



# 2020 Regional Transportation Improvement Program (RTIP)

Fiscal Years 2020/21 to 2024/25



*Adopted  
October 21, 2019*



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December 9, 2019

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

Dear Susan,

Enclosed for your consideration is the Tulare County Association of Governments' (TCAG) proposed 2020 Regional Transportation Improvement Program (2020 RTIP). The TCAG Board of Directors adopted the 2020 RTIP at their October 21, 2019 Board meeting. The 2020 RTIP reflects a commitment to deliver needed projects in the Tulare County region to address safety and goods movement. As shown in the following 2020 RTIP summary, State Route 99 continues to be TCAG's top priority and is a major focus in the 2020 RTIP.

Tulare County 2020 Regional Transportation Improvement Program (RTIP) Funding Proposal													
Amounts in \$1,000's													
Project Name	Total	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	20/21	21/22	22/23	23/24	24/25	R/W	CON	E&P	PS&E	R/W Sup	CON Sup
Tagus 6-Lane Widening	\$10,961	\$3,797	\$7,164					\$2,759	\$7,164		\$425	\$613	
Tulare City Widening	\$2,150		\$2,150							\$2,150			
Commercial Avenue Interchange	\$18,900	\$6,000	\$5,500	\$7,400				\$4,000			\$6,000	\$1,500	\$7,400
Caldwell Avenue Interchange	\$16,600	\$5,000			\$4,600	\$7,000		\$3,000			\$5,000	\$1,600	\$7,000
State Route 65 Realignment and Operational Improvements	\$7,150	\$5,650				\$1,500				\$5,650	\$1,500		
<b>Total</b>	<b>\$55,761</b>	<b>\$20,447</b>	<b>\$14,814</b>	<b>\$7,400</b>	<b>\$4,600</b>	<b>\$8,500</b>	<b>\$0</b>	<b>\$9,759</b>	<b>\$7,164</b>	<b>\$7,800</b>	<b>\$12,925</b>	<b>\$3,713</b>	<b>\$14,400</b>

The 2020 RTIP is consistent with the TCAG's approved 2018 Regional Transportation Plan and Sustainable Communities Strategy. To the best of TCAG's knowledge, at this time, the projects identified for funding in the 2020 RTIP are not anticipated to be impacted by implementation of the Safer Affordable Fuel Efficient Vehicles Rule Part One – One National Program which became effective on November 26, 2019.

The 2020 RTIP is available on the TCAG's website at: <http://www.tularecog.org>. The document underwent a 30-day public review period from September 10, 2019 to October 10, 2019 and a public hearing was held on September 16, 2019.

Should you have any questions, please do not hesitate to call me at 559-623-0450 or by email at [tsmalley@tularecog.org](mailto:tsmalley@tularecog.org).

Sincerely,

A handwritten signature in black ink that reads "Ted Smalley". The signature is written in a cursive style with a large, stylized "T" and "S".

Theodore Smalley, Executive Director  
Tulare County Association of Governments

# 2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2020 RTIP)

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## **A. Overview and Schedule**

### **Section 1. Executive Summary**

The Tulare County Association of Governments (TCAG) is the regional transportation planning agency (RTPA) and metropolitan planning organization (MPO) for the Tulare County region. Every two years, TCAG prepares a Regional Transportation Improvement Program (RTIP) which programs Tulare County Regional Improvement Program (RIP) fund shares for transportation projects in the Tulare County region. The TCAG Board has committed that all RTIP funding is to be assigned to State Highway projects. In addition, TCAG is one of the few RTPAs that does not take Planning, Programming and Monitoring funding from the STIP. In conjunction with the RTIP, Measure R, Tulare County's regional transportation sales tax, is also heavily applied to State Highway System projects.

TCAG works closely with Caltrans District 6 in aligning proposed RTIP projects with the District's project priorities. TCAG's proposed 2020 RTIP is essentially a joint proposal with District 6 in that the funding priorities between the District and TCAG are identical.

On August 14, 2019, the California Transportation Commission (CTC) adopted the 2020 State Transportation Improvement Program (STIP) Fund Estimate (FE). Due to advancing future STIP funds in prior STIP cycles, the Tulare region has \$0 of target share programming capacity in the 2020 STIP. The Tulare region has an estimated \$10,340,000 of maximum share programming capacity. For the 2020 RTIP, TCAG will be requesting to advance \$5,402,000 of future STIP shares in order to program projects under the 2020 STIP. The projects proposed for programming are existing projects being carried over from the 2018 STIP. No new projects are proposed.

In addition to the RTIP proposal, in accordance with Section 32 of the 2020 State Transportation Improvement Program Guidelines, TCAG is also submitting its regional recommendation for the Interregional Program or ITIP. TCAG's 2020 RTIP includes a partnership proposal with Caltrans in which \$2.150M of RTIP funds would be combined \$8M in ITIP funds for the environmental and design components of the Tulare City Widening project. However, this partnership proposal was nullified with release of the Draft 2020 ITIP which recommended deprogramming of ITIP shares from the Tulare City Widening project. Since environmental work had already commenced on the project, Caltrans agreed to revise its ITIP recommendation to reinstate its \$2M commitment on the environmental component. Therefore, the net deprogramming amount proposed by the ITIP is \$6M.

Since another project has not been submitted by Caltrans to use the deprogrammed ITIP funds, it is TCAG's contention that the project being proposed under its ITIP recommendation is the more cost-effective alternative and warrants inclusion in the 2020 ITIP.

## **Section 2. General Information**

- **Regional Agency Name**  
Tulare County Association of Governments (TCAG)
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

**Regional Agency Website Link:** <http://www.tularecog.org>

**RTIP document link:** <http://www.tularecog.org/rtip/>

**RTP link:** <http://www.tularecog.org/rtp2018/>

- **Regional Agency Executive Director Contact Information**

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

### A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (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 State Transportation Improvement Program (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 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.

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

Programming recommendations in the 2020 RTIP reflect the larger goals of TCAG's adopted 2018 RTP and Sustainable Communities Strategy of improving safety, efficiency of commuting, improving goods movement routes, congestion relief, and incorporation of multiple transportation modes.

TCAG has historically committed all RTIP funding to State Highway projects. In addition, TCAG is one of the few Regional Planning Transportation Agencies (RTPAs) that does not take Planning, Programming and Monitoring funding from the STIP. Tulare County's regional transportation sales tax, Measure R, is also heavily applied to State Highway System projects. The same approach is being proposed for the development of the 2020 RTIP.

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

<b>Project Name and Location</b>	<b>Description</b>	<b>Summary of Improvements/Benefits</b>
Terra Bella Expressway (Segment 1): On State Route 65; near Porterville form Avenue 120 to 0.1 miles south of State Route 190/65 separation. (PPNO 8650A)	Widening of State Route 65 from a two-lane conventional highway to four-lane expressway. Project currently under construction.	Improve safety and flow of traffic by adding new traffic lanes.
Caldwell Middle Segment 6-lane: On State Route 99 near Visalia from 1.2 miles south of Avenue 280 overcrossing to 0.9 miles south of west Visalia overhead. (PPNO 6400C)	Widening of State Route 99 from four to six lanes. Nearing project completion.	Improve safety and flow of traffic by adding new traffic lanes.
Route 99 Betty Drive Interchange Improvements: In community of Goshen, on State Route 99 at Betty Drive. (PPNO 6423)	Widening of interchange and construction of operational improvements. Project currently under construction.	Improve safety and flow of traffic by replacing a functionally obsolete interchange.



## **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 14, 2019
Public Notice and Comment Period begins for the 2020 Draft RTIP	September 10, 2019
Caltrans identifies State Highway Needs	September 15, 2019
Public Hearing for TCAG Draft 2020 RTIP	September 16, 2019
Caltrans submits draft ITIP	October 1, 2019
Public Notice and Comment Period ends for 2020 Draft RTIP	October 10, 2019
CTC ITIP Hearing, South	October 15, 2019
TCAG adopts 2020 RTIP	October 21, 2019
TCAG submits RTIP to CTC (postmark by)	December 15, 2019
Caltrans submits ITIP to CTC	December 15, 2019
CTC STIP Hearing, South	January 30, 2020
CTC publishes staff recommendations	February 28, 2020
CTC Adopts 2020 STIP	March 25-26, 2020

### **B. Public Participation/Project Selection Process**

The proposed 2020 STIP is consistent with TCAG's adopted 2018 Regional Transportation Plan (RTP) and 2019 Federal Transportation Improvement Program (FTIP) and will be consistent with the upcoming 2021 FTIP (planned to be approved by TCAG in September 2020). All TCAG RTIP funding goes to the State Highway System. Because of this commitment, TCAG works closely with Caltrans District 6 in determining priorities for funding. This draft RTIP is a result of this coordination between TCAG and Caltrans.

Listed below are the project selection guidelines used for the development of the proposed draft 2020 RTIP:

- A. All projects must comply with the adopted State STIP Guidelines.
- B. Capacity increasing highway projects must not degrade air quality. This will be determined through the conformity process.
- C. Pre-programming Documents (similar to a PSR) are required of all projects.
- D. Projects must be on the State Highway System.
- E. Highway projects will be prioritized using the following data:
  - 1. Projects must be on TCAG's system of Regionally Significant Roadways.
  - 2. A Level of Service Index (LOSI) will be calculated.
  - 3. A Safety Index (SI) will be calculated. (Scoring for rating: LOSI + (SI)(2))
- F. Individual interchanges, over crossings and grade separations will be considered only after a "Regional Significance" has been identified and documented.

### **C. Consultation with Caltrans District (Required per Section 17)**

Caltrans District 6 serves as an ex-officio member of the TCAG Board. TCAG staff works closely with District 6 to develop RIP and IIP funding strategies address the transportation

needs of the region. Quarterly meetings are held to discuss the status of STIP projects and other regional projects for which Caltrans is either the lead agency or provides oversight. During these meetings, TCAG and Caltrans staffs also discuss other funding and partnering opportunities. During the course of the year, TCAG and Caltrans discuss the funding plans for implementing the region's priority projects and discuss ways of jointly funding State Highway projects with ITIP and RTIP funding.

## **B. 2020 STIP Regional Funding Request**

### **Section 6. 2020 STIP Regional Share and Request for Programming**

#### **A. 2020 Regional Fund Share Per 2020 STIP Fund Estimate**

Due to advancing future STIP funds in prior STIP cycles, the Tulare region has \$0 of target share programming capacity in the 2020 STIP. The Tulare region has an estimated \$10,340,000 of maximum share programming capacity. For the 2020 RTIP, TCAG will be requesting to advance \$5,402,000 of future STIP shares in order to program projects under the 2020 STIP. The projects proposed for programming are existing projects being carried over from the 2018 STIP. No new projects are proposed.

Refer to Appendices: Section 18 for the 2020 STIP Fund Estimate for the Tulare Region.

#### **B. Summary of Requested Programming**

<b>Project Name</b>	<b>Project Location and Description</b>	<b>Requested RIP Amount</b>
Tagus 6-Lane Widening (Combined) (PPNO 6400G)	Near the City of Tulare, from Prosperity Avenue to 1.2 mile south of Avenue 280. Widen from four to six lanes.	\$7,164,000 (FY 20-21)
Tulare City Widening (PPNO 6369)	In and near the city of Tulare, from Avenue 200 to Prosperity Avenue. Widen from 4 lanes to 6 lanes.	\$2,150,000 (FY 20-21)
State Route 65 Realignment and Operational Improvements (PPNO 0104)	Near the City of Lindsay, on State Route 65 from Lindsay to Exeter; realignment and operational improvements.	\$1,500,000 (FY 23-24)
Caldwell Avenue Interchange Improvements (PPNO 6421)	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 Ave 280 overcrossing. Re-construct Interchange.	\$4,600,000 (FY 22-23) \$7,000,000 (FY 23-24)
Commercial Avenue Interchange (PPNO 6940)	Near City of Tulare at Commercial Avenue and State Route 99 between 0.9 mile north of Avenue 200 OC and Paige Avenue OC; Construct new interchange and construct north and south bound auxillary lanes.	\$5,500,000 (FY 20-21) \$7,400,000 (FY 21-22)

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

Provide narrative on other funding included with the delivery of projects included in your RTIP. Discuss if project’s other funds will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending).

Proposed 2018 RTIP	Total RTIP	Other Funding						Total Project Cost
		ITIP	RSTP/ CMAQ	Local Funds	Other Funds	Unfunded Need	Previous RIP	
Tagus 6-Lane Widening (Combined) (PPNO 6400G)	\$7,164,000	\$53,652,000	\$0	\$0	\$20,000,000 <sup>1</sup>	\$0	\$3,797,000	\$84,613,000
Tulare City Widening (PPNO 6369)	\$2,150,000	\$8,000,000 <sup>2</sup>	\$0	\$0	\$0	\$190,000,000	\$0	\$200,150,000
State Route 65 Realignment and Operational Improvements (PPNO 0104)	\$1,500,000	\$0	\$0	\$0	\$0	\$36,250,000	\$5,650,000	\$43,400,000
Caldwell Avenue Interchange Improvements (PPNO 6421)	\$11,600,000	\$0	\$0	\$38,000,000	\$0	\$0	\$5,000,000	\$54,600,000
Commercial Avenue Interchange (PPNO 6940)	\$12,900,000	\$0	\$0	\$45,400,000	\$0	\$0	\$6,000,000	\$64,300,000
<b>Totals</b>	<b>\$35,314,000</b>	<b>\$61,652,000</b>	<b>\$0</b>	<b>\$83,400,000</b>	<b>\$20,000,000</b>	<b>\$226,250,000</b>	<b>\$20,447,000</b>	<b>\$447,063,000</b>

**Notes:**

1: Proposed funding source is Proposition 1B – State Route 99 Bond Savings

2: This amount consists of \$2M for PA&ED which was reinstated by Caltrans and \$6M for PS&E which remains deprogrammed. The funds are included in this table since they are part of TCAG’s regional recommendation for the interregional program.

## **Section 8. Interregional Transportation Improvement Program (ITIP) Funding**

The purpose of the Interregional Transportation Improvement Program (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.

The Draft 2020 ITIP carries over the Tagus 6-lane Widening Project from the 2018 ITIP. There is no change in programming years and the project remains fully funded. However, the proposed ITIP does show a reduction of \$28,673,000 for construction funding. Part of the reduction is attributed to cost savings in the amount of \$8,673,000. The remaining ITIP reduction amount of \$20,000,000 is result a proposed exchange of Proposition 1B Highway 99 Bond savings for currently programmed ITIP funding on the project.

<b>Tagus 6-Lane Widening Project ITIP Recommendation</b>	
<b>Phase</b>	<b>Amount</b>
Construction Support	\$12,000,000
Construction	\$32,836,000
<b>Total Recommended IIP Funds</b>	<b>\$44,836,000</b>

## **Section 9. Regional Recommendation for Interregional Program**

With respect to the Tulare City Widening Project, Caltrans' 2020 ITIP proposal recommended deprogramming of ITIP funding for the environmental (PA&ED) and design (PS&E) phases. Per Section 32 of the 2020 STIP Guidelines, TCAG is submitting its regional recommendation for the ITIP which keeps the PS&E component for this project fully funded as shown in the table below. The \$2M for PA&ED was originally included in the recommended deprogramming of ITIP funds for the project, but the funds were subsequently added back after it was determined that PA&ED work had already commenced on the project.

<b>Tulare City Widening Project TCAG Regional ITIP Recommendation</b>	
<b>Phase</b>	<b>Amount</b>
E&P (PA&ED)	\$2,000,000
PS&E	\$6,000,000
<b>Total Requested IIP Funds</b>	<b>\$8,000,000</b>

The segment proposed for improvements under the Tulare City Widening Project is a high-use segment of State Route 99. The four-lane segment (two lanes in each direction) is used by both interregional and regional traffic. It is also experiences heavy goods movement truck traffic. Traffic congestion and safety is a significant concern along this section of State Route 99.

The project begins where the Tagus 6-Lane Widening project will leave off at Prosperity Avenue in the City of Tulare. These projects are a part of an overall statewide effort to make the entire length of State Route 99 a six-lane or greater facility. This segment through Tulare County is one of the last remaining urban segments that have not yet been expanded to 6-lanes. State Route 99 in Tulare County is a vital corridor for goods movement and interregional trips between the large urban centers in Northern and Southern California. Without this needed expansion, the corridor could suffer economically as congestion occurs on a more regular basis thereby impeding the efficient movement of goods up and down the state. Furthermore, heavier traffic congestion will further worsen the region's air quality conditions which were expected to improve as circulation conditions improved along the corridor.

Since another project has not been submitted by Caltrans to use the ITIP funds deprogrammed from the Tulare City Widening project, it is TCAG's contention that the project being proposed under its ITIP recommendation is the more cost-effective alternative and warrants inclusion in the 2020 ITIP.

**A. Project Level Cost Benefit Analysis**

In accordance with Section 32 of the 2020 STIP Guidelines, the following objective analysis of project benefits is provided:

Project Benefit	Analysis
Estimate of Total Project Costs, including mitigation and support costs	PA&ED: \$4,150,000 PS&E: \$6,000,000 Right of Way (Support): \$6,000,000 Right of Way: \$47,000,000 Construction (Support): \$13,000,000 Construction: \$124,000,000 Total: \$200,150,000  <i>Source: Project Programming Request Form</i>
Estimate of the time of completion of project construction	Project construction is anticipated to be completed by 2/1/2027.  <i>Source: Project Programming Request Form</i>
Estimate of annual project benefits due to vehicle time savings and vehicle operating costs (over period of 20 years)	Travel Time Savings: \$205.3 million Vehicle Operating Cost Savings: -\$24.6 million  <i>Source: California Life-Cycle Benefit Cost Analysis Model (Cal-B/C) Version 6.2, prepared by Caltrans District 6 for the Tulare City Widening Project</i>
Estimate of annual project benefits due to reductions in fatalities and injuries (over period of 20 years)	Accident Cost Savings: \$42.1 million  <i>Source: California Life-Cycle Benefit Cost Analysis Model (Cal-B/C) Version 6.2, prepared by Caltrans District 6 for the Tulare City Widening Project</i>
Proposed project's impact on other projects planned or underway within the corridor	There are a number of projects planned or underway within the State Route 99 corridor in Tulare County. There is one highway widening project (Tagus 6-Lane Widening) which will widen SR-99 from four to six lanes from Prosperity Avenue to 1.2 miles south of Avenue 280. There are also

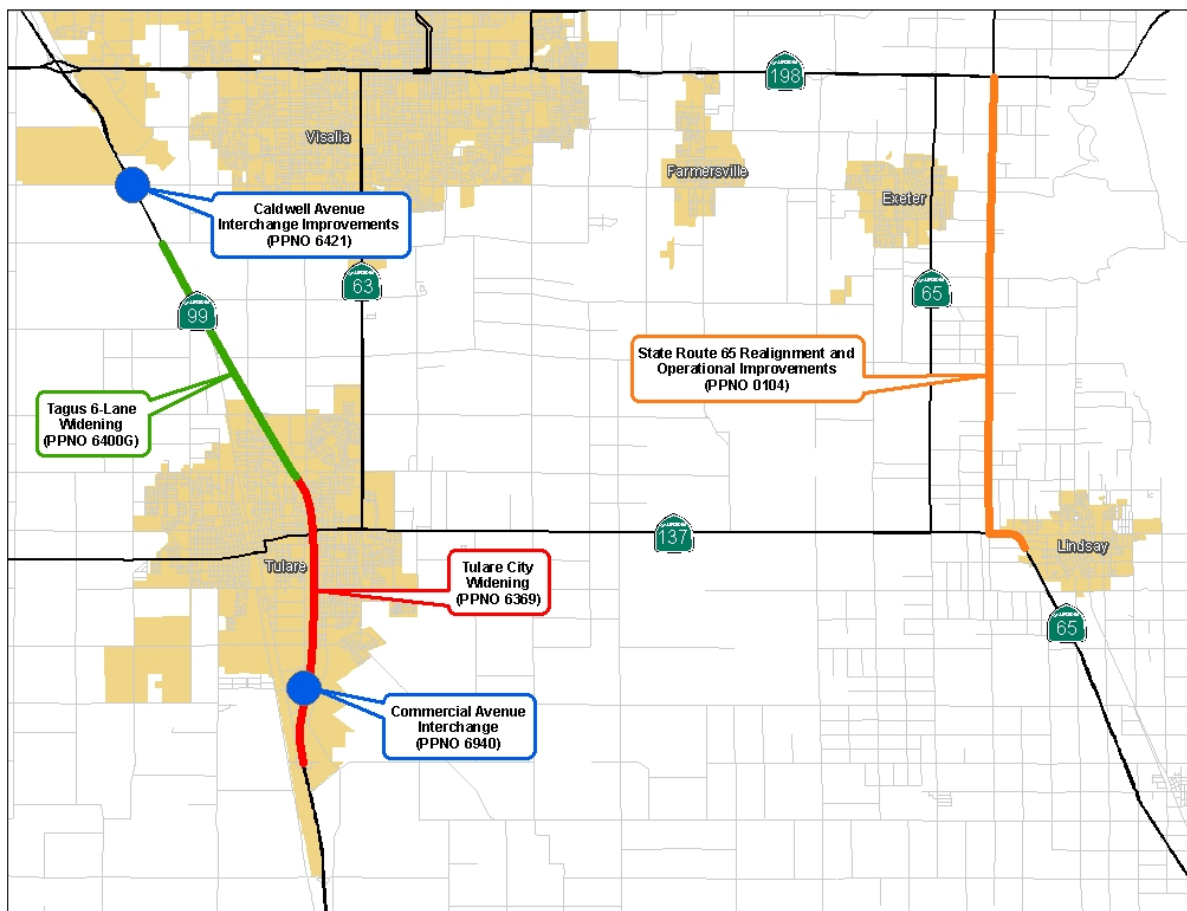
	<p>plans to construct a new interchange at SR-99 and Commercial Avenue and reconstruct the existing interchange at SR-99 and Caldwell Avenue. The SR-99/Commercial Avenue interchange is located within the segment of SR-99 proposed for widening under the Tulare City Widening project. The proposed project would not negatively impact the planned projects within the corridor. In fact, environmental, design, right-of-way and construction considerations could be coordinated with one another resulting in potential costs savings and other benefits.</p>
<p>How the project would implement the Interregional Strategic Plan, including a description of its impact on California's economic growth, the interregional distribution of goods, and the environment.</p>	<p>As a part of the San Jose/San Francisco Bay Area - Central Valley - Los Angeles Corridor, the Tulare City Widening Project is a vital part of the overall all effort to implement the Interregional Transportation Strategic Plan (ITSP). As stated on page 112 of the Interregional Transportation Strategic Plan (ITSP), "there is a clear increase in congestion in the four-lane segment (of State Route 99) between Tulare and Bakersfield with trucks accounting for nearly 30 percent share in this segment." Further, Table 15 on page 118 of the ITSP lists Freight Corridor Expansion, which consists of gap closures and facility expansion to support the economy, as a high priority of the ITSP. Within the four-lane segment of State Route 99 in Tulare County, the percentage of truck traffic ranges from approximately 20% to 30% of overall traffic. Overall VMT for State Route 99 is expected to increase significantly between now and 2040. In an effort to alleviate traffic congestion and provide a safer roadway for auto and truck traffic utilizing this facility, TCAG, in partnership with Caltrans, has committed a significant amount of its RTIP and local measure funds to upgrade State Route 99 in Tulare County. Over the last six years, approximately 18 miles of SR-99 between the Fresno County line to south of the City of Visalia have been upgraded to six-lane facility. Construction funding for the next segment (Tagus 6-Lane Widening Project) is in place with construction expected to begin 2020. The Tulare City Widening project is the next segment in line after the Tagus 6-Lane Widening project. State Route 99 is a major lifeline for the flow of agricultural goods and other commodities between the metropolitan population centers and ports located in northern and southern California. It's also vital for transporting locally produced commodities (primarily agricultural products) to urban markets in Los Angeles and San Francisco and beyond. It is vital to the economy of San Joaquin Valley and the State of California that investments continue to be made to SR-99 which serves as the backbone for the movement of people and goods throughout the state.</p>

**Section 10. Projects Planned Within Multi-Modal Corridors (per Sections 11 and 20e)**

There are no projects currently underway along any State Route corridor in Tulare County that could be impacted by projects proposed in the RTIP. Planned projects are shown on Figure 1 below. Four of the five projects proposed for RTIP funding are located on State Route 99. Widening projects along State Route 99 in Tulare County have been in progress since 2013. Widening has been completed on approximately 18 miles of the highway stretching from the Fresno-Tulare County line to south of Caldwell Avenue near Visalia. Upon completion of the Tagus 6-Lane and Tulare City Widening projects, SR-99 will be a six-lane facility from the Fresno-Tulare County line to Avenue 200 south of the City of Tulare (approximately 28 miles). The ultimate plan is to widen SR-99 through the rest of the Tulare County to the Kern County line.

In addition to the widening, there are two interchange projects proposed along State Route 99. Neither project would interfere with or impact the SR-99 widening projects. The projects would actually complement one another.

**Figure 1**



## **Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP**

**Section 11. Regional Level Performance Evaluation (per Section 19A of the guidelines)**

The 2020 RTIP furthers the goals of TCAG’s adopted 2018 RTP and Sustainable Communities Strategy. These goals include:

Goal 1. Comprehensive – Provide an efficient, integrated multi-modal regional transportation system for the movement of people and goods that enhances the physical, economic, and social environment in the Tulare County region.

Goal 2. System Performance – Develop an efficient, maintained, and safe circulation network that maximizes circulation, longevity, and fiscal responsibility while minimizing environmental impacts.

Goal 3 – Goods Movement – Provide a transportation system that efficiently and effectively transports goods to, from, within, and through Tulare County.

Goal 4 – Regional Roads and Corridors – Preserve and enhance regional transportation roads and corridors.

As required per Section 19A of the adopted 2020 STIP guidelines, the RTIP must include an evaluation of overall (RTP level) performance using, as a baseline, the region’s existing monitored data.

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

Projects listed in TCAG’s 2020 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) account for over \$5.7 billion (inflation adjusted) in transportation improvements in the Tulare Region, of which the 2020 RTIP reflects approximately \$466 million. The RTIP is just one of a number of funding sources which are relied upon to support transportation projects within the region. The performance measures listed in Table B1 below identify relevant data and tools available to the extent that may be reported.

The forecasted daily vehicle miles traveled (VMT) per capita with the RTIP projects will decrease by approximately 0.5% compared to the forecasted daily vehicle miles traveled (VMT) per capita without the projects. The performance measures presented in Table B1 shows a reduction in the percent of congested freeway VMT (at or below 35 mph).

Projects programmed in the 2020 RTIP further the goals of TCAG’s adopted 2018 RTP and Sustainable Communities Strategies by providing an efficient integrated multi-modal regional transportation system for the movement of people and goods, enhancing regional accessibility and circulation, enhancing safety, improving capacity, and accommodating future transportation needs throughout the Tulare County region.

<b>Table B1</b>			
<b>Evaluation – Regional Level Performance Indicators and Measures</b>			
		<b>Current System Performance</b>	<b>Projected System Performance</b>



Goal	Indicator/Measure	(2042 No Project)	(2042 RTP/SCS)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	18.3	18.2
	Percent of congested freeway VMT (at or below 35 mph)	42.6%	6.0%
	Commute mode share (travel to work)	18.7%	18.6%
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	62.4%	64.5%
	Mean commute travel time (to work)	16.45 min	16.31 min
	Farebox recovery ratio		
Environmental Sustainability	Change in acres of important agricultural land outside SOI	2,311	1,518
	CO <sub>2</sub> emissions reduction per capita	-18.6%	-17.0%

## **Section 12. Regional and Statewide Benefits of RTIP**

The proposed funding in the 2020 Draft Tulare RTIP provides both regional and statewide benefits. Once completed, the Tagus Six-Lane and Tulare City Widening projects will facilitate the safe and efficient movement of goods and people within the Tulare County region, and between the north and south parts of the State and beyond. State Route 99 is a major land based shipping route between the international market centers of San Francisco and Los Angeles. As pointed out in *Freight Facts and Figures 2013*, State Route 99 is one of the most heavily traveled non-interstate highways in the nation.<sup>1</sup> In 2015, the Federal Highway Administration included State Route 99 as part of the highway-only Primary Freight Network under the National Freight Network.<sup>2</sup> The purpose of the National Freight Network is to “assist States in strategically directing resources toward improved system performance for efficient movement of freight on the highway portion of the Nation’s freight transportation system.”<sup>3</sup>

The Cartmill and Commerical Avenue Interchanges and the State Route 65 realignment projects will bring regional benefits. Each of the projects will facilitate regional connections for vehicles, bicyclists and pedestrians, facilitating their safety and mobility as they travel adjacent to the State Route 99 and 65 corridors. When completed, the State Route 65 project will move regional traffic off of the current alignment of SR 65 through the City of Exeter to a new and improved alignment of SR 65 located east of the city.

## **D. Performance and Effectiveness of RTIP**

### **Section 13. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)**

<sup>1</sup> U.S. Department of Transportation, FHWA, *Freight Facts and Figures 2013*, p. 36-37

<sup>2</sup> U.S. Department of Transportation, FHWA, *National Highway Freight Network Map*, [http://ops.fhwa.dot.gov/freight/infrastructure/nfn/maps/nhfn\\_map.htm](http://ops.fhwa.dot.gov/freight/infrastructure/nfn/maps/nhfn_map.htm)

<sup>3</sup> U.S. Department of Transportation, *Final Designation of the Highway Primary Freight Network Federal Register Notice*, [https://www.transportation.gov/sites/dot.gov/files/docs/FHWA-151002-013\\_F%20PFN.pdf](https://www.transportation.gov/sites/dot.gov/files/docs/FHWA-151002-013_F%20PFN.pdf)

Per Section 19B and Appendix B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 or B2a below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

Tulare County Association of Governments						
Performance and Effectiveness of the RTP						
Indicator	Relation to STEP Section 19 Performance Criteria	Performance Measures			Current	Projected
		Mode	Level*	Measures	System	Impact of
					Performance	Projects
				(Baseline)		
Safety	2			Fatalities / Vehicle Miles Traveled (VMT)	N/A	See
	2	Roadway	Region	Fatal Collisions / VMT	0.000246489	Comment 1
Mobility	2			Injury Collisions / VMT	0.003439381	Below
	1			Passenger Hours of Delay / Year	10,547,770	9,992,970
	1	Roadway	Region	Average Peak Period Travel Time (2035 TCAG Model)	11.47 min.	11.47
Accessibility	1			Average Off-Peak Period Travel Time (2035 TCAG Model)	11.42 min	11.43 min.
	4 also 1,3,6,7	Transit	Region	Percentage of population within 1/2 mile of a rail station or bus route.	N/A	N/A
		All	Region	Average travel time to jobs or school	N/A	N/A
Reliability	1	Roadway	Comidor	Travel Time Variability (buffer index)	N/A	N/A
	1	Roadway	Comidor	Daily vehicle hours of delay per capita	N/A	N/A
	1	Roadway	Comidor	Daily congested highway VMT per capita	N/A	N/A
	5	Transit	Mode	Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late.	N/A	N/A
Productivity (Throughput)	7	Roadway - Vehicles	Comidor	Average Peak Period Vehicle Trips	N/A	N/A
	7			Average Daily Vehicle Trips (ADT)	N/A	N/A
	6,7,8			Daily VMT per capita	N/A	N/A
	7	Roadway People	Comidor	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate	N/A	N/A
	7			Average Daily Vehicle Trips Multiplied by the Occupancy Rate	N/A	N/A
	7	Trucks	Comidor	Percentage of ADT that are (5+ axle) Trucks	N/A	N/A
	7			Average Daily Vehicle Trips that are (5+ axle) Trucks	N/A	N/A
	7	Transit	Mode	Passengers per Vehicle Revenue Hour	N/A	N/A
	7			Passengers per Vehicle Revenue Mile	N/A	N/A
	7			Passengers Mile per Train Mile (Intercity Rail)	N/A	N/A
7	Boardings per capita			N/A	N/A	
System Preservation	3	Roadway	Region	Total number of Distressed Lane Miles	391.92	N/A
	3			Percentage of Distressed Lane Miles	12.40%	N/A
	3			Percentage of Roadway at Given IRI Levels	N/A	N/A
Environmental Impact	6	All	Region	Percentage of highway bridges in need of repair	N/A	N/A
				Carbon dioxide emissions per capita	N/A	N/A
Return on Investment/Lifecycle Cost	1-7	All	Comidor	Criteria pollutant emissions per capita	N/A	N/A
				Percentage rate of return	N/A	N/A
Comment 1: Future projected accident rates are not prepared. Baseline safety calculations will be compared for each STIP to demonstrate system wide improvement.						
Comment 2: As discussed in the prior section of the text, TCAG ranks projects based on a scoring criteria that includes factors for ADT, LOS improvement, costs, and the use of Caltrans safety calculation procedures. TCAG will continue to refine performance measures as part of the upcoming 2016 RTP.						

## Section 14. Project Specific Evaluation

Please refer to Section 18 in the Appendices for the project specific evaluation for each of the projects.

## **E. Detailed Project Information**

### **Section 15. Overview of Projects Programmed with RIP Funding**

#### **Tagus 6-Lane Widening Project**

The project consists of lane widening on State Route 99 in Tulare County to increase the capacity of a 4.6-mile segment located between Prosperity Avenue to 1.2 mile South of Avenue 280 Overcrossing. The project would convert the four-lane freeway to a six-lane freeway. The project proposes to provide an acceptable Level of Service (LOS) for future 20 year traffic projections. The project will construct one lane in the median for each direction of travel. The shoulders would be widened to current standards. It will construct median barriers where needed, sound walls, and storm water infiltration basins and weaving lanes on various locations within the project limits.



#### **Tulare City Widening**

This project is a continuation of the lane widening efforts on State Route 99. It picks up where the Tagus 6-Lane Widening Project ends at Prosperity Avenue and continues south to Avenue 200 in the southern portion of Tulare. The project would convert the current four-lane freeway to six-lanes through a highly traveled and often congested section of State Route 99 through the City of Tulare.



**State Route 65 Realignment and Operational Improvements**

The project consists of the realignment of State Route 65 from its current alignment which takes it through the City of Exeter and moves it approximately 1 mile to the east on the current Spruce Road alignment. Other improvements include roundabouts and other intersection improvements along the realigned SR-65 corridor which will facilitate the safe and efficient movement of traffic.



### Commercial Avenue Interchange

This project would construct a new interchange and construct north and southbound auxiliary lanes between the project site and Paige Avenue. The project is located on State Route 99 and the existing Commercial Avenue alignment. The project is needed as a replacement for the functionally obsolete interchange located at State Route 99 and Paige Avenue.



**Caldwell Avenue Interchange**

This project would re-construct the existing interchange at State Route 99 and Caldwell Avenue (Avenue 280), just west of the City of Visalia. The project is needed as a replacement for the current interchange which is functionally obsolete. It will provide a safer and more efficient interchange for this location which is planned for extensive development in the near term.



**F. Appendices**

**Section 16. Projects Programming Request Forms**

**Section 17. Board Resolution or Documentation of 2020 RTIP Approval**

**Section 18. Proof of Publication of Public Notice**

**Section 19. Project Specific Benefit Evaluations**



**Section 1\***

**Project Programming Request Forms**

## PROJECT PROGRAMMING REQUEST

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

General Instructions

Amendment (Existing Project) Y/N					Date:	07/16/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
06	36024	0613000005		6400G			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
TUL	99	30.6	35.2	Caltrans			
				MPO		Element	
				TCAG		CO	
Project Manager/Contact		Phone		E-mail Address			
Jim Bane		(559)243-3469		<a href="mailto:jim.bane@dot.ca.gov">jim.bane@dot.ca.gov</a>			
<b>Project Title</b>							
Tagus 6-Lane Widening (Combined)							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
Near the city of Tulare, from Prosperity Avenue to 1.2 mile south of Avenue 280. Widen from four to six lanes.							
<b>Component</b>							
Implementing Agency							
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
<b>Legislative Districts</b>							
Assembly:	30,34		Senate:	16,18		Congressional:	21
<b>Project Benefits</b>							
<b>Purpose and Need</b>							
On State Route 99 in Tulare County near Tulare from Prosperity Avenue to 1.2 mile south of Avenue 280 OC (Br. No. 46-0195). The capacity increase project proposes to add one northbound lane and one southbound lane. Project also includes replacement plantings. This Project is a split from the Tulare to Goshen 6-Lane South Segment PPNO 6400B project. <input type="checkbox"/>							
<input type="checkbox"/>							
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>	
State Highway Road Construction		Mixed flow lane-mile(s) constructed			Miles	9.2	
ADA Improvements Y		Bike/Ped Improvements Y			Reversible Lane analysis	N	
Inc. Sustainable Communities Strategy Goals Y				Reduces Greenhouse Gas Emissions N			
<b>Project Milestone</b>						<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				<b>Document Type</b>			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						02/25/2009	
Begin Design (PS&E) Phase						08/01/2013	
End Design Phase (Ready to List for Advertisement Milestone)						11/01/2019	
Begin Right of Way Phase						06/01/2014	
End Right of Way Phase (Right of Way Certification Milestone)						11/01/2019	
Begin Construction Phase (Contract Award Milestone)						05/06/2020	
End Construction Phase (Construction Contract Acceptance Milestone)						07/01/2023	
Begin Closeout Phase						07/01/2023	
End Closeout Phase (Closeout Report)						02/01/2025	

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**PROJECT PROGRAMMING REQUEST**

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

Date: 07/16/19

**Additional Information**

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**PROJECT PROGRAMMING REQUEST**

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

Date: 07/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	TUL, ,	99, ,	36024	0613000005	6400G	
<b>Project Title:</b> Tagus 6-Lane Widening (Combined)						

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)									Caltrans
PS&E	5,950							5,950	Caltrans
R/W SUP (CT)	1,663							1,663	Caltrans
CON SUP (CT)		12,000						12,000	Caltrans
R/W	10,600							10,600	Caltrans
CON		67,000						67,000	Caltrans
<b>TOTAL</b>	<b>18,213</b>	<b>79,000</b>						<b>97,213</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	5,950							5,950	
R/W SUP (CT)	1,663							1,663	
CON SUP (CT)		12,000						12,000	
R/W	5,000							5,000	
CON		60,000						60,000	
<b>TOTAL</b>	<b>12,613</b>	<b>72,000</b>						<b>84,613</b>	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Tulare County Association of Gove
PS&E	425							425	
R/W SUP (CT)	613							613	
CON SUP (CT)									
R/W	5,850							5,850	
CON		8,000						8,000	
<b>TOTAL</b>	<b>6,888</b>	<b>8,000</b>						<b>14,888</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	425							425	
R/W SUP (CT)	613							613	
CON SUP (CT)									
R/W	2,759							2,759	
CON		7,164						7,164	
<b>TOTAL</b>	<b>3,797</b>	<b>7,164</b>						<b>10,961</b>	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	5,525							5,525	
R/W SUP (CT)	1,050							1,050	
CON SUP (CT)		12,000						12,000	
R/W	4,750							4,750	
CON		59,000						59,000	
<b>TOTAL</b>	<b>11,325</b>	<b>71,000</b>						<b>82,325</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	5,525							5,525	
R/W SUP (CT)	1,050							1,050	
CON SUP (CT)		12,000						12,000	
R/W	2,241							2,241	
CON		32,836						32,836	
<b>TOTAL</b>	<b>8,816</b>	<b>44,836</b>						<b>53,652</b>	

Fund No. 3:		Proposition 1B - State Route 99							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		20,000						20,000		
TOTAL		20,000						20,000		

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

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

**PROJECT PROGRAMMING REQUEST**

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

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Date: 07/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	TUL	99	36024	0613000005	6400G	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

Reduce Right of Way and Construction Capital Cost.

**Reason for Proposed Change**

Updated estimates based upon actual and appraised acquisitions for Right of Way Capital. 95% PS&E cost estimate update. reduces Latest information reduces capital need. \$5.6 Million Right of Way and \$7.0 Million Construction.

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

**Other Significant Information**

**SECTION 2 - For SB1 Projects Only**

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

**SECTION 3 - All Projects**

**Approvals**

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

Name (Print or Type)	Signature	Title	Date
James Bane		Project Manager	7/16/2019

**Attachments**

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

Amendment (Existing Project) Y/N					Date:	03/29/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
06	48950	0614000040		6369			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
TUL	99	25.4	30.5	Caltrans			
				MPO	Element		
				TCAG	CO		
Project Manager/Contact		Phone		E-mail Address			
Anand Kappor		(559)243-3588		<a href="mailto:anand.kapoor@dot.ca.gov">anand.kapoor@dot.ca.gov</a>			
<b>Project Title</b>							
Tulare City Widening							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
In and near the city of Tulare, from Avenue 200 to Prosperity Avenue. Relieve Traffic Congestion.							
<b>Component</b>							
		Implementing Agency					
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
<b>Legislative Districts</b>							
Assembly:		Senate:		Congressional:			
<b>Project Benefits</b>							
The improvement would reduce traffic congestions and improve traffic safety.							
<b>Purpose and Need</b>							
Demand for this facility is increasing due to the regional population growth and recent development in the area. The ADT will nearly double by 2040 and nearly triple by 2060. This project is needed to address a projected capacity problem and low Level of Service. The purpose of this project is to relieve congestion, reduce delays, and increase safety.							
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>	
State Highway Road Construction		Mixed flow lane-mile(s) constructed			Miles	10.2	
ADA Improvements	Yes	Bike/Ped Improvements	Yes	Reversible Lane analysis	N		
Inc. Sustainable Communities Strategy Goals		No	Reduces Greenhouse Gas Emissions		Yes		
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					10/01/2018	05/01/19	
Circulate Draft Environmental Document			Document Type	ND/FONSI	03/01/2021	10/01/21	
Draft Project Report					02/01/2021	09/01/21	
End Environmental Phase (PA&ED Milestone)					10/01/2021	05/01/22	
Begin Design (PS&E) Phase					10/01/2021	05/01/22	
End Design Phase (Ready to List for Advertisement Milestone)					10/01/2023	05/02/24	
Begin Right of Way Phase					10/01/2021	05/01/22	
End Right of Way Phase (Right of Way Certification Milestone)					09/01/2023	05/01/24	
Begin Construction Phase (Contract Award Milestone)					07/01/2024	02/01/25	
End Construction Phase (Construction Contract Acceptance Milestone)					07/01/2026	02/01/27	
Begin Closeout Phase					07/01/2026	02/01/27	
End Closeout Phase (Closeout Report)					07/01/2029	02/01/30	

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**PROJECT PROGRAMMING REQUEST**

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

Date: 03/29/19

**Additional Information**

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**PROJECT PROGRAMMING REQUEST**

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

Date: 03/29/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	TUL, ,	99, ,	48950	0614000040	6369	
<b>Project Title:</b> Tulare City Widening						

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)		4,150						4,150	Caltrans
PS&E				6,000				6,000	Caltrans
R/W SUP (CT)					6,000			6,000	Caltrans
CON SUP (CT)					13,000			13,000	Caltrans
R/W					47,000			47,000	Caltrans
CON					124,000			124,000	Caltrans
<b>TOTAL</b>		<b>4,150</b>		<b>6,000</b>	<b>190,000</b>			<b>200,150</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		4,150						4,150	
PS&E				6,000				6,000	
R/W SUP (CT)				6,000				6,000	
CON SUP (CT)						13,000		13,000	
R/W				47,000				47,000	
CON						124,000		124,000	
<b>TOTAL</b>		<b>4,150</b>		<b>59,000</b>		<b>137,000</b>		<b>200,150</b>	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)		2,150						2,150	Tulare County Association of Gove
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>		<b>2,150</b>						<b>2,150</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		2,150						2,150	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>		<b>2,150</b>						<b>2,150</b>	

Fund No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)					6,000			6,000	
CON SUP (CT)					13,000			13,000	
R/W					47,000			47,000	
CON					124,000			124,000	
<b>TOTAL</b>					<b>190,000</b>			<b>190,000</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		2,000						2,000	
PS&E				6,000				6,000	
R/W SUP (CT)				6,000				6,000	
CON SUP (CT)						13,000		13,000	
R/W				47,000				47,000	
CON						124,000		124,000	
<b>TOTAL</b>		<b>2,000</b>		<b>59,000</b>		<b>137,000</b>		<b>198,000</b>	

Fund No. 3:		IIP - National Hwy System (NH)							Program Code	
Existing Funding (\$1,000s)									20.XX.025.700	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)		2,000						2,000	Caltrans	
PS&E				6,000				6,000		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL		2,000		6,000				8,000		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

**PROJECT PROGRAMMING REQUEST**

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Date: 03/29/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	TUL	99	48950	0614000040	6369	

**SECTION 1 - All Projects**

<b>Project Background</b>
<b>Programming Change Requested</b>
<b>Reason for Proposed Change</b>
<b>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</b>
<b>Other Significant Information</b>

<b>SECTION 2 - For SB1 Projects Only</b>
Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

<b>SECTION 3 - All Projects</b>								
<b>Approvals</b>								
I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*								
<table border="1"> <thead> <tr> <th>Name (Print or Type)</th> <th>Signature</th> <th>Title</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Name (Print or Type)	Signature	Title	Date				
Name (Print or Type)	Signature	Title	Date					

**Attachments**

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

**PROJECT PROGRAMMING REQUEST**

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

General Instructions

Amendment (Existing Project) Y/N					Date:	10/4/19
District	EA	Project ID	PPNO	MPO ID		
06	0U880	0616000074	6940			
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
TUL	99	26.3	27.6	Caltrans		
				MPO	Element	
				TCAG		
Project Manager/Contact		Phone		E-mail Address		
Neil Bretz		559-243-3465		<a href="mailto:neil.bretz@dot.ca.gov">neil.bretz@dot.ca.gov</a>		
<b>Project Title</b>						
Commercial Avenue Interchange Project						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
In Tulare County near Tulare from 0.2 mile north of Airport Overcrossing to Paige Road Overcrossing. Construct new interchange.						
<b>Component</b>						
		Implementing Agency				
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
<b>Legislative Districts</b>						
Assembly:	26	Senate:	16	Congressional:	22	
<b>Project Benefits</b>						
Improve operational and safety aspects of traffic entering and leaving the freeway near the Agricultural Center Complex.						
<b>Purpose and Need</b>						
Existing interchange at Paige Road will deteriorate to LOS F within the 20 year design period. Improved access to the nearby Agricultural Center Complex is needed to handle the anticipated increase in traffic volumes.						
<b>Category</b>		<b>Outputs</b>			<b>Unit</b>	<b>Total</b>
NHS Improvements	Yes	Roadway Class	1	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved					03/08/17	
Begin Environmental (PA&ED) Phase						03/09/17
Circulate Draft Environmental Document			<b>Document Type</b>			12/21/18
Draft Project Report						12/21/18
End Environmental Phase (PA&ED Milestone)						06/10/19
Begin Design (PS&E) Phase						06/17/19
End Design Phase (Ready to List for Advertisement Milestone)						03/01/22
Begin Right of Way Phase						12/01/19
End Right of Way Phase (Right of Way Certification Milestone)						02/01/22
Begin Construction Phase (Contract Award Milestone)						10/01/22
End Construction Phase (Construction Contract Acceptance Milestone)						07/01/25
Begin Closeout Phase						08/01/25
End Closeout Phase (Closeout Report)						07/01/27

**ADA Notice**

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**PROJECT PROGRAMMING REQUEST**

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

Date: 10/4/19

**Additional Information**

[Empty box for Additional Information]

**PROJECT PROGRAMMING REQUEST**

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

Date: 10/4/19

District	County	Route	EA	Project ID	PPNO	
06	TUL	99	0U880	0616000074	6940	
<b>Project Title:</b> Commercial Avenue Interchange Project						

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)									Caltrans
PS&E	4,000							4,000	Caltrans
R/W SUP (CT)	1,500							1,500	Caltrans
CON SUP (CT)					8,000			8,000	Caltrans
R/W	4,000							4,000	Caltrans
CON					45,000			45,000	Caltrans
<b>TOTAL</b>	<b>9,500</b>				<b>53,000</b>			<b>62,500</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	6,000							6,000	
R/W SUP (CT)		2,400						2,400	
CON SUP (CT)			7,400					7,400	
R/W		3,100						3,100	
CON			45,400					45,400	
<b>TOTAL</b>	<b>6,000</b>	<b>5,500</b>	<b>52,800</b>					<b>64,300</b>	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E	4,000							4,000	
R/W SUP (CT)	1,500							1,500	
CON SUP (CT)									
R/W	4,000							4,000	
CON									
<b>TOTAL</b>	<b>9,500</b>							<b>9,500</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	6,000							6,000	
R/W SUP (CT)		2,400						2,400	
CON SUP (CT)			7,400					7,400	
R/W		3,100						3,100	
CON									
<b>TOTAL</b>	<b>6,000</b>	<b>5,500</b>	<b>7,400</b>					<b>18,900</b>	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					45,000			45,000	
<b>TOTAL</b>					<b>45,000</b>			<b>45,000</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			45,400					45,400	
<b>TOTAL</b>			<b>45,400</b>					<b>45,400</b>	



**PROJECT PROGRAMMING REQUEST**

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

**Complete this page for amendments only**

Date: 10/4/19

District	County	Route	EA	Project ID	PPNO	
06	TUL	99	0U880	0616000074	6940	

**SECTION 1 - All Projects****Project Background**

--

**Programming Change Requested**

--

**Reason for Proposed Change**

--

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

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**Other Significant Information**

--

**SECTION 2 - For SB1 Projects Only**

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

**SECTION 3 - All Projects****Approvals**

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Name (Print or Type)	Signature	Title	Date

**Attachments**

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



## PROJECT PROGRAMMING REQUEST

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

General Instructions

Amendment (Existing Project) Y/N					Date:	08/26/19		
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.	
06	48740	0616000029		6421				
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency				
TUL	99	36.1	36.8	Tulare County Association of Governments				
				MPO		Element		
				TCAG		CO		
Project Manager/Contact		Phone		E-mail Address				
James Bane		(559)243-3469		<a href="mailto:jim.bane@dot.ca.gov">jim.bane@dot.ca.gov</a>				
Project Title								
Caldwell Interchange Improvements								
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							
PS&E	Caltrans							
Right of Way	Caltrans							
Construction	Caltrans							
Legislative Districts								
Assembly:	26		Senate:	16		Congressional:	22	
Project Benefits								
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.								
Category		Outputs/Outcomes			Unit	Total		
State Highway Road Construction		Modified/Improved interchange(s)			Each	1		
ADA Improvements	Y	Bike/Ped Improvements	Y	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					07/11/2017			
Circulate Draft Environmental Document			Document Type		07/01/2018			
Draft Project Report					07/01/2018			
End Environmental Phase (PA&ED Milestone)					04/16/2019	07/10/19		
Begin Design (PS&E) Phase					05/01/2019	07/10/19		
End Design Phase (Ready to List for Advertisement Milestone)					09/01/2021	10/15/23		
Begin Right of Way Phase					06/01/2019	07/10/19		
End Right of Way Phase (Right of Way Certification Milestone)					08/01/2021	09/15/23		
Begin Construction Phase (Contract Award Milestone)					04/01/2022	03/01/24		
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/2023	01/01/26		
Begin Closeout Phase					12/01/2023	01/01/26		
End Closeout Phase (Closeout Report)					12/01/2025	03/01/28		

## ADA Notice

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**PROJECT PROGRAMMING REQUEST**

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

Date: 08/26/19

**Additional Information**

[Empty box for Additional Information]

**PROJECT PROGRAMMING REQUEST**

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

Date: 08/26/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	TUL, ,	99, ,	48740	0616000029	6421	
<b>Project Title:</b> Caldwell Interchange Improvements						

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)	3,000							3,000	Caltrans
PS&E	4,000							4,000	Caltrans
R/W SUP (CT)			1,000					1,000	Caltrans
CON SUP (CT)				6,500				6,500	Caltrans
R/W			4,000					4,000	Caltrans
CON			35,000					35,000	Caltrans
<b>TOTAL</b>	<b>7,000</b>		<b>40,000</b>	<b>6,500</b>				<b>53,500</b>	
Proposed Total Project Cost (\$1,000s)									Notes
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					35,000			35,000	
<b>TOTAL</b>	<b>8,000</b>			<b>4,600</b>	<b>42,000</b>			<b>54,600</b>	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Tulare County Association of Gove
PS&E	4,000							4,000	
R/W SUP (CT)			1,000					1,000	
CON SUP (CT)				6,500				6,500	
R/W			4,000					4,000	
CON									
<b>TOTAL</b>	<b>4,000</b>		<b>5,000</b>	<b>6,500</b>				<b>15,500</b>	
Proposed Funding (\$1,000s)									
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									
<b>TOTAL</b>	<b>5,000</b>			<b>4,600</b>	<b>7,000</b>			<b>16,600</b>	

Fund No. 2:	Local Funds - Local Measure (MEA)								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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	
<b>TOTAL</b>	<b>3,000</b>		<b>35,000</b>					<b>38,000</b>	
Proposed Funding (\$1,000s)									
E&P (PA&ED)	3,000							3,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					35,000			35,000	
<b>TOTAL</b>	<b>3,000</b>				<b>35,000</b>			<b>38,000</b>	

**PROJECT PROGRAMMING REQUEST**

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

*Complete this page for amendments only*

Date: 08/26/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	TUL	99	48740	0616000029	6421	

**SECTION 1 - All Projects**

**Project Background**

**Programming Change Requested**

**Reason for Proposed Change**

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

**Other Significant Information**

**SECTION 2 - For SB1 Projects Only**

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

**SECTION 3 - All Projects**

**Approvals**

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Name (Print or Type)	Signature	Title	Date

**Attachments**

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

**Section 1+**

**Board Resolution or Documentation of 2020 RTIP Approval**

BEFORE THE  
TULARE COUNTY ASSOCIATION OF GOVERNMENTS  
COUNTY OF TULARE, STATE OF CALIFORNIA

In the matter of:

ADOPTION OF THE FINAL 2020	)	
REGIONAL TRANSPORTATION	)	Resolution No. 2019-163
IMPROVEMENT PROGRAM (RTIP)	)	

WHEREAS, the Tulare County Association of Governments (TCAG) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, Tulare County Association of Governments (TCAG) finds that the 2020 Regional Transportation Improvement Program (RTIP) is consistent with the 2018 Regional Transportation Plan (RTP); and

WHEREAS, the RTIP is a list of potential transportation projects submitted by TCAG to the California Transportation Commission (CTC) for programming into the 2020 State Transportation Improvement Program (STIP); and

WHEREAS, a legal notice was published in a local newspaper of general circulation on September 10, 2019 and a public hearing was held on September 16, 2019, at 1390 E. Elizabeth Way, Dinuba, CA at 1:00 P.M, to gather testimony or written comments on the 2020 RTIP; and

WHEREAS the RTIP was widely circulated to all agencies and made available to the public through TCAG's website at [www.tularecog.org](http://www.tularecog.org); and

WHEREAS, the TCAG Board reviewed the draft RTIP at its September 16, 2019 meeting.

NOW, THEREFORE, BE IT RESOLVED, that the 2020 Regional Transportation Improvement Program (RTIP) is hereby approved and adopted by the Tulare County Association of Governments; and

BE IT FURTHER RESOLVED, that the TCAG Executive Director is authorized to make technical adjustments to the 2020 Regional Transportation Improvement Program (RTIP) prior to final submittal of the RTIP to the California Transportation Commission.

The foregoing Resolution was adopted upon the motion of Member Flores, seconded by Member Valero, at a regular meeting on the 21<sup>st</sup> day of October, 2019, by the following vote:

AYES: Crocker, Vander Poel, Shuklian, Valero, Townsend, Alves, Boyer, Kimball, Flores, Link, Gomez, Holscher, Whitmire, and Ishida

NOES:

ABSTAIN:

ABSENT: Reynosa, Sayre, and Mendoza

TULARE COUNTY ASSOCIATION OF GOVERNMENTS



Kuyler Crocker  
Chair, TCAG



Ted Smalley  
Executive Director, TCAG

**Section 1,**

**Proof of Publication of Public Notice**



---

September 10, 2019

### Public Notice

The Tulare County Association of Governments (TCAG) is holding a public hearing for the Tulare County 2020 Regional Transportation Improvement Program (RTIP). The hearing will be held on Monday, September 16, 2019, at 1:00 p.m. at the Dinuba Community Center, 1390 E. Elizabeth Way, Dinuba, CA 93618.

The purpose of the hearing is to receive testimony from any interested person or groups on any aspect prior to adoption of the 2020 RTIP. California Government Code Section 14530.1 requires the California Transportation Commission (CTC) to adopt Guidelines for the development of the State Transportation Improvement Program (STIP). The STIP Guidelines require each County or Regional Transportation Planning Agency (RTPA) to submit a RTIP. The Tulare County 2020 RTIP is a list of regionally significant highway, road and local transportation improvements proposed to the State of California for inclusion in the STIP.

Copies of the 2020 RTIP are available for review at TCAG, 210 N. Church St., Suite B, Visalia, CA 93291, via e-mail from [ggutierrez@tularecog.org](mailto:ggutierrez@tularecog.org) and posted on the TCAG website at [www.tularecog.org](http://www.tularecog.org). For those unable to attend the hearing in person, written comments will be accepted until October 10, 2019, by 5:00 PM at the address or e-mail above. For questions please contact TCAG at (559) 623-0450.

Visalia Newspapers, Inc.  
P.O. Box 31, Visalia, CA 93279  
559-735-3200 / Fax 559-735-3210

## Certificate of Publication

### Public Notice

State Of California ss:  
County of Tulare

**Advertiser:**

LAFCO  
210 N CHURCH ST STE B  
VISALIA, CA 93291

**RE:** Public Notice The Tulare County Association of Governments (TCAG) is

I, a legal Clerk, for the below mentioned newspaper(s), am over the age of 18 years old, a citizen of the United States and not a party to, or have interest in this matter. I hereby certify that the attached advertisement appeared in said newspaper

Newspaper: **Visalia Times Delta**  
**9/10/2019**

I acknowledge that I am a principal clerk of said paper which is printed and published in the City of Visalia, County of Tulare, State of California. The Visalia Times Delta was adjudicated a newspaper of general circulation on July 25, 2001 by Tulare County Superior Court Order No. 41-20576. The Tulare Advance Register was adjudicated a newspaper of general circulation on July 25, 2001 by Superior Court Order No. 52-43225.

I certify under penalty of perjury, under the laws of the State of California, that the foregoing is true and correct. Executed on this 10 day of September, 2019 in Visalia, California.



**Declarant**

Order # 0003779577  
# of Affidavits: 1

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#3779577 9/10/19

**TCAG/LAFCO**  
210 N. Church Street, Ste. B  
Visalia, CA 93291

SEP 20 2019

**MAIL RECEIVED**

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#3779577 9/10/19

**Section 1-**

**Project Specific Benefit Evaluations**

District:

PROJECT:

EA:   
PPNO:

**1A PROJECT DATA**

**Type of Project**  
Select project type from list

**Project Location** (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)

Length of Construction Period  years  
One- or Two-Way Data  enter 1 or 2  
Current

**Length of Peak Period(s)** (up to 24 hrs)  hours

**1C HIGHWAY ACCIDENT DATA**

**Actual 3-Year Accident Data (from Table B)**

	Count (No.)	Rate
Total Accidents (Tot)	201	0.62
Fatal Accidents (Fat)	0	0.000
Injury Accidents (Inj)	60	0.19
Property Damage Only (PDO) Accidents	141	0.44

**Statewide Basic Average Accident Rate**

	No Build	Build
Rate Group	H60	H61
Accident Rate (per million vehicle-miles)	0.56	0.71
Percent Fatal Accidents (Pct Fat)	0.9%	0.9%
Percent Injury Accidents (Pct Inj)	32.8%	32.3%

**1B HIGHWAY DESIGN AND TRAFFIC DATA**

**Highway Design**

	No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)	F	F
Number of General Traffic Lanes	4	6
Number of HOV/HOT Lanes	0	0
HOV Restriction (2 or 3)	0	
Exclusive ROW for Buses (y/n)	N	
Highway Free-Flow Speed	70	70
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35
Length (in miles) Highway Segment	4.6	4.6
Impacted Length	4.6	4.6

**Average Daily Traffic**

	No Build	Build
Current	64,000	
Base (Year 1)	70,169	70,169
Forecast (Year 20)	109,241	109,241

**Average Hourly HOV/HOT Lane Traffic**

	No Build	Build
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)	0	100%

**Percent Traffic in Weave**

**Percent Trucks** (include RVs, if applicable)

**Truck Speed**

**On-Ramp Volume**

	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

**Queue Formation** (if queuing or grade crossing project)

	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

**Pavement Condition** (if pavement project)

	No Build	Build
IRI (inches/mile) Base (Year 1)		
Forecast (Year 20)		

**Average Vehicle Occupancy (AVO)**

	No Build	Build
General Traffic Non-Peak	1.30	1.30
Peak	1.15	1.15
High Occupancy Vehicle (if HOV/HOT lanes)	2.15	2.15

**1D RAIL AND TRANSIT DATA**

**Annual Person-Trips**

	No Build	Build
Base (Year 1)		
Forecast (Year 20)		

**Percent Trips during Peak Period**

**Percent New Trips from Parallel Highway**

**Annual Vehicle-Miles**

	No Build	Build
Base (Year 1)		
Forecast (Year 20)		

**Average Vehicles/Train** (if rail project)

**Reduction in Transit Accidents**

Percent Reduction (if safety project)

**Average Transit Travel Time**

	No Build	Build
In-Vehicle Non-Peak (in minutes)		0.0
Peak (in minutes)		0.0
Out-of-Vehicle Non-Peak (in minutes)	0.0	0.0
Peak (in minutes)	0.0	0.0

**Highway Grade Crossing**

	Current	Year 1	Year 20
Annual Number of Trains		0	
Avg. Gate Down Time (in min.)		0.0	

**Transit Agency Costs** (if TMS project)

	No Build	Build
Annual Capital Expenditure		\$0
Annual Ops. and Maintenance Expenditure		\$0

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

Enter all project costs (in today's dollars) in columns 1 to 7. Costs during construction should be entered in the first eight rows.  
 Project costs (including maintenance and operating costs) should be net of costs without project.

1E PROJECT COSTS (enter costs in thousands of dollars)									
Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS		SUBSEQUENT COSTS					Constant Dollars	Present Value
	Project Support	R / W	Construction	Maint./ Op.	Rehab.				
<b>Construction Period</b>									
1	\$5,950	\$6,663	\$24,000					\$36,613,000	\$36,613,000
2			\$24,000					24,000,000	23,076,923
3			\$24,000					24,000,000	22,189,349
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
<b>Project Open</b>									
1								\$0	\$0
2								0	0
3								0	0
4				75				75,000	59,274
5				75				75,000	56,994
6				75				75,000	54,802
7				75				75,000	52,694
8				75				75,000	50,667
9				75				75,000	48,719
10				75				75,000	46,845
11				75				75,000	45,043
12				75				75,000	43,311
13				75				75,000	41,645
14				75				75,000	40,043
15				75				75,000	38,503
16				75				75,000	37,022
17				75				75,000	35,598
18				75				75,000	34,229
19				75				75,000	32,913
20				75				75,000	31,647
<b>Total</b>	\$5,950	\$6,663	\$72,000	\$1,275	\$0	\$0	\$0	\$85,888,000	\$82,629,219

$$\text{Present Value} = \frac{\text{Future Value (in Constant Dollars)}}{(1 + \text{Real Discount Rate})^{\text{Year}}}$$

District: **6**  
 PROJECT: **Tagus 6-Lane Widening**

EA: 06-36024  
 PPNO: 6400G

3

### INVESTMENT ANALYSIS SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$82.6
Life-Cycle Benefits (mil. \$)	\$10.6
Net Present Value (mil. \$)	-\$72.0
<b>Benefit / Cost Ratio:</b>	0.1
<b>Rate of Return on Investment:</b>	-6.1%
<b>Payback Period:</b>	20+ years

ITEMIZED BENEFITS (mil. \$)	Passenger	Freight	Total Over	Average
	Benefits	Benefits	20 Years	Annual
Travel Time Savings	\$26.7	\$8.8	\$35.5	\$1.8
Veh. Op. Cost Savings	-\$8.2	-\$1.2	-\$9.3	-\$0.5
Accident Cost Savings	-\$10.8	-\$3.4	-\$14.3	-\$0.7
Emission Cost Savings	-\$1.5	\$0.1	-\$1.3	-\$0.1
<b>TOTAL BENEFITS</b>	<b>\$6.2</b>	<b>\$4.4</b>	<b>\$10.6</b>	<b>\$0.5</b>
<b>Person-Hours of Time Saved</b>			4,258,241	212,912

**Should benefit-cost results include:**

1) Induced Travel? (y/n)	<input type="text" value="Y"/>	Default = Y
2) Vehicle Operating Costs? (y/n)	<input type="text" value="Y"/>	Default = Y
3) Accident Costs? (y/n)	<input type="text" value="Y"/>	Default = Y
4) Vehicle Emissions? (y/n) includes value for CO <sub>2</sub> e	<input type="text" value="Y"/>	Default = Y

EMISSIONS REDUCTION	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	-10	-1	-\$0.0	-\$0.0
CO <sub>2</sub> Emissions Saved	-44,493	-2,225	-\$1.3	-\$0.1
NO <sub>x</sub> Emissions Saved	10	1	\$0.0	\$0.0
PM <sub>10</sub> Emissions Saved	-1	0	-\$0.0	-\$0.0
PM <sub>2.5</sub> Emissions Saved	-1	0		
SO <sub>x</sub> Emissions Saved	0	0	-\$0.0	-\$0.0
VOC Emissions Saved	-4	0	-\$0.0	-\$0.0

District:

PROJECT:

EA:   
 PPNO:

**1A PROJECT DATA**

**Type of Project**  
 Select project type from list

**Project Location** (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)

Length of Construction Period  years  
 One- or Two-Way Data  enter 1 or 2  
 Current

**Length of Peak Period(s)** (up to 24 hrs)  hours

**1C HIGHWAY ACCIDENT DATA**

**Actual 3-Year Accident Data (from Table B)**

	Count (No.)	Rate
Total Accidents (Tot)	189	0.26
Fatal Accidents (Fat)	2	0.003
Injury Accidents (Inj)	42	0.06
Property Damage Only (PDO) Accidents	145	0.20

**Statewide Basic Average Accident Rate**

	No Build	Build
Rate Group	H63	H64
Accident Rate (per million vehicle-miles)	0.89	0.90
Percent Fatal Accidents (Pct Fat)	0.7%	0.5%
Percent Injury Accidents (Pct Inj)	32.9%	32.0%

**1B HIGHWAY DESIGN AND TRAFFIC DATA**

**Highway Design**

	No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)	F	F
Number of General Traffic Lanes	4	6
Number of HOV/HOT Lanes	0	0
HOV Restriction (2 or 3)	0	
Exclusive ROW for Buses (y/n)	N	
Highway Free-Flow Speed	70	70
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35
Length (in miles) Highway Segment	10.1	10.1
Impacted Length	10.1	10.1

**Average Daily Traffic**

	No Build	Build
Current	65,496	
Base (Year 1)	70,584	70,584
Forecast (Year 20)	118,915	118,915

**Average Hourly HOV/HOT Lane Traffic**

	No Build	Build
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)	0	100%

**Percent Traffic in Weave**

**Percent Trucks** (include RVs, if applicable)

**Truck Speed**

**On-Ramp Volume**

	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

**Queue Formation** (if queuing or grade crossing project)

	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

**Pavement Condition** (if pavement project)

	No Build	Build
IRI (inches/mile) Base (Year 1)		
Forecast (Year 20)		

**Average Vehicle Occupancy (AVO)**

	No Build	Build
General Traffic Non-Peak	1.30	1.30
Peak	1.15	1.15
High Occupancy Vehicle (if HOV/HOT lanes)	2.15	2.15

**1D RAIL AND TRANSIT DATA**

**Annual Person-Trips**

	No Build	Build
Base (Year 1)		
Forecast (Year 20)		

**Percent Trips during Peak Period**

**Percent New Trips from Parallel Highway**

**Annual Vehicle-Miles**

	No Build	Build
Base (Year 1)		
Forecast (Year 20)		

**Average Vehicles/Train** (if rail project)

**Reduction in Transit Accidents**

Percent Reduction (if safety project)

**Average Transit Travel Time**

	No Build	Build
In-Vehicle Non-Peak (in minutes)		0.0
Peak (in minutes)		0.0
Out-of-Vehicle Non-Peak (in minutes)	0.0	0.0
Peak (in minutes)	0.0	0.0

**Highway Grade Crossing**

	Current	Year 1	Year 20
Annual Number of Trains		0	
Avg. Gate Down Time (in min.)		0.0	

**Transit Agency Costs** (if TMS project)

	No Build	Build
Annual Capital Expenditure		\$0
Annual Ops. and Maintenance Expenditure		\$0

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

Enter all project costs (in today's dollars) in columns 1 to 7. Costs during construction should be entered in the first eight rows.  
 Project costs (including maintenance and operating costs) should be net of costs without project.

1E PROJECT COSTS (enter costs in thousands of dollars)									
Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS		SUBSEQUENT COSTS					Constant Dollars	Present Value
	Project Support	R / W	Construction	Maint./ Op.	Rehab.				
<b>Construction Period</b>									
1	\$10,150	\$53,000	\$68,500					\$131,650,000	\$131,650,000
2			\$68,500					68,500,000	65,865,385
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
<b>Project Open</b>									
1								\$0	\$0
2								0	0
3					75			75,000	64,110
4					75			75,000	61,645
5					75			75,000	59,274
6					75			75,000	56,994
7					75			75,000	54,802
8					75			75,000	52,694
9					75			75,000	50,667
10					75			75,000	48,719
11					75			75,000	46,845
12					75			75,000	45,043
13					75			75,000	43,311
14					75			75,000	41,645
15					75			75,000	40,043
16					75			75,000	38,503
17					75			75,000	37,022
18					75			75,000	35,598
19					75			75,000	34,229
20					75			75,000	32,913
<b>Total</b>	\$10,150	\$53,000	\$137,000	\$0	\$1,350	\$0	\$0	\$201,500,000	\$198,359,440

$$\text{Present Value} = \frac{\text{Future Value (in Constant Dollars)}}{(1 + \text{Real Discount Rate})^{\text{Year}}}$$



District: **6**  
 PROJECT: **Tulare City Widening**

EA: **06-48950**  
 PPNO: **6369**

3

### INVESTMENT ANALYSIS SUMMARY RESULTS

<b>Life-Cycle Costs (mil. \$)</b>	<b>\$198.4</b>
<b>Life-Cycle Benefits (mil. \$)</b>	<b>\$222.5</b>
<b>Net Present Value (mil. \$)</b>	<b>\$24.1</b>
<b>Benefit / Cost Ratio:</b>	<b>1.1</b>
<b>Rate of Return on Investment:</b>	<b>4.8%</b>
<b>Payback Period:</b>	<b>16 years</b>

<b>ITEMIZED BENEFITS (mil. \$)</b>	Passenger	Freight	Total Over	Average
	Benefits	Benefits	20 Years	Annual
<b>Travel Time Savings</b>	\$123.9	\$81.4	\$205.3	\$10.3
<b>Veh. Op. Cost Savings</b>	-\$18.9	-\$5.7	-\$24.6	-\$1.2
<b>Accident Cost Savings</b>	\$30.5	\$11.6	\$42.1	\$2.1
<b>Emission Cost Savings</b>	-\$3.5	\$3.1	-\$0.4	-\$0.0
<b>TOTAL BENEFITS</b>	<b>\$132.0</b>	<b>\$90.4</b>	<b>\$222.5</b>	<b>\$11.1</b>
<b>Person-Hours of Time Saved</b>			<b>21,771,819</b>	<b>1,088,591</b>

**Should benefit-cost results include:**

<b>1) Induced Travel? (y/n)</b>	<b>Y</b>	Default = Y
<b>2) Vehicle Operating Costs? (y/n)</b>	<b>Y</b>	Default = Y
<b>3) Accident Costs? (y/n)</b>	<b>Y</b>	Default = Y
<b>4) Vehicle Emissions? (y/n)</b> includes value for CO <sub>2</sub> e	<b>Y</b>	Default = Y

<b>EMISSIONS REDUCTION</b>	<b>Tons</b>		<b>Value (mil. \$)</b>	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
<b>CO Emissions Saved</b>	214	11	\$0.0	\$0.0
<b>CO<sub>2</sub> Emissions Saved</b>	-42,692	-2,135	-\$1.5	-\$0.1
<b>NO<sub>x</sub> Emissions Saved</b>	209	10	\$1.3	\$0.1
<b>PM<sub>10</sub> Emissions Saved</b>	-2	0	-\$0.2	-\$0.0
<b>PM<sub>2.5</sub> Emissions Saved</b>	-2	0		
<b>SO<sub>x</sub> Emissions Saved</b>	-1	0	-\$0.0	-\$0.0
<b>VOC Emissions Saved</b>	9	0	\$0.0	\$0.0

District:

PROJECT:

EA:   
 PPNO:

**1A PROJECT DATA**

**Type of Project** Check percent traffic in weave in section 1B  
 Select project type from list

**Project Location** (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)

Length of Construction Period  years  
 One- or Two-Way Data  enter 1 or 2  
 Current

**Length of Peak Period(s)** (up to 24 hrs)  hours

**1C HIGHWAY ACCIDENT DATA**

**Actual 3-Year Accident Data (from Table B)**

	Count (No.)	Rate
Total Accidents (Tot)	38	0.62
Fatal Accidents (Fat)	0	0.000
Injury Accidents (Inj)	13	0.21
Property Damage Only (PDO) Accidents	25	0.41

**Statewide Basic Average Accident Rate**

	No Build	Build
Rate Group	H 63	
Accident Rate (per million vehicle-miles)	0.80	
Percent Fatal Accidents (Pct Fat)	0.7%	
Percent Injury Accidents (Pct Inj)	32.9%	

**1B HIGHWAY DESIGN AND TRAFFIC DATA**

**Highway Design**

	No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)	F	F
Number of General Traffic Lanes	4	4
Number of HOV/HOT Lanes	0	0
HOV Restriction (2 or 3)		
Exclusive ROW for Buses (y/n)	N	
Highway Free-Flow Speed	65	65
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35
Length (in miles) Highway Segment	1.3	1.3
Impacted Length	2.0	2.0

**Average Daily Traffic**

	No Build	Build
Current	56,170	
Base (Year 1)	62,904	62,904
Forecast (Year 20)	105,555	105,555

**Average Hourly HOV/HOT Lane Traffic**

	No Build	Build
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)	0	100%

**Percent Traffic in Weave**  **0.0%**

**Percent Trucks** (include RVs, if applicable)  **28%**

**Truck Speed**

**On-Ramp Volume**

	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)		
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

**Queue Formation** (if queuing or grade crossing project)

	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

**Pavement Condition** (if pavement project)

	No Build	Build
IRI (inches/mile) Base (Year 1)		
Forecast (Year 20)		

**Average Vehicle Occupancy (AVO)**

	No Build	Build
General Traffic Non-Peak	1.30	1.30
Peak	1.15	1.15
High Occupancy Vehicle (if HOV/HOT lanes)	2.15	2.15

**1D RAIL AND TRANSIT DATA**

**Annual Person-Trips**

	No Build	Build
Base (Year 1)		
Forecast (Year 20)		

**Percent Trips during Peak Period**

**Percent New Trips from Parallel Highway**

**Annual Vehicle-Miles**

	No Build	Build
Base (Year 1)		
Forecast (Year 20)		

**Average Vehicles/Train** (if rail project)

**Reduction in Transit Accidents**

Percent Reduction (if safety project)

**Average Transit Travel Time**

	No Build	Build
In-Vehicle Non-Peak (in minutes)		0.0
Peak (in minutes)		0.0
Out-of-Vehicle Non-Peak (in minutes)	0.0	0.0
Peak (in minutes)	0.0	0.0

**Highway Grade Crossing**

	Current	Year 1	Year 20
Annual Number of Trains		0	
Avg. Gate Down Time (in min.)		0.0	

**Transit Agency Costs** (if TMS project)

	No Build	Build
Annual Capital Expenditure		\$0
Annual Ops. and Maintenance Expenditure		\$0

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

Enter all project costs (in today's dollars) in columns 1 to 7. Costs during construction should be entered in the first eight rows.  
 Project costs (including maintenance and operating costs) should be net of costs without project.

1E PROJECT COSTS (enter costs in thousands of dollars)									
Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS		SUBSEQUENT COSTS					Constant Dollars	Present Value
	Project Support	R / W	Construction	Maint./ Op.	Rehab.				
<b>Construction Period</b>									
1	\$8,500	\$5,500	\$20,133					\$34,133,333	\$34,133,333
2			\$20,133					20,133,333	19,358,974
3			\$20,133					20,133,333	18,614,398
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
<b>Project Open</b>									
1								\$0	\$0
2								0	0
3								0	0
4				50				50,000	39,516
5				50				50,000	37,996
6				50				50,000	36,535
7				50				50,000	35,129
8				50				50,000	33,778
9				50				50,000	32,479
10				50				50,000	31,230
11				50				50,000	30,029
12				50				50,000	28,874
13				50				50,000	27,763
14				50				50,000	26,695
15				50				50,000	25,669
16				50				50,000	24,681
17				50				50,000	23,732
18				50				50,000	22,819
19				50				50,000	21,942
20				50				50,000	21,098
<b>Total</b>	\$8,500	\$5,500	\$60,400	\$850	\$0	\$0	\$0	\$75,250,000	\$72,606,671

$$\text{Present Value} = \frac{\text{Future Value (in Constant Dollars)}}{(1 + \text{Real Discount Rate})^{\text{Year}}}$$

District: 6

PROJECT: TULARE INTERCHANGE PROJECT

EA: 06-0U8800  
PPNO: 616000074

3

### INVESTMENT ANALYSIS SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$72.6
Life-Cycle Benefits (mil. \$)	\$171.8
Net Present Value (mil. \$)	\$99.1
<b>Benefit / Cost Ratio:</b>	2.4
<b>Rate of Return on Investment:</b>	13.0%
<b>Payback Period:</b>	7 years

ITEMIZED BENEFITS (mil. \$)	Passenger	Freight	Total Over	Average
	Benefits	Benefits	20 Years	Annual
Travel Time Savings	\$106.6	\$62.0	\$168.6	\$8.4
Veh. Op. Cost Savings	-\$1.3	-\$3.1	-\$4.4	-\$0.2
Accident Cost Savings	\$0.0	\$0.0	\$0.0	\$0.0
Emission Cost Savings	-\$0.4	\$8.0	\$7.5	\$0.4
<b>TOTAL BENEFITS</b>	<b>\$104.9</b>	<b>\$66.8</b>	<b>\$171.8</b>	<b>\$8.6</b>
<b>Person-Hours of Time Saved</b>			16,306,265	815,313

**Should benefit-cost results include:**

1) Induced Travel? (y/n)	Y	Default = Y
2) Vehicle Operating Costs? (y/n)	Y	Default = Y
3) Accident Costs? (y/n)	Y	Default = Y
4) Vehicle Emissions? (y/n) includes value for CO <sub>2</sub> e	Y	Default = Y

EMISSIONS REDUCTION	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	291	15	\$0.0	\$0.0
CO <sub>2</sub> Emissions Saved	37,891	1,895	\$1.1	\$0.1
NO <sub>x</sub> Emissions Saved	180	9	\$6.6	\$0.3
PM <sub>10</sub> Emissions Saved	-1	0	-\$0.3	-\$0.0
PM <sub>2.5</sub> Emissions Saved	-1	0		
SO <sub>x</sub> Emissions Saved	0	0	\$0.0	\$0.0
VOC Emissions Saved	20	1	\$0.0	\$0.0

District:

PROJECT:

EA:   
 PPNO:

**1A PROJECT DATA**

**Type of Project** Check percent traffic in weave in section 1B  
 Select project type from list

**Project Location** (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)

Length of Construction Period  years  
 One- or Two-Way Data  enter 1 or 2  
 Current

**Length of Peak Period(s)** (up to 24 hrs)  hours

**1C HIGHWAY ACCIDENT DATA**

**Actual 3-Year Accident Data (from Table B)**

	Count (No.)	Rate
Total Accidents (Tot)	42	0.70
Fatal Accidents (Fat)	0	0.000
Injury Accidents (Inj)	9	0.15
Property Damage Only (PDO) Accidents	33	0.55

**Statewide Basic Average Accident Rate**

	No Build	Build
Rate Group	H 54	
Accident Rate (per million vehicle-miles)	0.41	
Percent Fatal Accidents (Pct Fat)	1.9%	
Percent Injury Accidents (Pct Inj)	33.8%	

**1B HIGHWAY DESIGN AND TRAFFIC DATA**

**Highway Design**

	No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)	F	F
Number of General Traffic Lanes	4	4
Number of HOV/HOT Lanes	0	0
HOV Restriction (2 or 3)		
Exclusive ROW for Buses (y/n)	N	
Highway Free-Flow Speed	70	70
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35
Length (in miles) Highway Segment	0.7	0.7
Impacted Length	0.6	0.6

**Average Daily Traffic**

	No Build	Build
Current	<input type="text" value="55,000"/>	
Base (Year 1)	63,144	63,144
Forecast (Year 20)	114,726	114,726

**Average Hourly HOV/HOT Lane Traffic**

	No Build	Build
Average	0	0
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)		100%

**Percent Traffic in Weave**  **Percent Trucks** (include RVs, if applicable)  **Truck Speed**

**On-Ramp Volume**

	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

**Queue Formation** (if queuing or grade crossing project)

	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

**Pavement Condition** (if pavement project)

	No Build	Build
IRI (inches/mile) Base (Year 1)		
Forecast (Year 20)		

**Average Vehicle Occupancy (AVO)**

	No Build	Build
General Traffic Non-Peak	1.30	1.30
Peak	1.15	1.15
High Occupancy Vehicle (if HOV/HOT lanes)	2.15	2.15

**1D RAIL AND TRANSIT DATA**

**Annual Person-Trips**

	No Build	Build
Base (Year 1)		
Forecast (Year 20)		

**Percent Trips during Peak Period**  **Percent New Trips from Parallel Highway**

**Annual Vehicle-Miles**

	No Build	Build
Base (Year 1)		
Forecast (Year 20)		

**Average Vehicles/Train** (if rail project)

**Reduction in Transit Accidents**

Percent Reduction (if safety project)

**Average Transit Travel Time**

	No Build	Build
In-Vehicle Non-Peak (in minutes)		0.0
Peak (in minutes)		0.0
Out-of-Vehicle Non-Peak (in minutes)	0.0	0.0
Peak (in minutes)	0.0	0.0

**Highway Grade Crossing**

	Current	Year 1	Year 20
Annual Number of Trains		0	
Avg. Gate Down Time (in min.)		0.0	

**Transit Agency Costs** (if TMS project)

	No Build	Build
Annual Capital Expenditure		\$0
Annual Ops. and Maintenance Expenditure		\$0

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

Enter all project costs (in today's dollars) in columns 1 to 7. Costs during construction should be entered in the first eight rows.  
 Project costs (including maintenance and operating costs) should be net of costs without project.

1E PROJECT COSTS (enter costs in thousands of dollars)									
Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS		SUBSEQUENT COSTS					Constant Dollars	Present Value
	Project Support	R / W	Construction	Maint./ Op.	Rehab.				
<b>Construction Period</b>									
1	\$8,000	\$4,600	\$14,000					\$26,600,000	\$26,600,000
2			\$14,000					14,000,000	13,461,538
3			\$14,000					14,000,000	12,943,787
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
<b>Project Open</b>									
1								\$0	\$0
2								0	0
3								0	0
4				50				50,000	39,516
5				50				50,000	37,996
6				50				50,000	36,535
7				50				50,000	35,129
8				50				50,000	33,778
9				50				50,000	32,479
10				50				50,000	31,230
11				50				50,000	30,029
12				50				50,000	28,874
13				50				50,000	27,763
14				50				50,000	26,695
15				50				50,000	25,669
16				50				50,000	24,681
17				50				50,000	23,732
18				50				50,000	22,819
19				50				50,000	21,942
20				50				50,000	21,098
<b>Total</b>	\$8,000	\$4,600	\$42,000	\$850	\$0	\$0	\$0	\$55,450,000	\$53,505,290

$$\text{Present Value} = \frac{\text{Future Value (in Constant Dollars)}}{(1 + \text{Real Discount Rate})^{\text{Year}}}$$

District: **6**  
 PROJECT: **Caldwell Interchange**

EA: 06-48740  
 PPNO: 6421

3

### INVESTMENT ANALYSIS SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$53.5
Life-Cycle Benefits (mil. \$)	\$23.5
Net Present Value (mil. \$)	-\$30.0
<b>Benefit / Cost Ratio:</b>	0.4
<b>Rate of Return on Investment:</b>	-2.2%
<b>Payback Period:</b>	20+ years

ITEMIZED BENEFITS (mil. \$)	Passenger	Freight	Total Over	Average
	Benefits	Benefits	20 Years	Annual
Travel Time Savings	\$20.8	\$6.1	\$26.9	\$1.3
Veh. Op. Cost Savings	-\$2.5	-\$0.5	-\$3.0	-\$0.1
Accident Cost Savings	\$0.0	\$0.0	\$0.0	\$0.0
Emission Cost Savings	-\$0.5	\$0.1	-\$0.4	-\$0.0
<b>TOTAL BENEFITS</b>	<b>\$17.7</b>	<b>\$5.8</b>	<b>\$23.5</b>	<b>\$1.2</b>
<b>Person-Hours of Time Saved</b>			2,910,394	145,520

**Should benefit-cost results include:**

1) Induced Travel? (y/n)	<input type="text" value="Y"/>	Default = Y
2) Vehicle Operating Costs? (y/n)	<input type="text" value="Y"/>	Default = Y
3) Accident Costs? (y/n)	<input type="text" value="Y"/>	Default = Y
4) Vehicle Emissions? (y/n) includes value for CO <sub>2</sub> e	<input type="text" value="Y"/>	Default = Y

EMISSIONS REDUCTION	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	21	1	\$0.0	\$0.0
CO <sub>2</sub> Emissions Saved	-13,981	-699	-\$0.4	-\$0.0
NO <sub>x</sub> Emissions Saved	14	1	\$0.1	\$0.0
PM <sub>10</sub> Emissions Saved	0	0	-\$0.0	-\$0.0
PM <sub>2.5</sub> Emissions Saved	0	0		
SO <sub>x</sub> Emissions Saved	0	0	-\$0.0	-\$0.0
VOC Emissions Saved	0	0	-\$0.0	-\$0.0

District:

PROJECT: **SR 65 Realignment and Operational Improvements**

EA:   
 PPNO:

**1A PROJECT DATA**

**Type of Project**  
 Select project type from list

**Project Location** (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)

Length of Construction Period  years  
 One- or Two-Way Data  enter 1 or 2  
 Current

**Length of Peak Period(s)** (up to 24 hrs)  hours

**1C HIGHWAY ACCIDENT DATA**

**Actual 3-Year Accident Data (from Table B)**

	Count (No.)	Rate
Total Accidents (Tot)	171	4.79
Fatal Accidents (Fat)	3	0.084
Injury Accidents (Inj)	45	1.26
Property Damage Only (PDO) Accidents	123	3.44

**Statewide Basic Average Accident Rate**

	No Build	Build
Rate Group	H01	H45
Accident Rate (per million vehicle-miles)	0.81	0.64
Percent Fatal Accidents (Pct Fat)	1.1%	1.8%
Percent Injury Accidents (Pct Inj)	39.5%	36.5%

**1B HIGHWAY DESIGN AND TRAFFIC DATA**

**Highway Design**

	No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)	C	E
Number of General Traffic Lanes	2	4
Number of HOV/HOT Lanes	0	
HOV Restriction (2 or 3)	0	
Exclusive ROW for Buses (y/n)	N	
Highway Free-Flow Speed	55	65
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35
Length (in miles) Highway Segment	1.4	1.4
Impacted Length	1.4	1.4

**Average Daily Traffic**

	No Build	Build
Current	23,300	
Base (Year 1)	24,804	24,804
Forecast (Year 20)	39,088	39,088

**Average Hourly HOV/HOT Lane Traffic**

	No Build	Build
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)		100%

**Percent Traffic in Weave**

**Percent Trucks** (include RVs, if applicable)

**Truck Speed**

**On-Ramp Volume**

	Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)		

**Queue Formation** (if queuing or grade crossing project)

	Year 1	Year 20
Arrival Rate (in vehicles per hour)	0	0
Departure Rate (in vehicles per hour)	0	0

**Pavement Condition** (if pavement project)

	No Build	Build
IRI (inches/mile) Base (Year 1)		
Forecast (Year 20)		

**Average Vehicle Occupancy (AVO)**

	No Build	Build
General Traffic Non-Peak	1.30	1.30
Peak	1.15	1.15
High Occupancy Vehicle (if HOV/HOT lanes)	2.15	2.15

**1D RAIL AND TRANSIT DATA**

**Annual Person-Trips**

	No Build	Build
Base (Year 1)		
Forecast (Year 20)		

**Percent Trips during Peak Period**

**Percent New Trips from Parallel Highway**

**Annual Vehicle-Miles**

	No Build	Build
Base (Year 1)		
Forecast (Year 20)		

**Average Vehicles/Train** (if rail project)

**Reduction in Transit Accidents**

Percent Reduction (if safety project)

**Average Transit Travel Time**

	No Build	Build
In-Vehicle Non-Peak (in minutes)		0.0
Peak (in minutes)		0.0
Out-of-Vehicle Non-Peak (in minutes)	0.0	0.0
Peak (in minutes)	0.0	0.0

**Highway Grade Crossing**

	Current	Year 1	Year 20
Annual Number of Trains		0	
Avg. Gate Down Time (in min.)		0.0	

**Transit Agency Costs** (if TMS project)

	No Build	Build
Annual Capital Expenditure		\$0
Annual Ops. and Maintenance Expenditure		\$0

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road



Enter all project costs (in today's dollars) in columns 1 to 7. Costs during construction should be entered in the first eight rows.  
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Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS		SUBSEQUENT COSTS					Constant Dollars	Present Value
	Project Support	R / W	Construction	Maint./ Op.	Rehab.				
<b>Construction Period</b>									
1	\$10,150	\$5,750	\$13,750					\$29,650,000	\$29,650,000
2			\$13,750					13,750,000	13,221,154
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
<b>Project Open</b>									
1								\$0	\$0
2								0	0
3				60				60,000	51,288
4				60				60,000	49,316
5				60				60,000	47,419
6				60				60,000	45,595
7				60				60,000	43,841
8				60				60,000	42,155
9				60				60,000	40,534
10				60				60,000	38,975
11				60				60,000	37,476
12				60				60,000	36,034
13				60				60,000	34,649
14				60				60,000	33,316
15				60				60,000	32,034
16				60				60,000	30,802
17				60				60,000	29,618
18				60				60,000	28,479
19				60				60,000	27,383
20				60				60,000	26,330
<b>Total</b>	\$10,150	\$5,750	\$27,500	\$1,080	\$0	\$0	\$0	\$44,480,000	\$43,546,398

$$\text{Present Value} = \frac{\text{Future Value (in Constant Dollars)}}{(1 + \text{Real Discount Rate})^{\text{Year}}}$$

District: 6

PROJECT: SR 65 Realignment and Operational Improvements

EA: 06-43080  
PPNO: 104

3

### INVESTMENT ANALYSIS SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$43.5
Life-Cycle Benefits (mil. \$)	\$3.9
Net Present Value (mil. \$)	-\$39.6
<b>Benefit / Cost Ratio:</b>	0.1
<b>Rate of Return on Investment:</b>	-3.7%
<b>Payback Period:</b>	20+ years

ITEMIZED BENEFITS (mil. \$)	Passenger	Freight	Total Over	Average
	Benefits	Benefits	20 Years	Annual
Travel Time Savings	\$42.5	\$8.3	\$50.8	\$2.5
Veh. Op. Cost Savings	\$0.8	\$0.8	\$1.6	\$0.1
Accident Cost Savings	-\$44.6	-\$4.4	-\$49.0	-\$2.4
Emission Cost Savings	\$0.1	\$0.4	\$0.5	\$0.0
<b>TOTAL BENEFITS</b>	<b>-\$1.2</b>	<b>\$5.1</b>	<b>\$3.9</b>	<b>\$0.2</b>
<b>Person-Hours of Time Saved</b>			5,955,140	297,757

**Should benefit-cost results include:**

1) Induced Travel? (y/n)	<input type="text" value="Y"/>	Default = Y
2) Vehicle Operating Costs? (y/n)	<input type="text" value="Y"/>	Default = Y
3) Accident Costs? (y/n)	<input type="text" value="Y"/>	Default = Y
4) Vehicle Emissions? (y/n) includes value for CO <sub>2</sub> e	<input type="text" value="Y"/>	Default = Y

EMISSIONS REDUCTION	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	62	3	\$0.0	\$0.0
CO <sub>2</sub> Emissions Saved	9,640	482	\$0.2	\$0.0
NO <sub>x</sub> Emissions Saved	36	2	\$0.3	\$0.0
PM <sub>10</sub> Emissions Saved	0	0	\$0.0	\$0.0
PM <sub>2.5</sub> Emissions Saved	0	0		
SO <sub>x</sub> Emissions Saved	0	0	\$0.0	\$0.0
VOC Emissions Saved	4	0	\$0.0	\$0.0