	
		Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved		47	2	\$0.0	\$0.0
CO₂ Emissions Saved		45,204	2,260	\$1.7	\$0.1
NO_x Emissions Saved		25	1	\$0.2	\$0.0
PM₁₀ Emissions Saved		1	0	\$0.0	\$0.0
PM_{2.5} Emissions Saved		1	0	\$0.0	\$0.0
SO_x Emissions Saved		0	0	\$0.0	\$0.0
VOC Emissions Saved		1	0	\$0.0	\$0.0

BCA Inputs:

- Model groups were created for northbound and southbound SR 99 and for the NB and SB off-ramps and on-ramps, 6 model groups total.
- Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) inputs were determined by use of microsimulation modeling based on Annual Daily Traffic (ADT) forecasts for an open to traffic year of 2026 and 20-Year 2046.
- Open to Traffic Base Year and Forecast Year Traffic ADT was determined using historical data and the Tulare COG Travel Demand Model (TDM).
- Truck percent is higher on the SR 99 corridor than other State highways and default inputs were adjusted according to 2020 Traffic Census data. Twenty four percent (24%) was used.
- Actual Accident Data Rates were collected from Caltrans Selective Accident Rate Calculation tables.
- Accident Reduction Rate were based on an article from the Federal Highway Administration (FHWA) Research and Technology webpage regarding roundabout safety and design.

SR99/CALDWELL AVE INTERCHANGE, SAFETY AND MULTI-MODAL PROJECT

BCA Results:

- Travel Time cost savings will be significant.
- Vehicle Operating cost savings will be significant
- Accident cost savings will be significant.
- Person-Hours of Time Saved is calculated to be almost 2.4 million with an annual savings of almost 118 thousand Person-Hours over a twenty-year period.
- Carbon Dioxide (CO₂) will be reduced by 45,204 tons over a twenty-year period and 2,260 tons annually.

5. Deliverability

The environmental and permit phase of the project has been completed. The design and right-of-way phases are currently in process. Below is the remainder of the project schedule:

Milestone	Date
End Right of Way Phase (Right of Way Certification Milestone)	05/01/23
End Design Phase (Ready to List for Advertisement Milestone)	05/05/23
Execute Funding Cooperative Agreements for Construction with TCAG	05/30/23
RTIP Allocation from California Transportation Commission	08/16/23
Advertise Project	08/21/23
Bid Opening	10/04/23
Begin Construction Phase (Contract Award Milestone)	10/17/23
End Construction Phase (Construction Contract Acceptance Milestone)	02/2/26
Begin Closeout Phase	02/2/26
End Closeout Phase (Closeout Report)	03/1/28

While the Commission gives higher priority to projects that have completed the design and right-of-way phase, this project has low risk in design and right-of-way delaying the start of construction. Caltrans District 6 has a long and successful history in partnering with TCAG and local agencies in the completion of projects in Tulare County. For example, the most recently completed interchange project in Tulare County (SR-99/Betty Drive) was completed by Caltrans under budget and ahead of schedule.

The SR-99/Betty Drive IC was a very complicated project that involved replacing an existing overpass, coordinating with a railroad and the full take of several commercial businesses. The SR-99/Caldwell IC is similar to the SR-99/Betty IC in that the existing overpass will be replaced and coordination is needed with the Union Pacific Railroad. However, right-of-way acquisition will be far less complex. There is only one commercial property (a gas station/convenience store) within the interchange footprint and the project has been designed in a way that will allow for the business to remain open. In addition, the project is scheduled to begin construction at the beginning of FY 23/24 which allows for additional time within the fiscal year if an unforeseen delay occurs.

SR99/CALDWELL AVE INTERCHANGE, SAFETY AND MULTI-MODAL PROJECT

6. Fund Leveraging

As shown in Table F-4 below, \$15 million in LPP competitive funding is being requested to complement \$40.6 million of federal, state and local funds for the \$55.6 million construction of the SR-99/Caldwell Ave Interchange project. The construction phase of the project would therefore be funded 27% by LPP with 73% of matching funds from STIP, CRRSAA, CMAQ and Measure R regional sales tax funds. The breakdown per fund type and project phase is shown in Section H – Funding.

Table F-4			
SR-99/Caldwell Avenue Interchange Project Fund Leveraging			
Project Phase	Cost Estimate	LPP Request	Matching Funds
Construction Capital	\$48,627,000	\$15,000,000	\$33,627,000
Construction Support	\$7,000,000		\$7,000,000
Construction (Total)	\$55,627,000	\$15,000,000	\$40,627,000
% Total Construction Cost	100%	27%	73%



SR99/CALDWELL AVE INTERCHANGE, SAFETY AND MULTI-MODAL PROJECT

7. Safety

The SR99/Caldwell Ave Interchange Project will provide a safe and convenient multimodal transportation system with complete streets elements for vehicles, pedestrians, cyclists, first responders, semi-truck goods transporters, and farm equipment in this area. Existing facilities for bicyclists and pedestrians in the project area are limited, making multimodal travel difficult throughout the corridor. This project will improve vehicle safety, accessibility, operations, and will create bicyclist, and pedestrian accessibility for east-west travel across SR-99. Improvements will include advanced congestion mitigating technologies, installation of complete street elements such as sidewalks, bicycle lanes, and safe crossings for pedestrians, including median islands, and curb extensions.

In a ten-year period from 4/1/2012 to 3/31/2022 there were a total of 221 accidents on SR 99 and the on-ramps and off-ramps within the project limits including 2 fatal and 70 injury accidents. The current intersection control for the ramps with Caldwell Avenue is stop control and the project will install roundabouts at the ramp intersections. Studies cited by the Federal Highway Administration regarding collision reductions after installation of roundabouts found that fatal collisions were reduced by 90%, injury collisions by 76%, and overall collisions by 27%. The existing northbound ramps are hook ramps with driveway connections prior to connection to Caldwell Avenue. Realignment of the ramps will remove driveway connections, and installation of roundabouts will eliminate the most severe types of accidents and improve traffic flow reducing queuing on the off-ramps thus improving deceleration lengths.

The existing Caldwell Avenue (Avenue 280) overcrossing, Mid Valley Overhead, and interchange do not provide continuous or ADA compliant pedestrian or bike facilities. The reconstruction of the interchange and existing structures will improve safety by providing continuous minimum 8-foot sidewalks on each side of Caldwell Avenue along with 8-foot shoulders. Installation of continuous sidewalks and shoulders is consistent with Caltrans policy to use the Safe System Approach to take a holistic view of the transportation network and make the network safer for all users including those who walk, bike, ride transit, and other modes. Furthermore, Caltrans Directors Policy-36 (DP-36) states Caltrans is committed to eliminating race, age, ability, and mode-based disparities in road safety outcomes.



Figure F-9 – Safe Systems Approach

The SR99/Caldwell Ave Interchange will have advanced safety features for emergency response including ITS Technology and traffic signals outfitted with emergency vehicle preemption equipment. Traffic signal preemption features installed on new signals will allow emergency vehicles to have a priority. Congestion reduction resulting from the new interchange and ramp roundabouts will reduce delays in emergency vehicles response times including police and fire.

SR99/CALDWELL AVE INTERCHANGE, SAFETY AND MULTI-MODAL PROJECT

The project includes highway safety lighting at particular points in interchange areas. This lighting serves to illuminate areas of potential vehicle conflict and to delineate exit ramps, entrance ramps, and island noses. The use of high mast lighting systems may be considered where conventional lighting standards are difficult to maintain. The purpose of highway safety lighting is to promote the safe and orderly movement of traffic by illuminating certain permanent features or conditions which are unusual, which require additional care and alertness to negotiate, and which, if illuminated, may be more readily comprehended and so compensated for by the motorist. According to FHWA [Toolbox of Countermeasures and Their Potential Effectiveness for Pedestrian Crashes](#) Highway safety lightings expected to reduce all crashes by 27% at night.

Vehicles may leave the roadway for various reasons, ranging from distracted driver errors to low visibility, or to the presence of an animal on the road. Exposed vertical pavement edges can cause vehicles to be unstable and prevent their safe return to the roadway. The project includes tapered edge treatment to eliminate the vertical drop-off at the pavement edge, allowing drifting vehicles to return to the pavement safely while maintaining control of their vehicles. According to the safety countermeasures from the FHWA this treatment reduces fatal and injury crashes by 11%.

In addition to the safety features above, a safe work environment is the Caltrans' number one priority for its employees. According to the U.S. Bureau of Labor Statistics, highway construction and maintenance work is one of the most hazardous occupations in the United States. In 2018, more than 7,000 work-zone collisions occurred on California roadways. About 2,300 resulted in injuries, and 46 involved a fatality. Nationally drivers and passengers account for 85 percent of the people who are killed in work zones. A safe work environment is the number one priority for Caltrans and the County of Tulare. Allowing enough space for workers who are doing Maintenance work helps prevent crashes that can cause serious injury or death to Caltrans employees; therefore, the project is proposing the following to improve Maintenance Personnel Safety:

- Provide access for workers including maintenance vehicle pullouts, maintenance access roads and gates.
- Pave narrow areas and areas beyond freeway gore entrances and exits to reduce the need for maintenance
- 2-post exit sign at exit ramp gores to reduce highway workers to high-speed traffic
- Use concrete barrier where feasible in lieu of metal beam guard railing.
- Provide a clear recovery zone with traversable and recoverable slopes where feasible
- Place new roadside features outside of the clear recovery zone and away from gore areas and driver decision points where feasible.
- Controller cabinets doors will be installed to allow maintenance personnel to see on-coming traffic to reduce the chances of injury from errant vehicles. These improvements will help reduce the Maintenance personnel exposure to live traffic and will help prevent crashes that can cause serious injury or death to Caltrans maintenance personnel.

Based on a 20-year Benefit Cost Analysis (BCA), the accident cost savings for this project is projected to be \$24.5 million with an annual Accident Cost savings of \$1.2 million.

8. System Preservation

A no-build scenario will cause the Caldwell Avenue interchange to deteriorate beyond its service life due to increased traffic loads. It will also reduce the efficiency of traffic flow through the area and to new services being developed adjacent to the interchange. Access to employment opportunities in Tulare and Visalia are vital to economic prosperity. A no-build scenario threatens future transportation network efficiency, the transport of goods via SR-99, and mobility options for residents. Infrastructure investment in the area now will support thriving commerce and foster private investment in the future.

The benefit cost analysis tool estimates the average annual operations and maintenance (O&M) for Caldwell Ave Interchange at \$10,000 over its useful life. The design life of the new project elements are as follows:

- 75 years for the bridge structures.
- 20 years for new pavement constructed by within State R/W.
- 20 years for all other reconstructed connecting ramps from existing freeway (from gore to ramp exits/entrances) and any new local roads constructed by this project.

A Freeway Maintenance Agreement along with a Cooperative Agreement are in the process of being negotiated with Tulare to allow the State and Tulare to assume their maintenance responsibilities as rapidly as possible after acceptance of the contract. Caltrans will retain full jurisdiction over maintenance and control of all portions of the freeway proper. Caltrans will also maintain approach ramps, grade separations, and similar installations, within rights of way secured for the exclusive use of traffic entering, leaving or traveling on the freeway. Caltrans will maintain the Caldwell Avenue overcrossing structure.

Tulare County proposes to maintain all other portions of streets or roads, including roadway surface of Caldwell Avenue, outer highways, and structures that serve adjoining property and local traffic. In general, Caltrans will retain title to and be responsible for the maintenance of all property on which access rights have been secured. Collateral facilities built as part of this project such frontage roads, relocated or reconstructed roads, service roads, and cul-de-sacs that are not needed for continuity or the proper functioning of the State Highway System will be relinquished to Tulare County in state of good repair. The county will sign a relinquishment agreement and assume full operation and maintenance cost of these facilities.

Future budget cycles will include funding as the project completes construction and becomes operational. Secure state and local funding sources for maintenance include the Road Maintenance and Rehabilitation Account (RMRA) and Measure R (regional transportation sales tax) funds.

SR99/CALDWELL AVE INTERCHANGE, SAFETY AND MULTI-MODAL PROJECT

9. Regional and Local Transportation, Land Use and Housing Goals

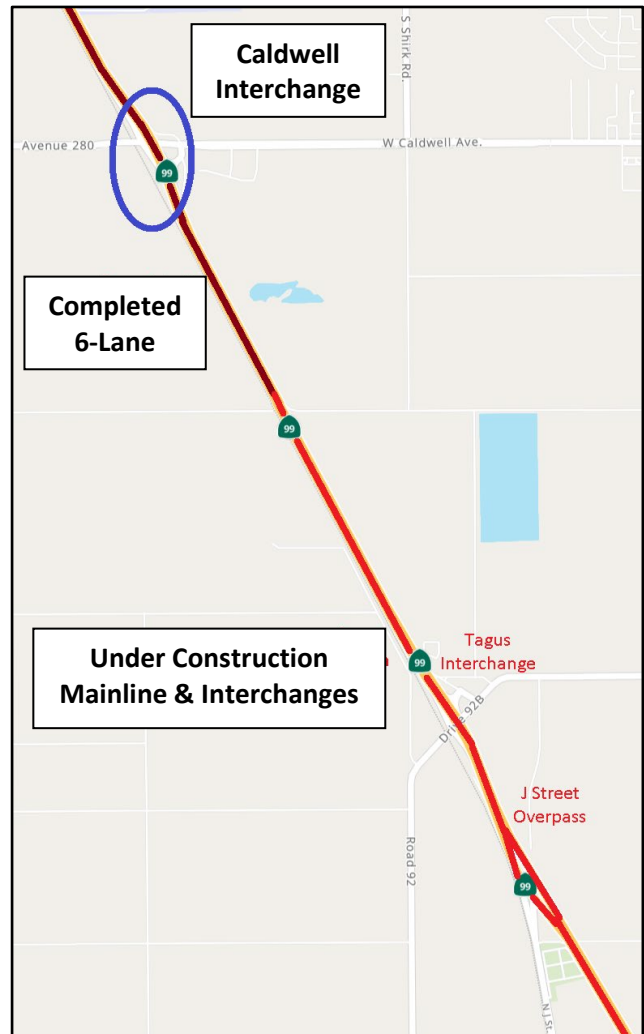
Regional (System Planning)

This project has been planned as part of a system of projects in TCAG's RTP and SCS. It will allow for much improved intermodal accessibility and create economic growth which will benefit housing growth as forecasted in TCAG's RHNA. (Transit linkages are shown in section F.1 of this application.)

Significant investments are being made to the entire SR-99 corridor in the State of California. SR-99 is the goods movement backbone for the State and has more truck traffic than most interstates in the United States. On this segment of SR-99 (between SR-137 in Tulare to SR-198 in Visalia), truck traffic ranges from 12,982 and 14,640 annual average daily traffic (AADT). This accounts for 24% to 25.4% of all traffic along this corridor segment.

[Source: 2020 Caltrans Traffic Census Program]

To the south of the Caldwell Interchange project, another project that is currently under construction is making significant modifications to the Tagus Interchange and J Street Interchange. Currently, the northbound on-ramp of J Street connects to the fast lane of northbound SR-99 and there are hook ramps for the northbound on and off access at Tagus. This project replaces the J Street on-ramp with an overpass that will access the Tagus interchange. The hook ramps at Tagus are being replaced with ramps that meet current Caltrans standards. These improvements along with the Caldwell Interchange project will allow for safer travel along SR-99 and safer access onto and off SR-99 for goods movement, transit and commuter traffic and benefit accessibility to existing and future residential areas.



SR-99 Corridor Improvement Projects

Local (Pro-Housing Designation)

Tulare County submitted an application for the California Department of Housing and Community Development's (HCD) Pro-Housing designation on February 7, 2022. The application is currently undergoing revisions. The status of the designation is tracked on HCD's website [<link>](#). The County of Tulare is up to date with submitting their Housing Element Annual Progress Report with HCD [<link>](#). In addition, this project also serves the City of Visalia which is also up to date with submitting their reports to HCD [<link>](#).

10. Vehicle Miles Traveled

The Commercial Avenue Interchange (IC) project is included in the Tulare County 2018 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The RTP/SCS contains a Sustainable Communities Strategy that considers both land use and transportation together in a single, integrated planning process that accommodates regional housing needs and projected growth. The purpose of the Caldwell Avenue IC is to improve traffic operational performance, relieve traffic congestion on local roads, and to improve accessibility to the freeway system.

The Caldwell Mutli-Modal Interchange improvements will allow for the construction of two critical medical facilities. The first is a Children's Hospital Clinic. The clinic will serve both Tulare and Kings Counties. This new facility will save significant time and VMT for residents of Tulare and Kings County when compared to a trip to Madera County. Conservatively, 50 miles a trip would be saved. There are approximately 250 office days a year. With an early phase of around 400 visits a day; that would save 5,000,000 VMT a year. (50x250x400)

The Children's Hospital is also planning future expansions of the clinic. Assuming 1,000 visit a day, the VMT reduction increases to 12,500,000 a year. The distance saved for Kings County residents is likely much higher. The interchange clearly has multiple benefits providing critical service for children and at the same time reducing VMT. It should be noted the decrease in VMT calculated did not include the further reduction that will be achieved with the new transit service to the clinic.

Another benefit of placing a new clinic to serve Kings/Tulare counties is the ability to better serve disadvantaged communities. Transit will be provided via a new "loop" to the new clinic. It is very challenging to take transit from Visalia to Madera to visit the existing Children's hospital facility; especially for disadvantage residents. Having a closer facility results in specialized service available for all residents and moving towards equity.

Kaweah Delta Health will also be placing a new Out-patient surgery center at the interchange. Currently out-patient surgery is at the hospital. The hospital is over capacity with the current surgery facilities. Surgeries that are not life threatening require delay or for patients to go to other locations. While calculating VMT is challenging, there is considerable benefit in allowing residents have surgery in the county. Also, the service improves for disadvantaged communities that often cannot afford for the travel requirements to go out of county.

G. Other Project Information Areas

Climate Change Resilience and Adaptation

The project is not within a risk area that is identified to be subject to potential climate change impacts such as sea-level rise, significant flooding or wildfires. One benefit of the design of the project that would mitigate localized flooding is that the current hook ramps for both northbound on and off are being replaced with standard ramps that will meet at an elevated roundabout. In addition the roundabouts will provide much safer and quicker access to SR-99 than the existing interchange in the event that the Caldwell Avenue corridor is needed as an evacuation route.

Protection of Natural and Working Lands, and Enhancement of the Built Environment

As determined by the project environmental analysis (MND/EA), there will be no unmitigated negative effects to the environment. The project does include environmental enhancement measures such as drought tolerant landscaping, planting native oak trees

Public Health

The project reduces criteria air pollutants through the use of roundabouts rather than stop or signal controlled intersections. Future development will be connected locally and regionally by transit. The project includes bicycle lanes and sidewalks that connect to existing infrastructure east of the interchange and provides access across SR-99 to future development west of the interchange. All of these improvements are discussed in more detail in prior sections of the application.

SR99/CALDWELL AVE INTERCHANGE, SAFETY AND MULTI-MODAL PROJECT

H. Funding

Thus far, funding has been expended for the completion of the environmental analysis and funding is currently being expended for the design and right-of-way phases of the project. The total project budget is listed in Table F-5. Funding sources are grouped into LPP, State, Regional and Private fund types and the table details the costs by project component. There are no conditions on the timing or sequence of non-federal funding. If awarded, the LPP grant funds will be used entirely for construction.

Table F-5						
SR-99/Commercial Avenue Interchange Total Project Budget						
Project Item	Cost Estimate	LPP Request	STIP	Regional Sales Tax	CMAQ	CRRSAA
PA&ED	\$3,000,000	\$0	\$0	\$3,000,000*	\$0	\$0
PS&E	\$5,000,000	\$0	\$5,000,000	\$0	\$0	\$0
Right-of-Way Support	\$1,600,000	\$0	\$1,600,000	\$0	\$0	\$0
Right of Way	\$3,000,000	\$0	\$3,000,000	\$0	\$0	\$0
Construction Support	\$7,000,000	\$0	\$7,000,000	\$0	\$0	\$0
Construction	\$48,627,000	\$15,000,000	\$0	\$20,306,000	\$12,200,000	\$1,121,000
Project Total	\$68,227,000	\$15,000,000	\$16,600,000	\$23,306,000	\$12,200,000	\$1,121,000
% Total Project Cost	100%	22%	24%	34%	18%	2%
<i>STIP: State Transportation Improvement Program</i> <i>Regional Sales Tax: Tulare County Measure R Transportation Sales Tax</i> <i>CRRSAA: Coronavirus Response and Relief Supplemental Appropriations Act</i> <i>CMAQ: Congestion Mitigation and Air Quality</i> <i>PA&ED: Project Approval and Environmental Document</i> <i>*PA&ED was split between County of Tulare and Measure R funding (\$1.5 million each)</i> <i>PS&E: Plans, Specifications, and Estimates</i>						

I. Other

Interagency Cooperation

A TCAG/Caltrans cooperation agreement is included under separate cover and is located here: [<link>](#)
 The State Highway System Project Impact Assessment is included as Appendix III.

Appendix I – Project Programming Request

Appendix II – Performance Metrics

Appendix III – State Highway System Project Impact Assessment

Appendices Under Separate Cover:

[California Life-Cycle Benefit/Cost Analysis](#)

[Environmental Documentation](#)

[TCAG/Caltrans Agreement](#)

[Letters of Support](#)

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	11/28/2022 08:36:55	
Programs <input checked="" 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			
06	48740	0616000029	6421	Tulare County Association of Governments			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Tulare County	99	36.100	36.800				
				MPO	Element		
				TCAG	Capital Outlay		
Project Manager/Contact			Phone	Email Address			
Mohamad Annan			559-365-0694	mohamad.annan@dot.ca.gov			

Project Title

SR 99/Caldwell Avenue Interchange

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

On Route 99 in Tulare County between 0.3 miles south of the Avenue 280 (Caldwell Avenue) Overcrossing to 0.4 miles north of the Avenue 280 Overcrossing. Re-construct Interchange.

Component	Implementing Agency
PA&ED	Caltrans District 6
PS&E	Caltrans District 6
Right of Way	Caltrans District 6
Construction	Caltrans District 6

Legislative Districts

Assembly:	26	Senate:	16	Congressional:	22
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Project Milestone	Existing	Proposed
Project Study Report Approved	07/10/2019	
Begin Environmental (PA&ED) Phase	07/11/2017	07/11/2017
Circulate Draft Environmental Document	07/01/2018	07/01/2018
Draft Project Report	07/01/2018	07/01/2018
End Environmental Phase (PA&ED Milestone)	07/10/2019	07/10/2019
Begin Design (PS&E) Phase	07/10/2019	07/10/2019
End Design Phase (Ready to List for Advertisement Milestone)	10/15/2023	05/05/2023
Begin Right of Way Phase	07/10/2019	07/10/2019
End Right of Way Phase (Right of Way Certification Milestone)	09/15/2023	05/01/2023
Begin Construction Phase (Contract Award Milestone)	03/01/2024	10/17/2023
End Construction Phase (Construction Contract Acceptance Milestone)	01/01/2026	02/02/2026
Begin Closeout Phase	01/01/2026	02/02/2026
End Closeout Phase (Closeout Report)	03/01/2028	03/01/2028

Date 11/28/2022 08:36:55

Purpose and Need

Alleviate future congestion and improve safety and traffic operations on Caldwell Avenue at and near State Route 99 interchange. Provide operational performance that is consistent with TCAG goals and the land use and traffic decisions made in the City of Visalia General Plan and Tulare County General Plan.

NHS Improvements YES NO Roadway Class 2 Reversible Lane Analysis YES NO
 Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
State Highway Road Construction	Modified/Improved interchanges	EA	1
Pavement (lane-miles)	Auxiliary lane constructed	Miles	0.8
Active Transportation	Bicycle lane-miles	Miles	1.1
Active Transportation	Sidewalk miles	Miles	0.9
ADA Improvements	New curb ramp installed	EA	22
TMS (Traffic Management Systems)	Freeway ramp meters	EA	2
TMS (Traffic Management Systems)	Traffic census stations	EA	2
TMS (Traffic Management Systems)	Closed circuit television cameras	EA	1
Operational Improvement	Ramp modifications	EA	4
Drainage	Culverts	LF	3,510
Operational Improvement	Intersection / Signal improvements	EA	2

Date 11/28/2022 08:36:55

Additional Information

ADA is checked
Bike/Ped is checked

ADA is checked
Bike/Ped is checked

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Change in Daily Vehicle Miles Travelled	Miles	119,634	135,757	-16,123
			VMT per Capita	0.2109	0.2393	-0.0284
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	-2,357,015	0	-2,357,015
			Hours per Capita	-4	0	-4
System Reliability (Freight)	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	0	0
	LPPF, LPPC, SCCP	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	-1	0	-1
			PM 10 Tons	-1	0	-1
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO ₂)	Tons	-45,204	0	-45,204
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	-1	0	-1
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SO _x)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	-47	0	-47
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NO _x)	Tons	-25	0	-25
Safety	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	4.7	5.4	-0.7
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	3,900	3,978	-78
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Only 'Build' Required)	Number	884	0	884
Cost Effectiveness (only 'Change' required)	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	1.34	0	1.34
Vehicle Volume	LPPF, LPPC, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	102,639	102,639	0
	LPPF, LPPC, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	131,550	131,550	0

District	County	Route	EA	Project ID	PPNO
06	Tulare County	99	48740	0616000029	6421

Project Title

SR 99/Caldwell Avenue Interchange

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	3,000							3,000	Caltrans District 6
PS&E	5,000							5,000	Caltrans District 6
R/W SUP (CT)	1,600							1,600	Caltrans District 6
CON SUP (CT)		7,000						7,000	Caltrans District 6
R/W	3,000							3,000	Caltrans District 6
CON		35,000						35,000	Caltrans District 6
TOTAL	12,600	42,000						54,600	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	3,000							3,000	
PS&E	5,000							5,000	
R/W SUP (CT)	1,600							1,600	
CON SUP (CT)		7,000						7,000	
R/W	3,000							3,000	
CON		48,627						48,627	
TOTAL	12,600	55,627						68,227	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Tulare County Association of Govern
PS&E	5,000							5,000	
R/W SUP (CT)	1,600							1,600	
CON SUP (CT)		7,000						7,000	
R/W	3,000							3,000	
CON									
TOTAL	9,600	7,000						16,600	

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E	5,000							5,000	
R/W SUP (CT)	1,600							1,600	
CON SUP (CT)		7,000						7,000	
R/W	3,000							3,000	
CON									
TOTAL	9,600	7,000						16,600	

Fund #2:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	3,000							3,000	Tulare County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		35,000						35,000	
TOTAL	3,000	35,000						38,000	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,000							3,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		20,306						20,306	
TOTAL	3,000	20,306						23,306	

Fund #3:	State SB1 LPP - Local Partnership Program - Competitive program (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Tulare County Association of Govern
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		15,000						15,000	
TOTAL		15,000						15,000	

Fund #4:	CMAQ - Congestion Mitigation (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Tulare County Association of Govern
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		12,200						12,200	
TOTAL		12,200						12,200	

Fund #5:	Other Fed - Coronavirus Response and Relief Supplemental Appro (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Tulare County Association of Govern
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		1,121						1,121	
TOTAL		1,121						1,121	

Project ID: 61600029
Source Data: Cal B/C Corridor1 v8.1

EA: 06-48740

Measure	Performance Metric	Built	Future No Build	Change	Increase or Decrease
Congestion Reduction	Change in Daily Vehicle Miles Traveled	119,634	135,757	-16,124	Decrease
	Person Hours of Travel Time Saved			-2,357,015	Decrease
System Reliability	Peak Period Travel Time Reliability Index	NA	NA	NA	NA
	Level of Transit Delay	NA	NA	NA	NA
Safety	Number of Serious Injures	4.7	5.4	-0.7	Decrease
	Number of Fatalities	0.0	0.0	0.0	No Change
	Rate of Serious Injuries per 100 Million VMT	3,900	3,978	-77.8	Decrease
	Rates of Fatalities per 100 Million VMT	0.0	0.0	0.0	No Change
Economic Development	Jobs Created	884	0	884	Increase
Air Quality	- Carbon Monoxide (CO)	-47	0	-47	Decrease
	- Carbon Dioxide (CO ₂)	-45,204	0	-45,204	Decrease
	- Nitrogen Oxides (NO _x)	-25	0	-25	Decrease
	- Particulate Matter PM ₁₀	-1	0	-1	Decrease
	- Particulate Matter PM _{2.5}	-1	0	-1	Decrease
	- Sulphur Dioxides (SO _x)	0	0	0	No change
	- Volatile Organic Compounds (VOC)	-1	0	-1	Decrease
Cost Effectiveness	Benefit Cost Ratio	1.34	0	1.34	NA

Metric Name:	Change in Daily Vehicle Miles Traveled
Source Data:	Cal B/C CorridorI v8.1
Base Numbers & Calculation for "No Build" Estimate	
<p>Traffic Volume multiply by impacted length for ramps and mainline for No-Build</p> <ul style="list-style-type: none"> - SB Off to Ave 280: 9,107 (Vehicles) multiply by (1,501 ft divided by 5,280) (impacted length) = 2,589 - SB On from Ave 280: 8,714 (Vehicles) multiply by (1,246 ft divided by 5,280) (impacted length) = 2,056 - NB Off to Ave 280: 8,714 (Vehicles) multiply by (1,278 ft divided by 5,280) (impacted length) = 2,109 - NB On from Ave 280: 9,107 (Vehicles) multiply by (1,832 ft divided by 5,280) (impacted length) = 3,160 - NB Mainline: 48,874 (Vehicles) multiply by (6,928 ft divided by 5,280) (impacted length) = 64,129 - SB Mainline: 47,034 (Vehicles) multiply by (6,928 ft divided by 5,280) (impacted length) = 61,714 <p>- Total VMT = 2,589 (SB Off) plus 2,056 (SB On) plus 2,109 (NB Off) plus 3,160 (NB On) plus 64,129 (NB Mainline) plus 61,714 (SB Mainline) = 135,757</p>	
Base Numbers, Trends or Assumptions, and Calculation for "Build" Number	
<p>Traffic Volume multiply by impacted length for ramps and mainline for Build</p> <ul style="list-style-type: none"> - SB Off to Ave 280: 9,107 (Vehicles) multiply by (1,661 ft divided by 5,280) (impacted length) = 2,865 - SB On from Ave 280: 8,714 (Vehicles) multiply by (1,270 ft divided by 5,280) (impacted length) = 2,096 - NB Off to Ave 280: 8,714 (Vehicles) multiply by (1,257 ft divided by 5,280) (impacted length) = 2,075 - NB On from Ave 280: 9,107 (Vehicles) multiply by (1,510 ft divided by 5,280) (impacted length) = 2,604 - NB Mainline: 43,207 (Vehicles) multiply by (6,928 ft divided by 5,280) (impacted length) = 56,693 - SB Mainline: 40,622 (Vehicles) multiply by (6,928 ft divided by 5,280) (impacted length) = 53,301 <p>- Total VMT = 2,865 (SB Off) plus 2,096 (SB On) plus 2,075 (NB Off) plus 2,604 (NB On) plus 56,693 (NB Mainline) plus 53,301 (SB Mainline) = 119,634</p>	
Change	
<p>- 119,634 (Build) minus 135,757 (No Build) = -16,123 (reduction in VMT)</p>	

Metric Name:	Number of Fatalities & Number of Serious Injuries
Source Data:	Cal B/C CorridorI v8.1
Base Numbers & Calculation for "No Build" Estimate	
<ul style="list-style-type: none"> - TSAR 01/01/2017 to 12/31/2021 (5 years): Total Number of Serious Injuries: 27 - TSAR 01/01/2017 to 12/31/2021 (5 years): Total Number of Fatalities: 0 - Avg. Number of Serious Injuries = 27 divided by 5 = 5.4 - Avg. Number of Fatalities = 0 divided by 5 = 0 	
Base Numbers, Trends or Assumptions, and Calculation for "Build" Number	
<ul style="list-style-type: none"> - Statewide Basis Avg. Injury Crash Rate: 4 Way Stop Intersection - Rural: 32.7% - Statewide Basis Avg. Fatal Crash Rate: 4 Way Stop Intersection - Rural: 0.8% - Statewide Basis Avg. Injury Crash Rate: Roundabout - Rural: 19.1% - Statewide Basis Avg. Fatal Crash Rate: Roundabout - Rural: 0.8% 5.4 (# of Inj.) multiply by [100% minus (32.7% (Inj. Crash Rate - 4 Way Stop) minus 19.1% (Inj. Crash Rate - Roundabout))] = 4.7 0.0 (# of Fatal) multiply by [100% minus (0.8% (Fatal Crash Rate - 4 Way Stop) minus 0.8% (Fatal Crash Rate - Roundabout))] = 0.0 	
Change	
<ul style="list-style-type: none"> - Injuries: 4.7 (Build) minus 5.4 (No Build) = -0.7 (reduction in Serious Injuries) - Fatalies: 0.0 (Build) minus 0.0 (No Build) = -0.0 (no change in Fatalities) 	

Metric Name:	Rate of Fatalities & Rate of Serious Injuries
Source Data:	Cal B/C CorridorI v8.1
Base Numbers & Calculation for "No Build" Estimate	
<ul style="list-style-type: none"> - Daily Vehicle Miles Travel (VMT): 135,757 - Avg. Number of Serious Injuries: 5.4 - Avg. Number of Fatalities: 0.0 <p>5.4 (# of Inj.) divided by 135,757 (VMT) multiply by 100,000,000 = 3,978 0.0 (# of Fatalities) divided by 135,757 (VMT) multiply by 100,000,000 = 0.0</p>	
Base Numbers, Trends or Assumptions, and Calculation for "Build" Number	
<ul style="list-style-type: none"> - Daily Vehicle Miles Travel (VMT): 119,634 - Avg. Number of Serious Injuries: 4.7 - Avg. Number of Fatalities: 0.0 <p>4.7 (# of Inj.) divided by 119,634 (VMT) multiply by 100,000,000 = 3,900 0.0 (# of Fatalities) divided by 119,634 (VMT) multiply by 100,000,000 = 0.0</p>	
Change	
<ul style="list-style-type: none"> - Injuries: 3,978 (Build) minus 3,900 (No Build) = -78 (Reduction in Rate of Serious Injuries) - Fatalies: 0.0 (Build) minus 0.0 (No Build) = -0.0 (No Change in Rate of Fatalies) 	

Metric Name:	Job Created
Source Data:	Cal B/C CorridorI v8.1
Base Numbers & Calculation for "No Build" Estimate	
- NA	
Base Numbers, Trends or Assumptions, and Calculation for "Build" Number	
Project Cost multiply by 0.000013 jobs per dollar - \$38,027,000 multiply by 0.000013 = 884 Jobs	
Change	
- 884 Jobs created	

STATE HIGHWAY SYSTEM PROJECT IMPACT ASSESSMENT

CTC-0002 (NEW 02/2022)

I. APPLICANT INFORMATION

1. APPLICANT

2. APPLICANT CONTACT

3. CONTACT TITLE

4. CONTACT PHONE

5. CONTACT EMAIL

II. PROJECT INFORMATION

6. PROJECT TITLE

7. PROJECT PROGRAM

ATP

LPP-C

LPP-F

LSRP

SCCP

SGR

TCEP

SHOPP

STIP

TIRCP

8. PERCENT OF PROJECT AREA WITHIN STATE HIGHWAY RIGHT OF WAY

9. TOTAL CONSTRUCTION COST WITHIN STATE HIGHWAY RIGHT OF WAY

10. ANTICIPATED ENVIRONMENTAL DOCUMENTATION FOR:

CEQA:

NEPA:

11. DESCRIBE THE SCOPE OF WORK TO BE DONE WITHIN STATE HIGHWAY RIGHT OF WAY

12. SB743 VEHICLE MILES OF TRAVEL (VMT) IMPACT ASSESSMENT

- Project Environmental Document was approved prior to the implementation of SB 743 (or July 2020) and VMT analysis was not required. If checked, Stop. Proceed to Section 13.
- Project is screened as unlikely to induce traffic under Section 5.1.1 in [Transportation Analysis under CEQA](#). If checked, Stop. Proceed to Section 13.
- Project is in a [Metropolitan Statistical Area](#). If checked, proceed to step 3. If not, proceed to step 6.
- Project adds lane-miles to the SHS. If yes, proceed to step 4. If the project adds other types of traffic-inducing capacity, e.g. an interchange, proceed to step 6.
- Enter the project lane-miles in the [NCST Induced Travel Calculator](#) and report the result here.
- If the project team believes induced VMT will be different than what is shown in step 4, provide a best estimate based on guidance in the [Transportation Analysis Framework](#) and [Transportation Analysis Under CEQA](#), and a brief justification here. Stop. Proceed to Section 13.
- Provide an estimate of the project's induced VMT based on guidance in the [Transportation Analysis Framework](#) and [Transportation Analysis Under CEQA](#), and a brief justification here. Stop. Proceed to Section 13.

13. EXPECTED LEVEL OF CALTRANS INVOLVEMENT (Note: the final determination will be at the discretion of Caltrans)

Follow the [Flowchart to Determine the QMAP \(ca.gov\)](#) and [Applicant's checklist to determine the appropriate Caltrans review process \(TR-0416\)](#) to identify the applicable Caltrans review process that best fits the project parameters. Encroachment requests with completed permit application, checklists and supporting project documents must be submitted to District encroachment permit offices for further processing.

For determination of the processes required, Check the following if the project:

- Will impact and Environmentally Sensitive Area, or requires an Environmental Impact Report (EIR) or Environmental Impact Statement (EIS),
- Requires Federal Highway Administration (FHWA) approval,
- Requires Right-of-Way dedication from Caltrans,
- Requires modification to a Caltrans Bridge or Structure,
- Requires Design Standard Decision Document (Reference: Highway Design Manual, Design Information Bulletin 78),
- Requires Encroachment Exception Approval (Reference: Encroachment Permit Manual, Chapter 300),
- None of the Above.

If any items "a" through "f" are checked a Standard Project Delivery Process is required, see #3 below. If item "g" is selected a Short Form is permitted, see #2 below.

- Encroachment Permit Oversight Process - [Standard Encroachment Permit Application \(TR-0100\)](#), [instructions and related forms](#)
- Project Delivery Short Form Quality Assessment Process (using a DEER) - [Design Engineering Evaluation Report Guidelines](#)
- Standard Project Delivery Quality Assessment Process.

III. CALTRANS ACKNOWLEDGEMENT

SIGNATURE: _____

DATE: _____

PRINT NAME: _____

District Director, District ____

The above signature indicates, based on available information:
Caltrans acknowledges the Project

*****APPLICANTS SUBMIT TO
DISTRICT CONTACTS IN LOCAL ASSISTANCE OR
PROJECT MANAGEMENT*****

Form submissions with attachments are due
Four Weeks PRIOR to Application Deadline.

IV. ATTACHMENTS

The Project Programming Request (PPR) must be provided to Caltrans with this form. Additional information may be required by Caltrans, including, but, not limited to: (1) project level documents, (2) draft funding application(s), and/or (3) project specific maintenance obligations.

Attachment(s): _____