

State Fiscal Years

2022-23 through 2026-27



2022

**Regional Transportation
Improvement Program**

RTIP



Tulare County Association of Governments
210 N. Church Street, Suite B
Visalia, CA 93291

December 2021



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December 15, 2021

Mitch Weiss, Executive Director
 California Transportation Commission
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James Anderson, Chief
 Division of Financial Programming
 Attn: Office of Capital Improvement Program
 Department of Transportation
 Mail Station 82
 P.O. Box 942874
 Sacramento, CA 94274-0001

Mr. Weiss and Mr. Anderson:

Enclosed for your consideration is the Tulare County Association of Governments' (TCAG) proposed 2022 Regional Transportation Improvement Program (2020 RTIP). The TCAG Board of Directors adopted the 2022 RTIP at their December 6, 2021 Board meeting. The 2022 RTIP reflects a commitment to deliver needed projects in the Tulare County region to address safety and goods movement. As shown in the following 2022 RTIP summary, State Route 99 continues to be TCAG's top priority and is a major focus in the 2022 RTIP.

Tulare County 2022 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	22/23	23/24	24/25	25/26	26/27	E&P	PS&E	ROW	ROW Sup	CON	CON Sup
SR 99 Tulare City Widening	\$2,150	\$2,150						\$2,150					
SR 65 Realignment and Operational Improvements	\$5,650	\$5,650						\$5,650					
SR 99/Caldwell Avenue Interchange	\$16,600	\$5,000	\$4,600	\$7,000					\$5,000	\$3,000	\$1,600		\$7,000
SR 99/Commercial Avenue Interchange	\$18,900	\$18,900							\$6,000	\$4,000	\$1,500		\$7,400
SR 65 Realignment & Operational Improvements (Oak St Roundabout), Phase 1	\$4,400	\$0		\$2,500			\$1,900		\$2,500				\$1,900
Totals	\$47,700	\$31,700	\$4,600	\$9,500	\$0	\$0	\$1,900	\$7,800	\$13,500	\$7,000	\$3,100	\$0	\$16,300

The 2022 RTIP is consistent with the TCAG's approved 2018 Regional Transportation Plan and Sustainable Communities Strategy. The 2022 RTIP is available on the TCAG's website at: <http://www.tularecog.org>. The document underwent a 30-day public

review period from October 12, 2021 to November 12, 2021. A public hearing was held on October 18, 2021.

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

Sincerely,



Theodore Smalley, Executive Director
Tulare County Association of Governments

Cc:

Diane Gomez, District 6 Director, Caltrans
Kacey Ruggiero, Associate Deputy Director, CTC
Teresa Favila, Deputy Director, CTC
Rambubu Bavirisetty, Chief, Office of Capital Improvement Program (OCIP), Caltrans

2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2022 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 (PPM) 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 2022 RTIP is essentially a joint proposal with District 6 in that the funding priorities between the District and TCAG are identical.

On August 18, 2021, the California Transportation Commission (CTC) adopted the 2022 State Transportation Improvement Program (STIP) Fund Estimate (FE). The Tulare region has \$1,975,000 of target share programming capacity in the 2022 STIP. The Tulare region has an estimated \$6,587,000 of maximum share programming capacity. For the 2022 RTIP, TCAG will not be requesting to advance future STIP shares to program projects in the 2022 STIP. The projects proposed for programming are existing projects being carried over from the 2020 STIP. No new projects are proposed.

Section 2. General Information

Insert contact information in the text fields below.

- **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: <https://www.tularecog.org>

RTIP document link: <https://tularecog.org/tcag/programs-funding/regional-transportation-improvement-program-rtip/>

RTP link: <https://tularecog.org/tcag/planning/rtp/rtp-20181/>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

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- **RTIP Manager Staff Contact Information**

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- **California Transportation Commission (CTC) Staff Contact Information**

Name	Teresa Favila	Title	Deputy Director
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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 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

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

Programming recommendations in the 2022 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 2022 RTIP.

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

Project Name and Location	Description	Summary of Improvements/Benefits
Tagus 6-Lane Widening: Near the City of Tulare, from Prosperity Avenue to 1.2 mile south of Avenue 280 (PPNO 6400G)	Widening of approximately 4.6 miles of State Route 99 from four to six lanes.	Improve safety and flow of traffic by adding new traffic lanes

The Tagus 6-Lane Widening project is the continuation of a statewide effort to make the entire length of State Route 99 a six-lane or greater facility. This approximate 4.6 mile segment will pick up where the Middle Segment (Caldwell) 6-Lane (PPNO 6400C) leaves off just south of Visalia and continue 4.6 miles to the City of Tulare. In addition, this project will replace an on-ramp that merges into the number 1 (fast-lane) of northbound traffic. This unsafe on-ramp will be replaced with a flyover access road that will provide access to SR-99 north via the Tagus Ranch interchange. 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 continue to worsen the region’s air quality conditions which are expected to improve as circulation conditions improve along the corridor. The programming for construction of this project was approved in the 2020 STIP. Construction is funded by a combination of Caltrans IIP and TCAG RIP funds. The allocation for construction, in the amount of \$73,451,000, was approved by the CTC in August 2020. Construction began in September 2021 and is expected to be complete in July 2023.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 18, 2021
Caltrans identifies State Highway Needs	September 15, 2021
Public Notice and Comment Period begins for 2022 Draft RTIP	October 11, 2021
Caltrans submits Draft ITIP	October 15, 2021
Public Hearing for 2022 Draft RTIP	October 18, 2021
CTC ITIP Hearing, South	Oct/Nov, 2021
CTC ITIP Hearing, North	Oct/Nov, 2021
Public Notice and Comment Period ends for 2022 Draft RTIP	November 10, 2021
TCAG adopts 2022 RTIP	December 6, 2021
TCAG submits RTIP to CTC (postmark by)	December 15, 2021
Caltrans submits ITIP to CTC	December 15, 2021
CTC STIP Hearing, North	January 27, 2022
CTC STIP Hearing, South	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2020 STIP	March 23-24, 2022

B. Public Participation/Project Selection Process

The proposed 2022 STIP is consistent with TCAG's adopted 2018 Regional Transportation Plan (RTP) and 2021 Federal Transportation Improvement Program (FTIP). 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 2022 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 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. 2022 STIP Regional Funding Request

Section 6. 2022 STIP Regional Share and Request for Programming

A. 2022 Regional Fund Share Per 2022 STIP Fund Estimate

Per the 2022 STIP Fund Estimate approved by the CTC on August 18, 2021, the Tulare region has \$1,975,000 of target share programming capacity and \$6,587,000 of maximum share programming capacity. For the 2022 RTIP, TCAG will not be requesting to advance future STIP shares and will not be proposing any new projects. The projects proposed for programming are existing projects being carried over from the 2020 STIP. TCAG will not be requesting the programming of PPM funds. The only new programming proposed is the addition \$1m for PS&E in FY 23-24 and \$1.9 million for Construction Support in FY 25/26 for the SR 65 Realignment & Operational Improvements (Oak St Roundabout), Phase 1 project (PPNO 104A).

B. Summary of Requested Programming

<u>Proposal for 2022 STIP Target</u>				
Project	PPNO	Project Location and Description	Proposal	Proposed <u>New</u> RIP Funds
SR 65 Realignment & Operational Improvements (Oak St Roundabout, Phase 1	0104A	In Tulare County on Route 65 from 0.1 mile south of Mariposa Street to Cedar Avenue; construct roundabout	Add funds for PS&E (in addition to previously programmed funds of \$1.5m) and Construction Support	\$2,900,000

Projects carried over from 2020 RTIP (Strike through/underline = change from 2020 RTIP)				
Project	PPNO	Project Location and Description	Proposal	Proposed RIP
Tulare 6 Lane N/S widening Av 200- Prosperity Av <u>SR99 Tulare City Widening</u>	6369	In and near the city of Tulare, from Avenue 200 to Prosperity Avenue. Widen from 4 lanes to 6 lanes.	No change	\$0
Caldwell Interchange SR99/Caldwell Avenue <u>Interchange</u>	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.	No change	\$11,600,000
Commercial Avenue Interchange SR99/Commercial Ave <u>Interchange</u>	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 auxiliary lanes.	No change	\$0
<u>SR 65 Realignment & Operational Improvements¹</u>	0104	In Tulare County on Route 65 near Lindsay at various locations from Ave. 224 (Lindmore St.) to west of Cedar Ave. and on Route 198 at junction with Route 245 (Spruce Ave.); Realignment and operational improvements	No change	\$0

¹ Parent project of PPNO 0104A

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

Figures shown in \$1,000's

Proposed 2022 RTIP	Total RTIP	Other Funding							Total Project Cost
		ITIP	Private Funds	SR 99 Bond	Measure R	SB1 LPP	Fed Disc. (BUILD)	Future Unfunded Need	
SR 99 Tulare City Widening (PPNO 6369)	\$2,150	\$6,300	\$0	\$2,070	\$0	0	0	\$212,600	\$223,120
SR 65 Realignment & Operational Improvements (Oak St Roundabout), Phase 1 (PPNO 0104A)	\$4,400	\$0	\$0	\$0	\$17,183	\$0	\$0	\$0	\$21,583
SR 99/Caldwell Avenue Interchange (PPNO 6421)	\$16,600	\$0	\$0	\$0	\$38,000	\$0	\$0	\$0	\$54,600
SR99/Commercial Ave Interchange (PPNO 6940)	\$18,900	\$0	\$9,500	\$0	\$20,400	\$9,000	\$16,000	\$0	\$73,800
SR 65 Realignment and Operational Improvements (PPNO 0104)	\$5,650	\$0	\$0	\$0	\$0	\$0	\$0	\$78,000	\$83,650
Totals	\$47,700	\$6,300	\$9,500	\$2,070	\$68,400	\$9,000	\$16,000	\$194,000	\$352,970

Notes: In addition to the regular STIP projects, Tulare’s portion of CRRSAA funding (\$2.972m) is programmed entirely on the SR99 Delano to Pixley widening project (PPNO 7072): \$1.8m for E&P and \$200k for PS&E in FY22/23 and \$972k for Con Support in FY23/24.

PPNO 0104 is the parent project to PPNO 0104A. Two future additional projects are planned from the \$5.65m that was used for E&P on PPNO 0104.

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

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.

It is requested that existing ITIP funding from the 2020 STIP be carried over into the 2022 STIP. No new ITIP funding is being requested.

Section 9. Projects Planned Within Multi-Modal Corridors

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.

Section 10. Highways to Boulevards Conversion Pilot Program

There are no state routes within the Tulare region that would be potential candidates for the highways to boulevards conversion pilot program.

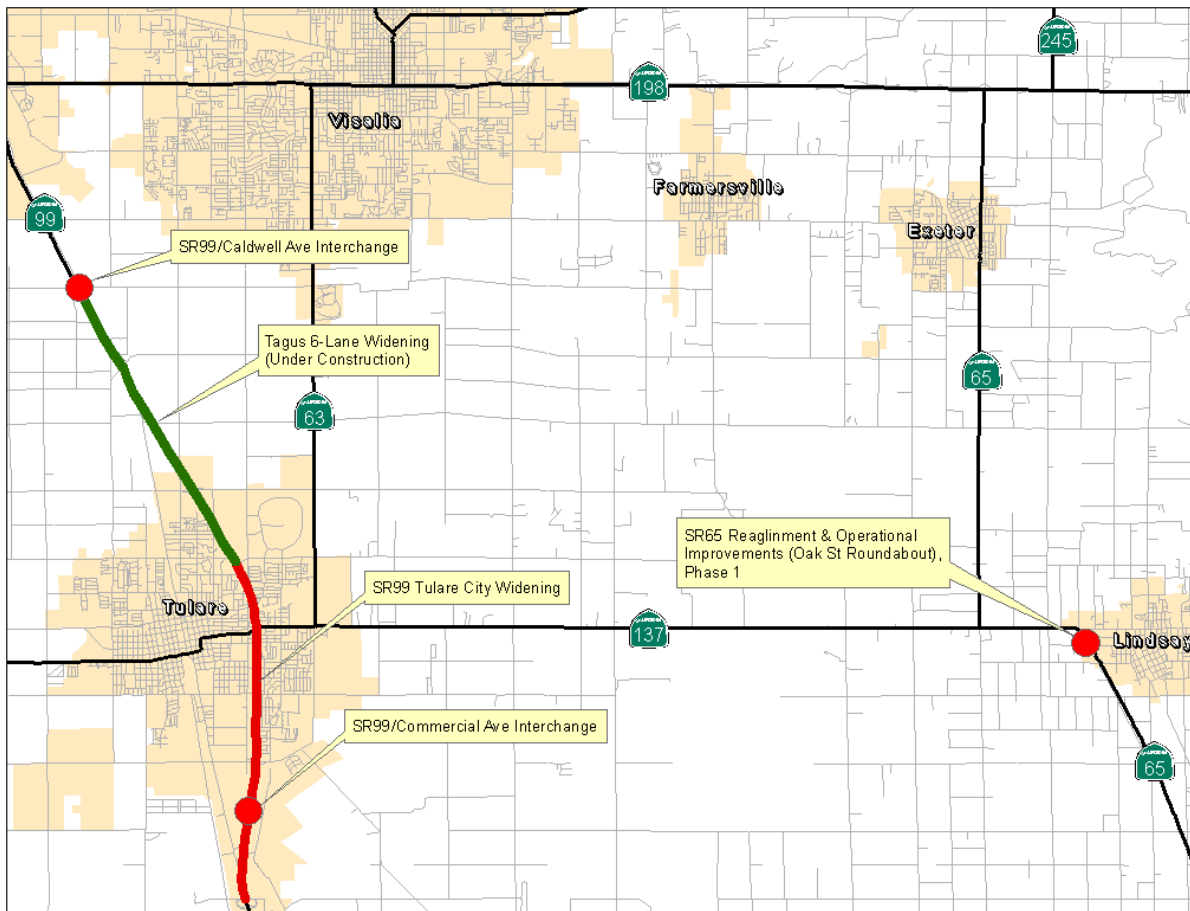
C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

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

The 2022 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.

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

Projects listed in TCAG’s 2018 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 2022 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 2022 RTIP further the goals of TCAG’s adopted 2018 RTP/SCS 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.

Table B1			
Evaluation – Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (2042 No Project)	Projected System Performance (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 ₂ emissions reduction per capita	-18.6%	-17.0%

Section 12. Regional and Statewide Benefits of RTIP

TCAG’s proposed 2022 Draft 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.² In 2015, the Federal Highway Administration included State Route 99 as part of the highway-only Primary Freight Network under the National Freight Network.³ 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.”⁴

² U.S. Department of Transportation, FHWA, *Freight Facts and Figures 2013*, p. 36-37

³ U.S. Department of Transportation, FHWA, *National Highway Freight Network Map*, http://ops.fhwa.dot.gov/freight/infrastructure/nfn/maps/nhfn_map.htm

⁴ 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

The Cartmill and Commerical Avenue Interchanges and the State Route 65 operational improvement 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 increase safety and deliver needed operational improvements along various segments of State Route 65 in the vicinities of Lindsay and Exeter.

D. Performance and Effectiveness of RTIP

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

Tulare County Association of Governments						
Performance and Effectiveness of the RTIP						
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
	2			Injury Collisions / VMT	0.003439381	Below
Mobility	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
	1			Average Off-Peak Period Travel Time (2035 TCAG Model)	11.42 min	11.43 min.
Accessibility	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	Corridor	Travel Time Variability (buffer index)	N/A	N/A
	1	Roadway	Corridor	Daily vehicle hours of delay per capita	N/A	N/A
	1	Roadway	Corridor	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	Corridor	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	Corridor	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	Corridor	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	
System Preservation	7			Boardings per capita	N/A	N/A
	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
3			Percentage of highway bridges in need of repair	N/A	N/A	
Environmental Impact	6	All	Region	Carbon dioxide emissions per capita	N/A	N/A
Return on Investment/Lifecycle Cost	1-7	All	Corridor	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 (Required per Section 19D of STIP Guidelines)

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

E. Detailed Project Information

Section 15. Overview of Projects Programmed with RIP Funding

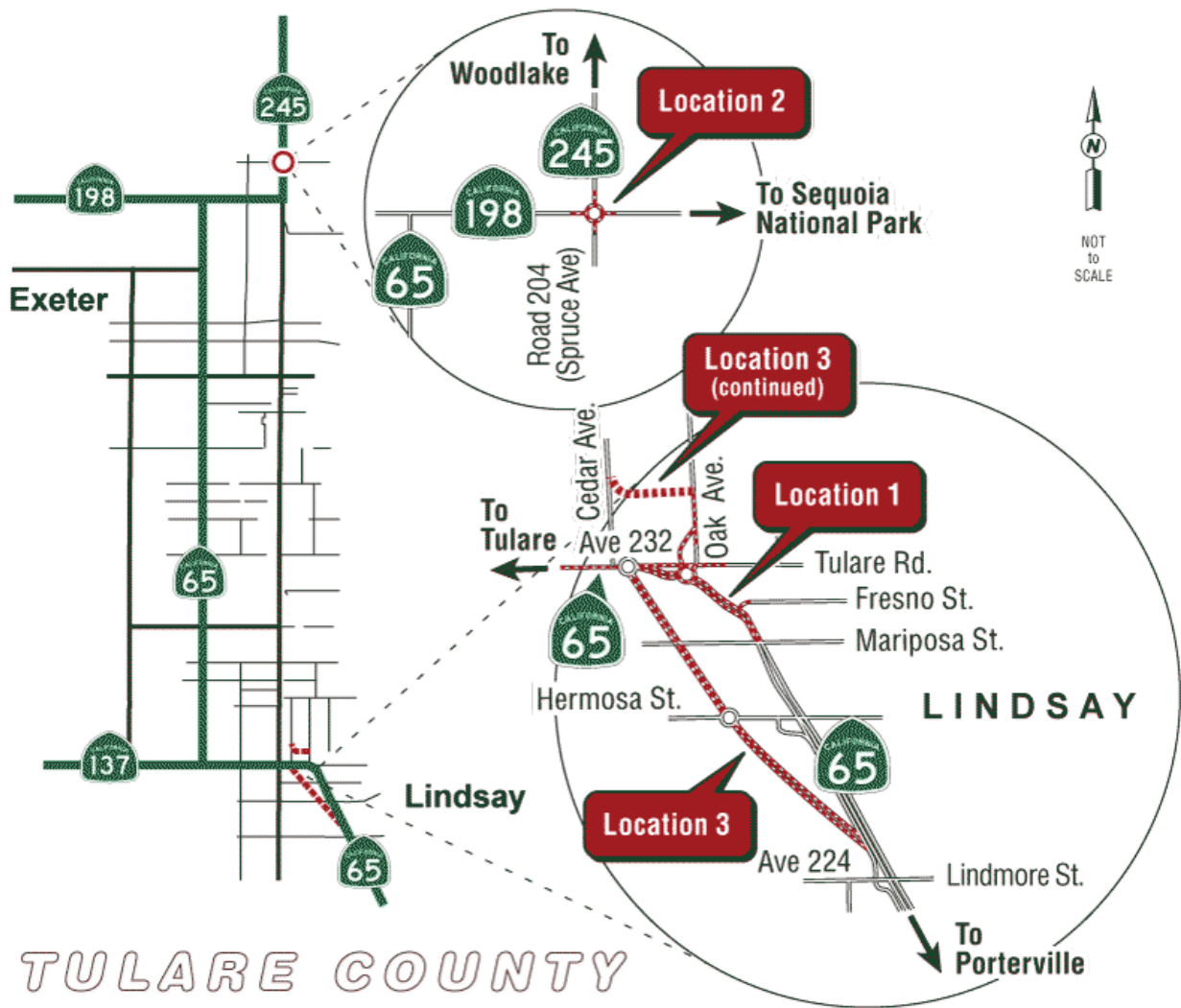
SR99 Tulare City Widening

This project is a continuation of the lane widening and operational improvements 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. This project will relieve traffic congestion, improve goods movement and passenger travel along State Route 99 by widening in the median from 4 to 6 lanes. In addition, the project will reconstruct the Paige Avenue interchange, including roundabouts on Paige Avenue at the ramp termini, Blackstone Street, and Laspina Street to improve traffic operations.



SR65 Realignment & Operational Improvements (PPNO 0104) and the SR65 Realignment & Operational Improvements (Oak St Roundabout), Phase 1 (PPNO 0104A)

The project consists of operational improvements at various locations on State Route 65 in and near the Cities of Lindsay and Exeter. PPNO 0104 is the parent project to PPNO 0104A. Two future projects are planned as shown on the exhibit below. Phase 1 of this project (PPNO 0104A) consists of the construction of a roundabout at the intersection of State Route 65 and Oak Street, which in conjunction with future phases of this project will help improve traffic operations, relieve congestion, and improve safety along this highly traveled corridor. Future phases include the construction of a roundabout at the intersection of State Routes 198 and 245 and the realignment of State Route 65 in the vicinity of the City of Lindsay.



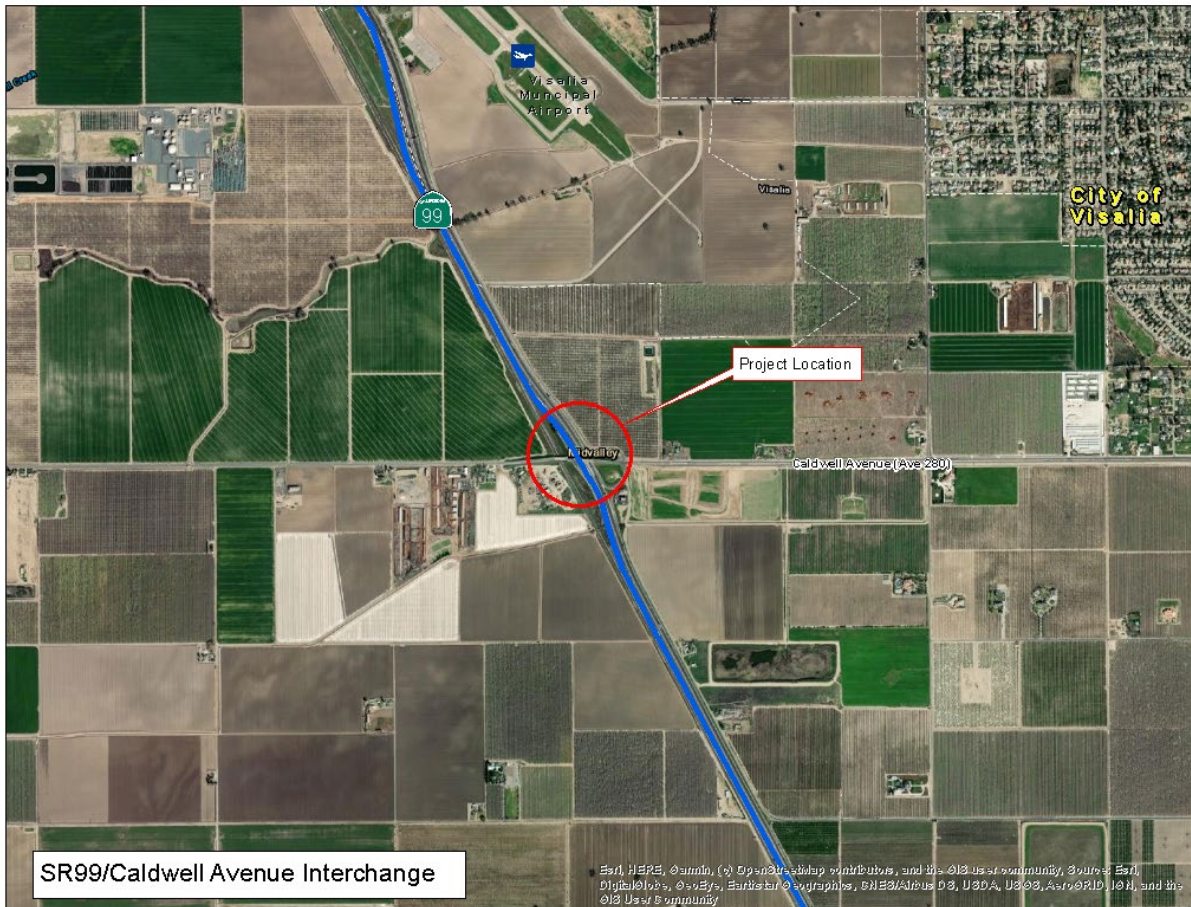
SR99/Commercial Ave Interchange

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 purpose of this project is to improve transportation operational performance with this new interchange which is consistent with the goals of Caltrans, TCAG, the City of Tulare and private industry. The project will relieve future traffic congestion on the mainline freeway and local roads, improve safety, enhance the movement of public traffic and goods, and spur economic development.



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. This is an operational improvement project which will help alleviate future congestion and improve safety and traffic operations on Caldwell Avenue at and near the State Route 99 interchange. It will also provide a safer and more efficient interchange for this location which is planned for extensive development in the near term.



Appendices

Section 16. Projects Programming Request Forms

Section 17. Board Resolution or Documentation of 2022 RTIP Approval

Section 18. Project Specific Benefit Evaluations

Section 16

Project Programming Request Forms

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)
 PRG-0010 (REV 08/2020)

PPR ID ePPR-6094-2022-0002 v0

Amendment (Existing Project) YES NO Date 12/13/2021 21:34:18

Programs LPP-C LPP-F SCCP TCEP STIP Other

District	EA	Project ID	PPNO	Nominating Agency	
06	43080	0600000426	0104	Tulare County Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Tulare	65	29.500	38.600		
				MPO	Element
				TCAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Judy Aguilar			559-383-5211	judy.aguilar@dot.ca.gov	

Project Title

SR 65 Realignment & Operational Improvements

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

In Tulare County on Route 65 near Lindsay at various locations from Aveue 224 (Lindmore Street) to west of Cedar Avenue and on Route 198 at junction Route 245 (Spruce Ave.); Realignment and Operational Improvements

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

Legislative Districts

Assembly: 34 Senate: 16,18 Congressional: 21

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	07/01/2000	07/01/2000
Circulate Draft Environmental Document Document Type	08/02/2019	05/04/2020
Draft Project Report	07/02/2019	05/04/2020
End Environmental Phase (PA&ED Milestone)	02/04/2020	12/31/2021
Begin Design (PS&E) Phase	02/05/2020	07/05/2023
End Design Phase (Ready to List for Advertisement Milestone)	04/04/2023	03/30/2034
Begin Right of Way Phase	02/05/2020	05/06/2024
End Right of Way Phase (Right of Way Certification Milestone)	02/05/2023	03/02/2034
Begin Construction Phase (Contract Award Milestone)	11/04/2023	05/09/2027
End Construction Phase (Construction Contract Acceptance Milestone)	11/04/2025	12/10/2035
Begin Closeout Phase	11/05/2025	07/24/2030
End Closeout Phase (Closeout Report)	11/05/2027	03/12/2040

Date 12/13/2021 21:34:18

Purpose and Need

To realign SR 65 in Lindsay and provide operational improvements in Tulare Co. The need is to improve traffic operations, relieve congestion and improve safety.

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 2	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
State Highway Road Construction	Mixed flow lane-miles constructed	Miles	5.04
State Highway Road Construction	Operational improvements	EA	4

Date 12/13/2021 21:34:18

Additional Information

ADA is checked
Bike/Ped is checked

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	0.1	0	0.1

District	County	Route	EA	Project ID	PPNO
06	Tulare	65	43080	0600000426	0104

Project Title
 SR 65 Realignment & Operational Improvements

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	5,650							5,650	Caltrans District 6
PS&E	3,000							3,000	Caltrans District 6
R/W SUP (CT)	750							750	Caltrans District 6
CON SUP (CT)		2,500						2,500	Caltrans District 6
R/W	5,000							5,000	Caltrans District 6
CON		25,000						25,000	Caltrans District 6
TOTAL	14,400	27,500						41,900	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	5,650							5,650	
PS&E			8,300					8,300	
R/W SUP (CT)					5,900			5,900	
CON SUP (CT)					8,300			8,300	
R/W					8,100			8,100	
CON					47,400			47,400	
TOTAL	5,650		8,300		69,700			83,650	

Fund #1: RIP - National Hwy System (Committed) Program Code

Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	5,650							5,650	Tulare County Association of Govern
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	5,650							5,650	

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	5,650							5,650	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	5,650							5,650	

Complete this page for amendments only

Date 12/13/2021 21:34:18

District	County	Route	EA	Project ID	PPNO
06	Tulare	65	43080	0600000426	0104

SECTION 1 - All Projects

Project Background

n/a

Programming Change Requested

n/a

Reason for Proposed Change

n/a

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

n/a

Other Significant Information

n/a

SECTION 2 - For SB1 Project Only

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

n/a

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/13/2021 21:33:47
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
06	43081	0620000059	0104A	Tulare County Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Tulare	65	29.700	30.300		
			MPO	Element	
			TCAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address	
Judy Aguilar			559-383-5211	judy.aguilar@dot.ca.gov	

Project Title

SR 65 Realignment & Operational Improvements (Oak St Roundabout), Phase I

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

In Tulare County on Route 65 from 0.1 mile south of Mariposa Street to Cedar Avenue. Construct roundabout

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

Legislative Districts

Assembly:	34	Senate:	16,18	Congressional:	21
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/01/2000
Circulate Draft Environmental Document	Document Type	05/04/2020
Draft Project Report		05/04/2020
End Environmental Phase (PA&ED Milestone)		12/31/2021
Begin Design (PS&E) Phase		07/05/2023
End Design Phase (Ready to List for Advertisement Milestone)		12/03/2026
Begin Right of Way Phase		05/06/2024
End Right of Way Phase (Right of Way Certification Milestone)		11/05/2026
Begin Construction Phase (Contract Award Milestone)		05/09/2027
End Construction Phase (Construction Contract Acceptance Milestone)		04/22/2028
Begin Closeout Phase		07/24/2030
End Closeout Phase (Closeout Report)		07/24/2032

Date 12/13/2021 21:33:47

Purpose and Need

To construct a roundabout in Lindsay. The need is to improve traffic operations, relieve congestion, and improve safety.

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 2	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Intersection / Signal improvements	EA	1

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	0.1	0	0.1

District	County	Route	EA	Project ID	PPNO
06	Tulare	65	43081	0620000059	0104A

Project Title
 SR 65 Realignment & Operational Improvements (Oak St Roundabout), Phase I

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 6
PS&E									Caltrans District 6
R/W SUP (CT)									Caltrans District 6
CON SUP (CT)									Caltrans District 6
R/W									Caltrans District 6
CON									Caltrans District 6
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	1,883							1,883	
PS&E			2,500					2,500	
R/W SUP (CT)			2,300					2,300	
CON SUP (CT)						1,900		1,900	
R/W			3,000					3,000	
CON						10,000		10,000	
TOTAL	1,883		7,800			11,900		21,583	

Fund #1: RIP - STIP Advance Construction (Committed) Program Code

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Tulare County Association of Govern
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E			2,500					2,500	
R/W SUP (CT)									
CON SUP (CT)						1,900		1,900	
R/W									
CON									
TOTAL			2,500			1,900		4,400	

Fund #2:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Tulare County Association of Govern
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)	1,883							1,883	Measure R
PS&E									
R/W SUP (CT)			2,300					2,300	
CON SUP (CT)									
R/W			3,000					3,000	
CON						10,000		10,000	
TOTAL	1,883		5,300			10,000		17,183	

Amendment (Existing Project) YES NO Date 12/13/2021 22:07:59

Programs LPP-C LPP-F SCCP TCEP STIP Other

District	EA	Project ID	PPNO	Nominating Agency	
06	48740	0616000029	6421	Tulare County Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Tulare	99	36.100	36.800		
				MPO	Element
				TCAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Hussein Senan			559-365-0694	hussein.senan@dot.ca.gov	

Project Title
 SR 99/Caldwell Avenue Interchange

Location (Project Limits), Description (Scope of Work)
 On Route 99 in Tulare County between 0.3 miles south of the Avenue 280 (Caldwell Avenue) Overcrossing to 0.4 miles north of the Avenue 280 Overcrossing. Re-construct Interchange.

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

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

Date 12/13/2021 22:07:59

Purpose and Need

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

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 2	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
State Highway Road Construction	Modified/Improved interchanges	EA	1

Date 12/13/2021 22:07:59

Additional Information

ADA is checked
Bike/Ped is checked

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	0.4	0	0.4

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

Project Title
 SR 99/Caldwell Avenue Interchange

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	3,000							3,000	Caltrans District 6
PS&E	5,000							5,000	Caltrans District 6
R/W SUP (CT)		1,600						1,600	Caltrans District 6
CON SUP (CT)			7,000					7,000	Caltrans District 6
R/W		3,000						3,000	Caltrans District 6
CON			35,000					35,000	Caltrans District 6
TOTAL	8,000	4,600	42,000					54,600	

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	
TOTAL	8,000	4,600	42,000					54,600	

Fund #1:	RIP - State Cash (Committed)	Program Code
		20.XX.075.600

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Tulare County Association of Govern
PS&E	5,000							5,000	
R/W SUP (CT)		1,600						1,600	
CON SUP (CT)			7,000					7,000	
R/W		3,000						3,000	
CON									
TOTAL	5,000	4,600	7,000					16,600	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	5,000							5,000	
R/W SUP (CT)		1,600						1,600	
CON SUP (CT)			7,000					7,000	
R/W		3,000						3,000	
CON									
TOTAL	5,000	4,600	7,000					16,600	

Fund #2:	Local Funds - Local Measure (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.400.100
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	3,000							3,000	Tulare County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			35,000					35,000	
TOTAL	3,000		35,000					38,000	
Proposed Funding (\$1,000s)									
E&P (PA&ED)	3,000							3,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			35,000					35,000	
TOTAL	3,000		35,000					38,000	

Complete this page for amendments only

Date 12/13/2021 22:07:59

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

SECTION 1 - All Projects

Project Background

n/a

Programming Change Requested

n/a

Reason for Proposed Change

n/a

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

n/a

Other Significant Information

n/a

SECTION 2 - For SB1 Project Only

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

n/a

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) YES NO Date 06/24/2021 17:09:00

Programs LPP-C LPP-F SCCP TCEP STIP Other

District	EA	Project ID	PPNO	Nominating Agency	
06	0U880	0616000074	6940	Tulare County Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Tulare	99	26.300	27.600		
			MPO	Element	
			TCAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address	
Hussein Senan			559-243-3586	hussein.senan@dot.ca.gov	

Project Title
 SR99/Commercial Ave Interchange Project

Location (Project Limits), Description (Scope of Work)
 In Tulare County near the 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 auxiliary lanes

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

Legislative Districts			
Assembly:	26	Senate:	16
		Congressional:	22
Project Milestone			Existing
			Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			03/09/2017
Circulate Draft Environmental Document	Document Type ND/MND		03/09/2017
Draft Project Report			12/21/2018
End Environmental Phase (PA&ED Milestone)			12/21/2018
Begin Design (PS&E) Phase			06/10/2019
End Design Phase (Ready to List for Advertisement Milestone)			06/12/2019
Begin Right of Way Phase			06/17/2019
End Right of Way Phase (Right of Way Certification Milestone)			06/19/2019
Begin Construction Phase (Contract Award Milestone)			03/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)			03/01/2022
Begin Closeout Phase			12/01/2019
End Closeout Phase (Closeout Report)			12/01/2019
			02/01/2022
			02/01/2022
			09/01/2022
			09/01/2022
			07/01/2025
			07/01/2025
			08/01/2025
			05/05/2026
			07/01/2027
			07/02/2029

Date 06/24/2021 17:09:00

Purpose and Need

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.

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
TMS (Traffic Management Systems)	Freeway ramp meters	EA	2
ADA Improvements	New sidewalk	LF	11,000
TMS (Traffic Management Systems)	TMC interconnect projects	EA	1
TMS (Traffic Management Systems)	Closed circuit television cameras	EA	5
Active Transportation	Sidewalk miles	Miles	2.1
Pavement (lane-miles)	Auxiliary lane constructed	Miles	0.6
Active Transportation	Bicycle lane-miles	Miles	2.1
TMS (Traffic Management Systems)	Communications (fiber optics)	Miles	1.3
TMS (Traffic Management Systems)	Traffic census stations	EA	4
Bridge / Tunnel	New interchanges	SQFT	32,374.32

Date 06/24/2021 17:09:00

Additional Information

Reversible Lane Analysis - This is an interchange project, which does not require a reversible lane analysis. Furthermore, mainline does not have enough of a directional split that would warrant an analysis.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	12,704,524	12,706,245	-1,721
			VMT per Capita	24.555	24.558	-0.003
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	14,159,496	0	14,159,496
			Hours per Capita	27.339	0	27.339
LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	6,500.5	9,207.6	-2,707.1	
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	1	1.27	-0.27
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	0	0	0
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	-6	0	-6
			PM 10 Tons	-6	0	-6
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	-74.125	0	-74.125
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	-10	0	-10
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	-1	0	-1
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	124	0	124
LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	-42	0	-42	
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	0	2	-2
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.005	0.007	-0.002
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	0	35	-35
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0.32	0.329	-0.009
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	0	0	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	733	0	733
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	3	0	3
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	0	0	0
			Rating	NA	NA	

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Bridges	LPPF, LPPC	Bridge Deck Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Superstructure Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	LPPC, LPPF	Number of Receptors	Number	0	0	0
	LPPC, LPPF	Properties Directly Benefited	Number	0	0	0
	LPPC, LPPF	Number of Decibels	Number	0	0	0

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

Project Title

SR99/Commercial Ave Interchange Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Caltrans HQ
PS&E	6,000							6,000	Caltrans HQ
R/W SUP (CT)	2,400							2,400	Caltrans HQ
CON SUP (CT)		7,400						7,400	Caltrans HQ
R/W	3,100							3,100	Caltrans HQ
CON		54,400						54,400	Caltrans HQ
TOTAL	11,500	61,800						73,300	

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,000							3,000	
PS&E	6,000							6,000	
R/W SUP (CT)	2,400							2,400	
CON SUP (CT)		7,400						7,400	
R/W	11,100							11,100	
CON		45,400						45,400	
TOTAL	22,500	52,800						75,300	

Fund #1:	RIP - National Hwy System (Committed)	Program Code
-----------------	---------------------------------------	--------------

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Tulare County Association of Govern
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									
TOTAL	11,500	7,400						18,900	

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									
TOTAL	11,500	7,400						18,900	

Fund #2:		Local Funds - Local Measure (Committed)							Program Code	
		Existing Funding (\$1,000s)							20.10.400.100	
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency	
E&P (PA&ED)									Tulare County Association of Govern	
PS&E									Regional Measure Funds (Measure	
R/W SUP (CT)									R)	
CON SUP (CT)										
R/W										
CON		45,400						45,400		
TOTAL		45,400						45,400		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	1,500							1,500		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		20,400						20,400		
TOTAL	1,500	20,400						21,900		
Fund #3:		State SB1 LPP - Local Partnership Program - Competitive program (Committed)							Program Code	
		Existing Funding (\$1,000s)							20.XX.724.100	
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency	
E&P (PA&ED)									California Transportation Commissio	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		9,000						9,000		
TOTAL		9,000						9,000		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		9,000						9,000		
TOTAL		9,000						9,000		

Fund #4:	Local Funds - Private Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,500							1,500	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	8,000							8,000	
CON									
TOTAL	9,500							9,500	
Fund #5:	Federal Disc. - BUILD-TIGER Discretionary Grants (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
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		16,000						16,000	
TOTAL		16,000						16,000	

Complete this page for amendments only

Date 06/24/2021 17:09:00

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

SECTION 1 - All Projects

Project Background

print ePPR for baseline agreement

Programming Change Requested

Reason for Proposed Change

print ePPR for baseline agreement

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

print ePPR for baseline agreement

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

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	11/22/2021 13:33:12
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
06	48950	0614000040	6369	Caltrans District 6	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Tulare	99	25.200	30.600	Tulare County Association of Governments	
				MPO	Element
				TCAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Eric Karlson			559-246-7337	eric.karlson@dot.ca.gov	

Project Title
 SR 99 Tulare City Widening

Location (Project Limits), Description (Scope of Work)
 In and near the City of Tulare, from south of Avenue 200 to just north of Prosperity Avenue. This project will relieve traffic congestion, improve goods movement and passenger travel along State Route 99 by widening in the median from 4 to 6 lanes. In addition the project will reconstruct the Paige Avenue interchange, including roundabouts on Paige Avenue at the ramp termini, Blackstone Street, and Laspina Street to improve traffic operations.

Component	Implementing Agency		
PA&ED	Caltrans District 6		
PS&E	Caltrans District 6		
Right of Way	Caltrans District 6		
Construction	Caltrans District 6		
Legislative Districts			
Assembly:	26	Senate:	16
		Congressional:	22
Project Milestone			Existing
Project Study Report Approved			Proposed
Begin Environmental (PA&ED) Phase			05/01/2019
Circulate Draft Environmental Document	Document Type	EIR/EIS	08/01/2020
Draft Project Report			02/15/2021
End Environmental Phase (PA&ED Milestone)			11/01/2021
Begin Design (PS&E) Phase			12/01/2021
End Design Phase (Ready to List for Advertisement Milestone)			01/07/2024
Begin Right of Way Phase			11/01/2021
End Right of Way Phase (Right of Way Certification Milestone)			12/01/2023
Begin Construction Phase (Contract Award Milestone)			07/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)			10/01/2026
Begin Closeout Phase			10/01/2026
End Closeout Phase (Closeout Report)			10/01/2029

Date 11/22/2021 13:33:12

Purpose and Need

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.

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total
Pavement (lane-miles)	Mixed flow mainline constructed	Miles	21.2
Pavement (lane-miles)	Roadway lane miles	Miles	10.6
Drainage	Culverts	LF	3,000
TMS (Traffic Management Systems)	Changeable message signs	EA	2
Operational Improvement	Ramp modifications	EA	4
Pavement (lane-miles)	Ramps and Connectors constructed	Miles	1

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	8,841	22,322	-13,481
	TCEP	Daily Truck Trips	# of Trips	33,296	33,296	0
	TCEP	Daily Truck Miles Traveled	Miles	169,811	169,811	0
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	26,071	9,605	16,466
	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	0	0	0
			# of Containers	7,449	2,744	4,705
	TCEP	Change in Cargo Volume That Can Be Accommodated	# of Tons	148,980	54,887	94,093
# of Containers			0	0	0	
System Reliability	TCEP	Truck Travel Time Reliability Index	Index	1.02	2.22	-1.2
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	8,701	12,616	-3,915
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	-8	0	-8
			PM 10 Tons	-8	0	-8
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	-14,160	0	-14,160
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	-10	10	-20
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	-218	0	-218
LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	-286	0	-286	
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	145	-145
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	-2	0	-2
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.002	0.005	-0.003
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	-42	0	-42
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0.07	0.11	-0.04
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,656	0	1,656
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	2.6	0	2.6

District	County	Route	EA	Project ID	PPNO
06	Tulare	99	48950	0614000040	6369

Project Title
 SR 99 Tulare City Widening

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	4,150							4,150	Caltrans District 6
PS&E	6,370							6,370	Caltrans District 6
R/W SUP (CT)		2,000						2,000	Caltrans District 6
CON SUP (CT)			9,000					9,000	Caltrans District 6
R/W		5,000						5,000	Caltrans District 6
CON			100,000					100,000	Caltrans District 6
TOTAL	10,520	7,000	109,000					126,520	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	4,150							4,150	
PS&E	6,370							6,370	
R/W SUP (CT)		4,000						4,000	
CON SUP (CT)				14,000				14,000	
R/W			24,600	170,000				194,600	
CON									
TOTAL	10,520	4,000	24,600	184,000				223,120	

Fund #1: RIP - National Hwy System (Committed) Program Code

Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	2,150							2,150	Tulare County Association of Govern
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,150							2,150	

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	2,150							2,150	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,150							2,150	

Fund #4:	State Bond - State Route 99 Corridor (Committed)							Program Code	
Existing Funding (\$1,000s)								20.XX.722.000	
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E	2,070							2,070	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,070							2,070	
Proposed Funding (\$1,000s)								Notes	
E&P (PA&ED)									
PS&E	2,070							2,070	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,070							2,070	

Complete this page for amendments only

Date 11/22/2021 13:33:12

District	County	Route	EA	Project ID	PPNO
06	Tulare	99	48950	0614000040	6369

SECTION 1 - All Projects

Project Background

This PPR is being updated to reflect the schedule change and to incorporate it into the 2022 STIP.

Programming Change Requested

Modify the PM from 25.4 to 30.5 to 25.2 to 30.6 and add the Paige Ave interchange to the project description.

Reason for Proposed Change

Caltrans and TCAG made a decision to include the Paige Ave interchange as part of this project. This changed the environmental document to an EIR/EIS in addition it required to amend the FTIP. However, due to the Air conformity lock down TCAG was unable to amend the FTIP in time and therefore PA&ED has moved out from the original date.

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

The reason for the delay is stated above. Based on the original PA&ED of 5/6/2022 the team still has time on working out how the additional support cost will be paid. At this time no additional source has been determined.

Other Significant Information

SECTION 2 - For SB1 Project Only

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

This project is amending the 2022 STIP to incorporate the addition of the Paige Ave interchange to the widening project. Additionally the original project limits have been modified from 25.4 to 30.5 to 25.2 to 30.6. The right of way and construction cost, which is a future need, has also increased. This is reflected in the proposed funding plan.

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

SECTION 3 - All Projects

Attachments

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

Section 17

Board Resolution (2022 RTIP Approval)

Section 18

Project Specific Benefit Evaluations

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

Percent Trucks (include RVs, if applicable)

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						Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS				Constant Dollars	Present Value
	Project Support	R / W	Construction	Maint./ Op.	Rehab.	Mitigation			
Construction Period									
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
Project Open									
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
Total	\$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: SR99/Commercial Ave Interchange

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
Benefit / Cost Ratio:	2.4
Rate of Return on Investment:	13.0%
Payback Period:	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
TOTAL BENEFITS	\$104.9	\$66.8	\$171.8	\$8.6
Person-Hours of Time Saved			16,306,265	815,313

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 ₂ 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	291	15	\$0.0	\$0.0
CO ₂ Emissions Saved	37,891	1,895	\$1.1	\$0.1
NO _x Emissions Saved	180	9	\$6.6	\$0.3
PM ₁₀ Emissions Saved	-1	0	-\$0.3	-\$0.0
PM _{2.5} Emissions Saved	-1	0		
SO _x 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.				
Construction Period									
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
Project Open									
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
Total	\$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
Benefit / Cost Ratio:	0.4
Rate of Return on Investment:	-2.2%
Payback Period:	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
TOTAL BENEFITS	\$17.7	\$5.8	\$23.5	\$1.2
Person-Hours of Time Saved			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 ₂ 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 ₂ Emissions Saved	-13,981	-699	-\$0.4	-\$0.0
NO _x Emissions Saved	14	1	\$0.1	\$0.0
PM ₁₀ Emissions Saved	0	0	-\$0.0	-\$0.0
PM _{2.5} Emissions Saved	0	0		
SO _x Emissions Saved	0	0	-\$0.0	-\$0.0
VOC Emissions Saved	0	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.				
Construction Period									
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
Project Open									
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
Total	\$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

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

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

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 ₂ 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	214	11	\$0.0	\$0.0
CO ₂ Emissions Saved	-42,692	-2,135	-\$1.5	-\$0.1
NO _x Emissions Saved	209	10	\$1.3	\$0.1
PM ₁₀ Emissions Saved	-2	0	-\$0.2	-\$0.0
PM _{2.5} Emissions Saved	-2	0		
SO _x Emissions Saved	-1	0	-\$0.0	-\$0.0
VOC Emissions Saved	9	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
Current

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.
 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.				
Construction Period									
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
Project Open									
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
Total	\$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
Benefit / Cost Ratio:	0.1
Rate of Return on Investment:	-3.7%
Payback Period:	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
TOTAL BENEFITS	-\$1.2	\$5.1	\$3.9	\$0.2
Person-Hours of Time Saved			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 ₂ 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 ₂ Emissions Saved	9,640	482	\$0.2	\$0.0
NO _x Emissions Saved	36	2	\$0.3	\$0.0
PM ₁₀ Emissions Saved	0	0	\$0.0	\$0.0
PM _{2.5} Emissions Saved	0	0		
SO _x Emissions Saved	0	0	\$0.0	\$0.0
VOC Emissions Saved	4	0	\$0.0	\$0.0