



Tulare County Association of Governments
210 N. Church Street, Suite B
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2024
Regional Transportation
Improvement Program

RTIP

FYs 2024-25 - 2028-29

December 2023



Tulare County Association of Governments

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December 15, 2023

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Ms. Taylor and Mr. Anderson:

Enclosed for your consideration is the Tulare County Association of Governments' (TCAG) proposed 2024 Regional Transportation Improvement Program (2024 RTIP). The TCAG Board of Directors adopted the 2024 RTIP at their December 11, 2023 Board meeting. The 2024 RTIP reflects a commitment to deliver needed projects in the Tulare County region to address safety and goods movement. As shown in the following 2024 RTIP summary, the state highway system continues to be TCAG's top priority and is a major focus in the 2024 RTIP.

TCAG 2024 RTIP Proposal

		Total by Fiscal Year										Total by Component			
(in \$1,000's)		24/25	25/26	26/27	27/28	28/29	R/W	Const	EBP	PS&E	R/W Sup	Con Sup			
Agency	Projects	Total Funding	Prior												
Existing															
Caltrans	Tulare 6-Lane Widening (Combined)		\$11,134				\$2,759	\$7,337		\$425		\$613			
Caltrans	Tulare 6-Lane N/S Widening, AV 200-Prosperity Av		\$2,150						\$2,150				\$6,000	\$7,400	
Caltrans	Commercial Avenue Interchange		\$18,900										\$5,000	\$1,600	
Caltrans	Calliwell Interchange, Reconstruct		\$15,289										\$5,000	\$5,689	
Caltrans	Realignment & Operational Improvements		\$5,650						\$5,650						
Caltrans	Realignment & Op Imprvmnts (Oak Street Roundabout), Phase 1	\$1,900	\$2,500										\$2,500	\$1,900	
Proposed															
Caltrans	Tulare 6-Lane Widening (Combined)		\$11,134												
Caltrans	Tulare 6-Lane N/S Widening, AV 200-Prosperity Av		\$2,150												
Caltrans	Commercial Avenue Interchange		\$18,900												
Caltrans	Calliwell Interchange, Reconstruct		\$15,289												
Caltrans	Realignment & Operational Improvements		\$5,650												
Caltrans	Realignment & Op Imprvmnts (Oak Street Roundabout), Phase 1	\$20,150	\$2,500				\$20,150							\$2,950*	
Caltrans	Delano-Pixley 6-Lane with Pavement Rehabilitation Project	\$6,182	\$2,972				\$6,182						\$6,182		
	Total Programmed	\$24,432	\$24,432	\$0	\$20,150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,382	\$0	
Balance of STIP County Share (as Proposed)															
	Total County Share, December 15, 2023	\$24,432													
	Unprogrammed Share Balance	\$0													
	2024 STIP Target Share Capacity	\$21,032													
	Share Balance Advanced or Overdrawn	\$3,400													
* Includes \$1.9m of carryover from 2022 RTIP															

The 2024 RTIP is consistent with the TCAG's approved 2022 Regional Transportation Plan and Sustainable Communities Strategy. The 2024 RTIP is available on the TCAG's website at: <http://www.tularecog.org>. The document underwent a 30-day public review period from October 11, 2023 to November 12, 2023. A public hearing was held on October 16, 2023.

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

2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 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 Regional Improvement Program (RIP) fund shares for transportation projects in the Tulare County region. Historically, the TCAG Board has committed all RTIP funding 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 2024 RTIP is essentially a joint proposal with District 6 in that the funding priorities between the District and TCAG are identical.

On August 16, 2023, the California Transportation Commission (CTC) adopted the 2024 State Transportation Improvement Program (STIP) Fund Estimate (FE). For the 2024 STIP period, the Tulare region has \$21,032,000 of target share programming capacity and \$83,057,000 of maximum share programming capacity. TCAG's 2024 RTIP proposes programming the entire amount of new RIP funding available to the Tulare region, \$21,032,000. An additional \$3,400,000 of funding is also being requested to be advanced from the 2026 STIP cycle. This additional request for RIP funding is proposed for the construction capital phase of the SR 99 Delano-Pixley 6-Lane with Pavement Rehabilitation Project. With this additional RIP funding and the proposed ITIP funding recommended by Caltrans, this project becomes fully funded. The projects proposed for programming are existing projects being carried over from the 2022 STIP. Table 1 below identifies the general breakdown of total RIP to be programmed in the TCAG 2024 RTIP.

Table 1 Breakdown of Available STIP Funding	
Regional Improvement Program (RIP) Funds Available	Funding Apportionment
Total New Regional County (RIP) Shares	\$21,032,000
Reprogrammed Regional County (RIP) Shares	\$0
Carryover Regional County (RIP) Shares	\$1,900,000
Total Regional Shares Programmed	\$22,932,000

A total of \$1.9 million is being carried over from the 2022 RTIP as identified in Table 2.

Table 2 Projects Carried Over from the 2022 RTIP		
Project Title	Program Year	Total
SR 65 Realign & Op Improvements (Oak Street Roundabout), Phase 1	26/27	\$1,900,000

Table 3 summarizes the proposed projects to be programmed with new Regional Improvement (RIP) funding in the 2024 TCAG RTIP.

Table 3 Projects Programmed with New RIP Funding			
Project Title	Program Year	Program Year	Total
SR 65 Realign & Op Improvements (Oak Street Roundabout), Phase 1	26/27	26/27	\$18,250,000
SR 99 Delano-Pixley 6-Lane with Pavement Rehabilitation Project	24/25	24/25	\$6,182,000
Total for Projects Programmed with New RIP Funding (amount includes \$1,900,000 of 2022 STIP carryover)			\$24,432,000

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 Links:
TCAG Website: www.tularecog.org
TCAG RTIP: <https://tularecog.org/tcag/programs-funding/regional-transportation-improvement-program-rtip/>
TCAG RTP: <https://tularecog.org/tcag/planning/rtp/rtp-2022/>
- **TCAG 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 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 2024 RTIP reflect the larger goals of TCAG's adopted 2022 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 2024 RTIP.

Section 4. Completion of Prior RTIP Projects (Required per Section 78)

No RTIP projects have been completed in the Tulare region between adoption of the 2022 RTIP and the 2024 RTIP. However, several projects are in various stages of development as shown in the table below. These projects are ongoing and while no additional RIP funds are proposed for these projects under the 2024 RTIP proposal, as STIP projects they remain eligible for future STIP funding should additional funds be needed.

Project Name and Location	Description	Current Status
SR 99 Safety & Goods Movement and Paige Avenue Multimodal Access Improvement Project. In the City of Tulare on SR 99 between Prosperity Avenue and Avenue 200	Widening in the median from 4 to 6 lanes and reconstruction of the Paige Avenue interchange.	PA&ED completed. PS&E underway. Allocation request for right-of-way planned for Spring 2024.
SR 99/Caldwell Ave Interchange, Safety, and Multi-Modal Project. Near the City of Visalia, on SR 99 and Caldwell Avenue.	Reconstruction of interchange.	Environmental document approved. Design and right-of-way planned for completion in mid-October 2023. Allocation request for CON in December 2023.
SR 99/International Agri-Center Interchange. In Tulare County, near the City of Tulare, on SR 99 and Commercial Avenue.	Construction of a new interchange and construction of north and southbound auxiliary lanes.	Project under construction.
SR 99 Tagus 6-Lane Widening. Near the city of Tulare, from Prosperity Avenue to 1.2 mile south of Avenue 280.	Widen from four to six lanes.	Project under construction.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 16-17, 2023
Caltrans identifies State Highway Needs	September 15, 2023
Caltrans submits draft ITIP	October 15, 2023
CTC ITIP Hearing, South	November 1, 2023
CTC ITIP Hearing, North	November 8, 2023
Regional Agency adopts 2024 RTIP	December 11, 2023

Regions submit RTP to CTC	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

B. Community Engagement

The community engagement process for the projects in the 2024 RTP consisted of a combination of engagement activities associated with the development of the 2022 Tulare County Regional Transportation Plan (2022 RTP) and engagement conducted during the individual project planning and environmental document development phases.

Community engagement activities for the 2022 RTP were conducted in the Fall of 2021 and consisted of 21 engagement events held throughout the Tulare County region. During some events, presentations were made by staff regarding the proposed RTP and how the proposed projects within the RTP impact the various modeling scenarios. Staff was also available to answer questions regarding the various aspects of the RTP and specific projects contained within the RTP. Surveys were also used to gauge the interest of Tulare County residents regarding a multitude of issues including transportation project priorities, transit usage, housing issues, bike and pedestrian safety, farmland and open space preservation, transportation mode choice, greenhouse gas reduction strategies, etc.

Community engagement for the SR 65 Realignment & Operational Improvements project began in 2001. Since then, a series of community engagement events have been held with the latest one occurring in September 2020. The project was originally conceived as a new alignment of State Route 65 between SR 245 on the north and the City of Lindsay on the south. The purpose of the realignment was to improve traffic flow, alleviate congestion, and improve safety for motorists along the corridor. Based on the feedback received from the community, business owners, local, state and federal agencies, the original concept of realigning the entire segment of SR 65 was withdrawn from further consideration. A new preferred design was adopted consisting of operational improvements to include construction of a roundabout on SR 65 near Tulare Road in the City of Lindsay (Phase 1); construction of a roundabout on SR 198 and SR 245 (Phase 2).

Caltrans and TCAG are moving forward with Phase 1 and is proposing the use of RTIP funding for construction phase. Previous RTIP cycles have included the use of RIP fund for the environmental and design phases of this project.

Section 6. 2024 STIP Regional Share and Request for Programming

A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate

In the 2024 STIP, the Tulare region has a \$21,032,000 target share programming capacity and \$83,057,000 of maximum share programming capacity. For the 2024 RTIP, TCAG will be requesting to advance \$5,300,000 of future STIP shares in order to program projects under the 2024 STIP. The projects proposed for programming are existing projects being carried over from the 2022 STIP. No new projects are proposed.

Consultation with Caltrans District (Required per Section 20)

Caltrans District: 6

TCAG and Caltrans District 6 have a strong partnership and consult frequently on the development of the RTIP and ITIP, transportation needs of the region, and funding strategies. 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 staff 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. 2024 STIP Regional Funding Request

Section 6. 2024 STIP Regional Share and Request for Programming

B. 2024 Regional Fund Share Per 2024 STIP Fund Estimate

Per the 2024 STIP Fund Estimate approved by the CTC on August 16, 2023, the Tulare region has \$21,032,000 of target share programming capacity and \$83,057,000 of maximum share programming capacity.

C. Summary of Requested Programming

Project Name and Location	Project Description	Requested 2024 RIP Amount
SR 65 Realignment & Operational Improvements (Oak Street Roundabout), Phase 1. In Tulare County on State Route 65 from 0.1 mile south of Mariposa Street to Cedar Avenue.	Construction of roundabout	\$18,250,000
Delano to Pixley 6-Lane with Pavement Rehabilitation Project. In Kern and Tulare Counties, on State Route 99 between PM 56.4 and 57.6, in Kern County, and PM 0.0 and 13.5, in Tulare County.	Improve a segment of SR 99 from a 4-lane highway to a 6-lane highway. The project also proposes to construct an additional lane, shoulder, and concrete barrier in the existing median and rehabilitate the pavement.	\$6,182,000
Total		\$24,432,000

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

Projects included in TCAG's RTIP are funded with a variety of federal, state, and local sources. Fund sources include Tulare County's transportation sales tax funding (Measure R).

Proposed 2024 RTIP	Total 2024 RIP	Prior RIP	Other Funding				Total Project Cost
			Regional Measure	SHOPP on STIP Projects	SR 99 Bond Program	CRRSSA	
SR 65 Realignment & Operational Improvements (Oak Street Roundabout), Phase 1	\$18,250,000	\$4,400,000	\$7,900,000	-	-	-	\$30,550,000
SR 99 Delano to Pixley 6-Lane with Pavement Rehabilitation Project.	\$6,182,000	\$2,972,000	-	\$74,335,000	\$30,900,000	\$1,028,000	\$119,417,000
	\$24,432,000	\$7,372,000	\$9,783,000	\$74,335,000	\$30,900,000	\$1,028,000	\$151,850,000

Notes:

SR 65 Realignment & Operational Improvements (Oak Street Roundabout), Phase 1:

Total 2024 RIP amount includes \$17.2m for Con Capital and \$1.05m for Con Support in FY 26-27. Prior RIP includes \$1.9m of carryover from 2022 RTIP for Con Support in FY 26-27.

Delano to Pixley 6-Lane with Pavement Rehabilitation Project:

Prior RIP funds shown are from Tulare's share of COVID RIP funds. ITIP funds reflect the recommendation from Caltrans in the 2024 Draft ITIP.

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.

TCAG has requested ITIP funding for the construction of the Delano-Pixley 6-Lane with Pavement Rehabilitation Project (PPNO 7072). The Draft ITIP was released by Caltrans on October 28, 2023. Caltrans is recommending \$4 million for the construction phase of the Delano-Pixley 6-Lane with Pavement Rehabilitation Project. The project would rehabilitate and widen an approximate 14-mile segment of State Route 99 located between the Kern/Tulare County line and the community of Pixley in Tulare County. State Route 99 is a major north-south goods movement and commuter corridor providing access between Los Angeles and San Francisco via the Central Valley. As one of the major interregional corridors in California, State Route 99 is vital to the transport of agricultural products throughout the country. It also provides access to ports in Los Angeles and the Bay Area for shipment of agricultural products throughout the world.

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.

Section 10. Highways to Boulevards Conversion Pilot Program

TCAG is not aware of any potential candidate project for the Highways to Boulevards Conversion Pilot Program.

11. Complete Streets Consideration (per Section 26)

Complete streets elements were considered in the planning and design of the projects proposed in the TCAG 2024 RTIP. The improvements proposed would help to improve traffic flow in the vicinity of the project and would therefore improve the comfortability and convenience for residents using transit on this route. Infrastructure for walking and biking will be considered and included in the design, to the extent possible and feasible.

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

Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)

The 2024 RTIP furthers the policies and strategies of TCAG's adopted 2022 Regional Transportation Plan and Sustainable Communities Strategy (2022 RTP/SCS). The goals and

policies adopted in TCAG's 2022 RTP/SCS, provide the framework which aligns with the 2024 RTIP. 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.

The 2024 RTIP funds projects that enhance the environment for existing and future generations; maximizes mobility and accessibility; increases safety and security; and preserves the efficiency of the existing transportation system. The 2024 RTIP also supports economic vitality, maximizes cost effectiveness; and improves the quality of life for residents in Tulare County and the surrounding regions.

The projects recommended in the 2024 RTIP are consistent with the transportation and land use scenario adopted in the 2022 RTP/SCS. The SR 65 Realignment & Operational Improvements (Oak Street Roundabout), Phase 1 project will provide operational and safety improvements for vehicles traveling along SR 65 and SR 137. Projected traffic congestion will be reduced, and the safety of the motoring public will be greatly improved with project implementation.

The SR 99 Delano to Pixley 6-Lane with Pavement Rehabilitation Project will help to significantly relieve congestion and improve the economic vitality of the region by enhancing the movement of goods to regional and statewide markets consistent with RTP/SCS. This project will improve safety, truck freight mobility and travel time reliability in this segment of SR 99. The SR 99 corridor traverses agricultural land and agribusiness within the limits of the project and under the Federal-Aid Surface Transportation Program, SR 99 is designated as part of the National Highway System as a Strategic Highway Network (STRAHNET) route. It is also designated as a State Terminal Access Route for trucks allowed under Surface Transportation Assistance Act (STAA).

As required per Section 19A of the STIP guidelines, the RTIP must include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data. The performance measures listed in Table B1 below identify relevant data and tools available to the extent that may be reported:

Table B1 Evaluation – Regional Level Performance Indicators and Measures				
Goal	Indicator/Measure	Current System Performance (Baseline, 2021)	Projected Performance (2046 No Project)	Projected Performance Improvement (2046 with RTIP Projects)
Congestion Reduction	Reduce Vehicle Miles Traveled per capita	19.05	18.90	18.50
	Reduce percent of congested VMT (at or below 35 mph V/C > 0.75)	2.5%	4.4%	3.9%
	Change in commute mode share (travel to work and school) (SOV mode share)	49.2%	48.6%	47.8%
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	16.6% (2019)	N/A	7.2% (2021)
	Improve Pavement Condition Index (local streets and roads)	60 (2018/2019)	N/A	56 (2035)
	Reduce percent of highway bridge deck area in Poor Condition	0.8% (2020)	N/A	0.8% (2021)
	Reduce percent of transit assets that have surpassed the FTA useful life period	24.7% (2021)	N/A	18.4% (2022)
	Reduce Highway Buffer Index (the time cushion added to average commute travel time to ensure on-time arrival)	N/A	N/A	N/A
Safety	Reduce fatalities and serious injuries per capita	17/39.6 (per 100,000) - 2020	N/A	N/A
	Reduce fatalities and serious injuries per Vehicle Miles Traveled	2.203/5.140 (per 100 million) - 2020	N/A	N/A
	Increase percent of housing and jobs within 0.5 miles of transit stops and frequent transit service	31.7%	N/A	32.7%
Economic Vitality	Reduce mean commute travel time (to work and school)	14.18	13.98	14.14
	Change in acres of agricultural land	N/A	2205	1377
Environmental Sustainability	CO2 emissions reduction per capita	N/A	11.4%	17.6%
N/A – Information not available				

Section 13. Regional and Statewide Benefits of RTIP

TCAG's proposed 2024 Draft RTIP provides both regional and statewide benefits. Once completed, the projects in the 2024 RTIP 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 65 is a major land-based shipping route located on the along the eastern valley portion of Tulare County. The project is located adjacent to SR 137 which provides a east-west connection between Lindsay, Exeter, and Porterville on the east to the cities of Tulare and Visalia and SR 99 on the west. SR 65 is a major corridor that provides north-south link between the north county region and the cities of Lindsay, Exeter, and Porterville. The project will bring regional benefits and will facilitate regional connections for vehicles, bicyclists and pedestrians, and increase safety for the motoring public along these corridors.

SR 99 is the transportation backbone of the San Joaquin Valley. It is a highly travelled highway and often provides an alternative to Interstate 5 for people traveling between the northern and southern parts of the State. Running through the heart of the central valley, SR 99 is also a favored route for agricultural goods shipments, between northern and southern California. The region continues to experience a high rate of growth and as a result, SR 99 is quickly exceeding its planned capacity. To maintain the corridor's ability to support ongoing development, facilitate efficient goods movement, and improve the quality of life in this fast-growing region, continued investment is needed.

Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

Per Section 22B 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.

Table B2 Evaluation – Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure (per thousand dollars invested)	Current Level of Performance (Baseline)	Projected Performance Improvement (2046)
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita	19.05	18.5
	Reduce Percent of congested VMT (at or below 35 mph)	2.5%	3.9%
	Change in commute mode share (travel to work or school)	49.2%	47.8%
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	N/A	N/A
	Improve Pavement Condition Index (local streets and roads)	N/A	N/A
	Reduce percent of highway bridge deck area in Poor Condition	N/A	N/A
	Reduce percent of transit assets that have surpassed the FTA useful life period	N/A	N/A
	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	N/A	N/A
System Reliability	Improve accessibility and on-time performance for rail and transit	N/A	N/A
	Reduce fatalities and serious injuries per capita		
Safety	Reduce fatalities and serious injuries per VMT		
	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	31.7%	32.7%
	Reduce mean commute travel time (to work or school)	14.18	14.14
	Increase farebox recovery ratio	N/A	N/A
Environmental Sustainability	Change in acres of agricultural land	N/A	N/A
	CO ₂ emissions reduction per capita	N/A	N/A
N/A – Information not available			

Section 15. Project Specific Evaluation (Required per Section 22D)

There are no new projects proposed for the 2024 RTIP. All projects in the 2024 RTIP are carryover projects from the 2022 RTIP, two of which are proposed to use TCAG’s share of 2024 RIP funds. The project specific benefit evaluations are available in Appendix 20.

E. Detailed Project Information

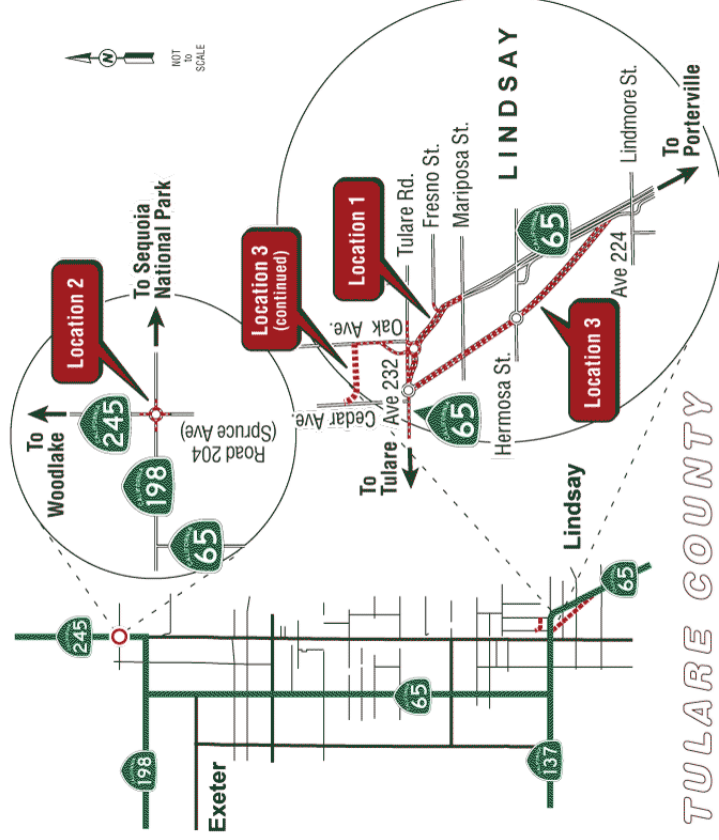
Section 16. Overview of Projects Programmed with RIP Funding

SR 65 Realignment & Operational Improvements (Oak St Roundabout), Phase 1

This project is identified as Location 1 on the exhibit below. The project will construct a roundabout just south of the existing State Route 65 alignment near Lindsay. Tulare Road will be realigned and connected directly to the roundabout. Oak Avenue will also be realigned and connected directly to the roundabout. There will be a two-lane approach into the roundabout for eastbound and northbound traffic. The westbound and southbound traffic will have a single-lane approach to the roundabout.

Two future phases (Locations 2 and 3) are planned as shown in the exhibit below. In addition to this phase, 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 and construction of two roundabouts on State Route 65 in the vicinity of the City of Lindsay.

Project Map – SR 65 Realignment & Operational Improvements (Oak St Roundabout), Phase 1



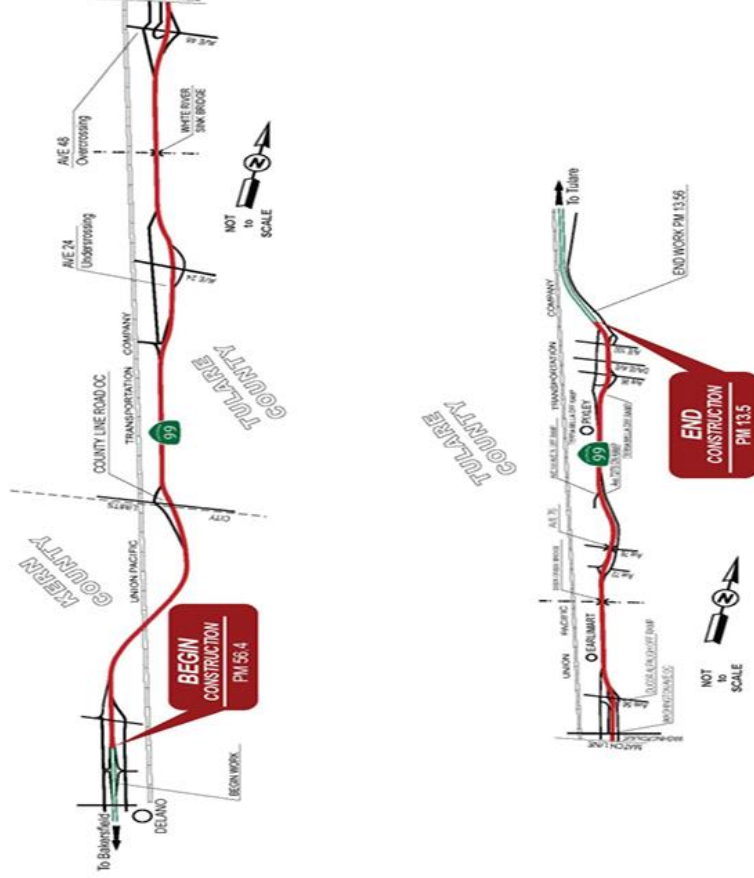
SR 99 Delano to Pixley 6-Lane with Pavement Rehabilitation Project

In partnership with TCAG, Caltrans proposes to improve a segment of State Route 99 from a 4-lane highway to a 6-lane highway and rehabilitate the existing lanes. The project begins in Kern County in the City of Delano at post mile 56.4 and ends at post mile 13.5, approximately 0.2 mile north of Avenue 100 (Court Avenue) in the community of Pixley in Tulare County. See exhibit below. The total length of the project is approximately 14 miles, and the additional northbound and southbound lanes will be constructed in the median.

The project will improve operational deficiencies, improve freight movement, provide for future growth, and repair and extend the service life of the existing pavement along this segment of State Route 99.

Enhancement of this segment of State Route 99 in Tulare County is needed to improve truck freight throughput and travel time reliability. In addition, the pavement within the project limits is distressed and needs to be repaired. Repairing the existing pavement would decrease the exposure of Caltrans maintenance crews over time and decrease the risk to their safety. Trucks account for approximately 22 percent of the Annual Average Daily Traffic count within the San Joaquin Valley corridor, compared with the state average of 9 percent of truck traffic. The 2020 California Freight Mobility Plan estimates over 463 million tons of goods moved into, out of, and within the region in 2010. This is expected to grow to more than 800 million tons by 2040.

Project Map – SR 99 Delano to Pixley 6-Lane with Pavement Rehabilitation Project



The San Joaquin Valley produced \$36.8 billion in agricultural commodities in 2020. The corridor includes eight of the top 10 agricultural-producing counties in California and the three largest agricultural-producing counties in the nation, producing 25 percent of the nation's food supply. The San Joaquin Valley was responsible for \$5.8 billion in dairy milk production alone in 2020, higher than any other state. About 250 different crops are grown in the San Joaquin Valley, and agricultural exports are shipped throughout the nation and internationally to over 100 countries. Also, the San Joaquin Valley is becoming a major logistical connection, with a growing number of mega-distribution centers and new manufacturing/processing facilities.

Appendix 17 – Project Programming Request Forms

Amendment (Existing Project) YES NO

LPP-C
 LPP-F
 SCCP
 TCEP
 STIP
 Other

District	EA	Project ID	PPNO	Nominating Agency
06	0W791	0621000142	7072	Tulare County Association of Governments
County	Route	PM Back	PM Ahead	Co-Nominating Agency
Kern County	99	56.400	57.500	MPO
Tulare County	99	0.000	13.500	TCAG
Project Manager/Contact		Phone	Email Address	
Sumi Hoode		559-383-5189	sumangali.hoode@dot.ca.gov	

Project Title

SR 99 Delano to Pixley 6-Lane with Pavement Rehabilitation Project

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

Near Earlimart, from County line Road Overcrossing to 0.7 miles north of Avenue 100 (Court Street) Overcrossing. Widen from 4-lanes to 6-lanes. Also in Kern County from 0.1 miles south of Cecil Avenue Overcrossing to County Line Road. Restriped the northbound lanes from lanes to three lanes.

Component	Implementing Agency	
PA&ED	Caltrans HQ	
PS&E	Caltrans HQ	
Right of Way	Caltrans HQ	
Construction	Caltrans HQ	
Legislative Districts		
Assembly:	14	Senate: 26
Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	09/20/2020	09/20/2020
Circulate Draft Environmental Document	05/04/2022	03/24/2023
Draft Project Report	05/04/2022	03/21/2023
End Environmental Phase (PA&ED Milestone)	05/05/2023	05/05/2023
Begin Design (PS&E) Phase	08/01/2023	08/01/2023
End Design Phase (Ready to List for Advertisement Milestone)	05/03/2024	05/03/2024
Begin Right of Way Phase	05/05/2023	05/05/2023
End Right of Way Phase (Right of Way Certification Milestone)	04/02/2024	04/02/2024
Begin Construction Phase (Contract Award Milestone)	09/23/2024	09/23/2024
End Construction Phase (Construction Contract Acceptance Milestone)	10/01/2026	10/01/2026
Begin Closeout Phase	10/01/2026	10/01/2026
End Closeout Phase (Closeout Report)	10/01/2029	10/01/2029

Date 12/15/2023 13:51:51

Purpose and Need

Widening of this section of SR 99 is needed to enhance freight mobility, preserve acceptable facility operation, improve safety, and reduce congestion. The proposed 6-lane freeway would improve the flow and travel-time reliability along this segment of SR 99 for current volumes of traffic and provide enough capacity to manage the projected increases to both passenger and freight vehicle volumes. The segment is already beginning to break down and operate at unacceptable levels.

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

Project Outputs

Category	Outputs	Unit	Total
State Highway Road Construction	Mixed flow lane-miles constructed	Miles	25.2

Additional Information

ADA is checked

Bike/Ped is checked

Performance Indicators and Measures

Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	67,811,388	0	67,811,388
			Hours per Capita	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-9	0	-9
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	133,124	0	133,124
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	38	0	38
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	1	0	1
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	1,087	0	1,087
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	609	0	609

District	County	Route	EA	Project ID	PPNO
06	Kern County, Tulare County	99, 99	0W791	0621000142	7072
Project Title					
SR 99 Delano to Pixley 6-Lane with Pavement Rehabilitation Project					

Component	Prior	Existing Total Project Cost (\$1,000s)						Total	Implementing Agency
		24-25	25-26	26-27	27-28	28-29	29-30+		
E&P (PA&E)	5,160						5,160	Caltrans HQ	
PS&E	4,650						4,650	Caltrans HQ	
R/W SUP (CT)	400						400	Caltrans HQ	
CON SUP (CT)	11,100						11,100	Caltrans HQ	
R/W	3,225						3,225	Caltrans HQ	
CON	84,700						84,700	Caltrans HQ	
TOTAL	109,235						109,235		
Proposed Total Project Cost (\$1,000s)									
E&P (PA&E)	5,160						5,160		Notes
PS&E	4,650						4,650		
R/W SUP (CT)	400						400		
CON SUP (CT)	11,100						11,100		
R/W	3,225						3,225		
CON	84,700	10,182					94,882		
TOTAL	109,235	10,182					119,417		

Component	Prior	Existing Funding (\$1,000s)						Total	Program Code
		24-25	25-26	26-27	27-28	28-29	29-30+		
E&P (PA&E)	3,360						3,360	SHOPP	
PS&E	4,450						4,450	Funding Agency	
R/W SUP (CT)	400						400		
CON SUP (CT)	9,100						9,100		
R/W	225						225		
CON	56,800						56,800		
TOTAL	74,335						74,335		

Component	Prior	Proposed Funding (\$1,000s)						Total	Program Code
		24-25	25-26	26-27	27-28	28-29	29-30+		
E&P (PA&E)	3,360						3,360	Notes	
PS&E	4,450						4,450		
R/W SUP (CT)	400						400		
CON SUP (CT)	9,100						9,100		
R/W	225						225		
CON	56,800						56,800		
TOTAL	74,335						74,335		

Fund #4:	Other Fed - Coronavirus Response and Relief Supplemental Appro (Committed)										Program Code
Existing Funding (\$1,000s)											
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total			
E&P (PA&ED)											
PS&E											
R/W SUP (CT)											
CON SUP (CT)	1,028							1,028			
R/W											
CON											
TOTAL	1,028							1,028			
Proposed Funding (\$1,000s)											
E&P (PA&ED)											
PS&E											
R/W SUP (CT)											
CON SUP (CT)	1,028							1,028			
R/W											
CON											
TOTAL	1,028							1,028			
Fund #5:	State Bond - State Route 99 Corridor (Committed)										Program Code
Existing Funding (\$1,000s)											
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total			
E&P (PA&ED)											
PS&E											
R/W SUP (CT)											
CON SUP (CT)											
R/W	3,000							3,000			
CON	27,900							27,900			
TOTAL	30,900							30,900			
Proposed Funding (\$1,000s)											
E&P (PA&ED)											
PS&E											
R/W SUP (CT)											
CON SUP (CT)											
R/W	3,000							3,000			
CON	27,900							27,900			
TOTAL	30,900							30,900			

Caltrans HQ

Fund #6:	RIP - COVID Relief Funds - STIP (Committed)										Program Code
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency	Notes	
Existing Funding (\$1,000s)											
E&P (PA&ED)	1,800							1,800	Tulare County Association of Govern		
PS&E	200							200			
R/W SUP (CT)											
CON SUP (CT)	972							972			
R/W											
CON											
TOTAL	2,972							2,972			
Proposed Funding (\$1,000s)											
E&P (PA&ED)	1,800							1,800			
PS&E	200							200			
R/W SUP (CT)											
CON SUP (CT)	972							972			
R/W											
CON											
TOTAL	2,972							2,972			
Fund #7:	IIP - National Hwy System (Uncommitted)										Program Code
Existing Funding (\$1,000s)											
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency	Notes	
E&P (PA&ED)									Caltrans HQ		
PS&E											
R/W SUP (CT)											
CON SUP (CT)											
R/W											
CON											
TOTAL											
Proposed Funding (\$1,000s)											
E&P (PA&ED)											
PS&E											
R/W SUP (CT)											
CON SUP (CT)											
R/W											
CON		4,000						4,000			
TOTAL		4,000						4,000			

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6094-2024-0001 v0

Complete this page for amendments only

District	County	Route	EA	Project ID	PPNO
06	Kern County, Tulare County	99, 99	0W791	0621000142	7072

Date 12/15/2023 13:51:51

SECTION 1 - All Projects

Project Background

Delano to Pixley 6-Lanes (Near Earlimart from County line Road Overcrossing to 0.7 miles north of Avenue 100 (Court Street) Overcrossing. Widen from 4-lanes to 6-lanes. Also in Kern County from 0.1 miles south of Cecil Avenue Overcrossing to County Line Road. Restripe the northbound lanes from two lanes to three lanes

Programming Change Requested

The purpose of this programming change request is to program \$4,000,000 IIP funding and \$6,172,000 RIP funding for construction capital.

Reason for Proposed Change

Capture funding from IIP and RIP to Construction Capital.

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)

Discuss this section with HQ.

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

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

PPR ID
 ePPR-6094-2022-0003 v2

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		Date	12/15/2023 13:49:14
Programs	<input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other		
District	EA	Project ID	PPNO
06	43081	062000059	0104A
County	Route	PM Back	PM Ahead
Tulare County	65	29.700	30.300
			MPO
			TCAG
			Element
Project Manager/Contact		Phone	Email Address
Mohamad Annan		559-365-0694	mohamad.annan@dot.ca.gov
Project Title			

SR 65 Realignment & Operational Improvements (Oak St Roundabout), Location 1 Phase I

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

Construct a roundabout in Lindsay from 0.1 mile south of Mariposa St. to Cedar Ave.

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:	Senate:
33	16
Project Milestone	Congressional:
Project Study Report Approved	Existing
Begin Environmental (PA&ED) Phase	09/28/2012
Circulate Draft Environmental Document	07/01/2000
Draft Project Report	05/04/2020
End Environmental Phase (PA&ED Milestone)	05/04/2020
Begin Design (PS&E) Phase	12/31/2021
End Design Phase (Ready to List for Advertisement Milestone)	07/05/2023
Begin Right of Way Phase	12/03/2026
End Right of Way Phase (Right of Way Certification Milestone)	05/06/2024
Begin Construction Phase (Contract Award Milestone)	11/05/2026
End Construction Phase (Construction Contract Acceptance Milestone)	05/09/2027
Begin Closeout Phase	04/22/2028
End Closeout Phase (Closeout Report)	07/24/2030
	07/24/2032
	07/24/2032
	05/15/2024
	02/17/2027
	08/13/2027
	12/17/2029
	12/17/2032
	12/19/2033

Date 12/15/2023 13:49:14

Purpose and Need

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

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

Project Outputs

Category	Outputs	Unit	Total
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 (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	0.1	0	0.1

District	County	Route	EA	Project ID	PPNO
06	Tulare County	65	43081	0620000059	0104A
Project Title					
SR 65 Realignment & Operational Improvements (Oak St Roundabout), Location 1 Phase I					

Existing Total Project Cost (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&E)	1,883							1,883	Caltrans District 6
PS&E		2,500						2,500	Caltrans District 6
RAW SUP (CT)		2,300						2,300	Caltrans District 6
CON SUP (CT)				1,900				1,900	Caltrans District 6
RAW		3,000						3,000	Caltrans District 6
CON				10,000				10,000	Caltrans District 6
TOTAL	1,883	7,800		11,900				21,583	
Proposed Total Project Cost (\$1,000s)									
E&P (PA&E)									Notes
PS&E		2,500						2,500	
RAW SUP (CT)		2,300						2,300	
CON SUP (CT)				2,950				2,950	
RAW		5,600						5,600	
CON				17,200				17,200	
TOTAL		10,400		20,150				30,550	

RIP - National Hwy System (Committed)									
Fund #1:	Existing Funding (\$1,000s)								
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&E)									Tulare County Association of Govern
PS&E		2,500						2,500	
RAW SUP (CT)									
CON SUP (CT)				1,900				1,900	
RAW									
CON									
TOTAL		2,500		1,900				4,400	
Proposed Funding (\$1,000s)									
E&P (PA&E)									Notes
PS&E		2,500						2,500	
RAW SUP (CT)									
CON SUP (CT)				2,950				2,950	
RAW									
CON				17,200				17,200	
TOTAL		2,500		20,150				22,650	

Fund #2:	Local Funds - Local Measure (Committed)										Program Code
	Existing Funding (\$1,000s)										
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency		
E&P (PA&ED)	1,883							1,883	Tulare County Association of Govern		
PS&E									Measure R		
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			
Proposed Funding (\$1,000s)											
E&P (PA&ED)										Notes	
PS&E											
R/W SUP (CT)		2,300						2,300			
CON SUP (CT)											
R/W		5,600						5,600			
CON											
TOTAL		7,900						7,900			

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
 ePPR-6094-2022-0003 v2

Complete this page for amendments only

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

Date 12/15/2023 13:49:14

SECTION 1 - All Projects

Project Background

n/a

Programming Change Requested

n/a

Reason for Proposed Change

Proposed 2024 RTIP

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

Appendix 18 – TCAG Board Resolution of Approval

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

In the matter of:

ADOPTION OF THE FINAL 2024 REGIONAL)
TRANSPORTATION IMPROVEMENT)
PROGRAM (2024 RTIP))

Resolution No. 2023-058

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 2024 Regional Transportation Improvement Program (2024 RTIP) is consistent with the 2022 Regional Transportation Plan (2022 RTP); and

WHEREAS, the 2024 RTIP is a list of transportation projects submitted by TCAG to the California Transportation Commission (CTC) for programming into the 2024 State Transportation Improvement Program (2024 STIP); and

WHEREAS, a legal notice was published in a local newspaper of general circulation on October 11, 2023 and a public hearing was held during a regularly scheduled TCAG Board meeting held on October 16, 2023, at the Porterville Fire Department Training Facility located at 500 N. Newcomb Street, Porterville, CA at 1:00 P.M, to gather testimony or written comments on the 2024 RTIP; and

WHEREAS the 2024 RTIP was widely circulated to all agencies and made available to the public through TCAG's website at www.tularecog.org; and

WHEREAS, the TCAG Board reviewed the Draft 2024 RTIP at its October 16, 2023 meeting.

NOW, THEREFORE, BE IT RESOLVED, that the 2024 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 2024 RTIP prior to its final submittal 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 1th day of December, 2023, by the following vote:


AYES: Flores, Valero, Micari, Vander Poel, Shuklian, Townsend, Reynosa, Riddle, Sayre, Poochigian, Mendoza, Holscher, Allen and Whitmire

NOES:


ABSTAIN:

ABSENT: Boyer, Cerros and Carrillo

TULARE COUNTY ASSOCIATION OF GOVERNMENTS



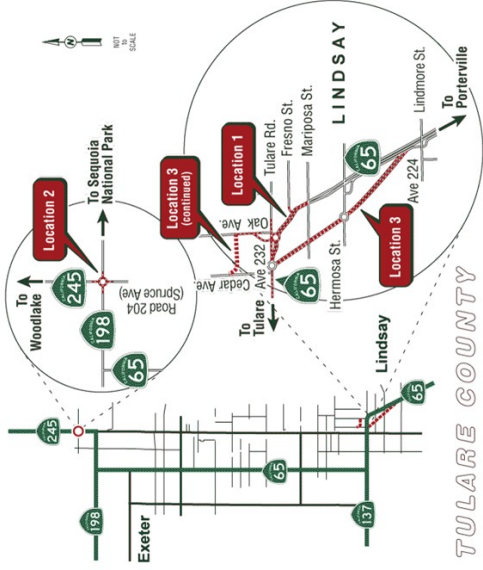
Amy Shuklian,
Chair, TCAG



Ted Smalley
Executive Director, TCAG

Appendix 19 – Fact Sheet

Tulare County Association of Governments (TCAG) 2024 Regional Transportation Improvement Program Fact Sheet



SR 65 Realignment & Operational Improvements (Oak Street Roundabout), Phase 1

Schedule:

Final Design and Right of Way:

Ongoing

Start of Construction:

2027

End of Construction:

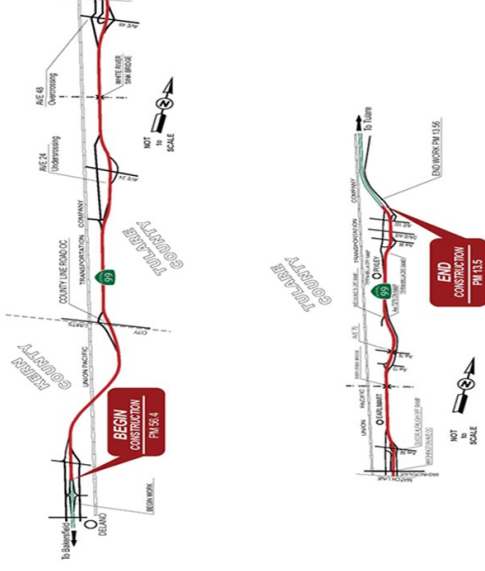
2029

Outputs:

- 3 miles of Pavement
- 7800 Linear Feet of Sidewalks
- 14 Curb Ramps
- 2 Census Stations
- 1 Closed Circuit Television Camera
- 1 Roundabout

Benefits:

- Improved Traffic Flow
- Improved Safety for the Motoring Public
- Decreased GHG Emissions
- Improved accessibility for Active Transportation Users
- ADA Accessibility



SR 99 Delano to Pixley 6-Lane with Pavement Rehabilitation Project

Schedule:

Final Design and Right of Way:

Ongoing

Start of Construction:

2024

End of Construction:

2026

Outputs:

- 27 New Lane Miles of Pavement
- 2 Changeable Message Signs
- 51.7 Miles of Major Pavement Rehabilitation
- TMS Structure and Technology Improvements

Benefits:

- Improved Traffic Flow and Congestion Reduction
- Elimination of Dangerous Traffic Bottlenecks
- Improved Passenger and Freight Safety
- Improved Interregional Goods Movement
- Improve Travel Time Reliability

Appendix 20 – Project-Specific Benefit Evaluations

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 Benefits	Freight Benefits	Total Over 20 Years	Average 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				297,757

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y
2) Vehicle Operating Costs? (y/n)	Y
3) Accident Costs? (y/n)	Y
4) Vehicle Emissions? (y/n)	Y

includes value for CO₂e

EMISSIONS REDUCTION	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	\$0.0	\$0.0
SO _x Emissions Saved	0	0	\$0.0	\$0.0
VOC Emissions Saved	4	0	\$0.0	\$0.0

District: D06

PROJECT: Delano to Pixley 6-L

EA: 0W791
PPNO:

0W791

3

INVESTMENT ANALYSIS SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$48.3
Life-Cycle Benefits (mil. \$)	\$394.4
Net Present Value (mil. \$)	\$346.2
Benefit / Cost Ratio:	8.2
Rate of Return on Investment:	36.8%
Payback Period:	2 years

ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	\$13.2	\$2.6	\$15.7	\$0.8
Travel Time Reliability Benefits	\$20.7	\$5.6	\$26.3	\$1.3
Veh. Op. Cost Savings	-\$3.3	-\$3.0	-\$6.3	-\$0.3
Accident Cost Savings	\$327.8	\$32.4	\$360.2	\$18.0
Emission Cost Savings	-\$0.7	-\$0.9	-\$1.6	-\$0.1
TOTAL BENEFITS	\$357.7	\$36.7	\$394.4	\$19.7
Person-Hours of Time Saved				79,422

Should benefit-cost results include:

1) Induced Travel? (y/n)	<input type="text" value="Y"/> <small>Default = Y</small>
2) Travel Time Reliability? (y/n)	<input type="text" value="Y"/> <small>Default = Y</small>
3) Vehicle Operating Costs? (y/n)	<input type="text" value="Y"/> <small>Default = Y</small>
4) Accident Costs? (y/n)	<input type="text" value="Y"/> <small>Default = Y</small>
5) Vehicle Emissions? (y/n) <small>includes value for CO₂e</small>	<input type="text" value="Y"/> <small>Default = Y</small>

EMISSIONS REDUCTION	Tons		Value (mil.\$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	40	2	\$0.0	\$0.0
CO ₂ Emissions Saved	-38,942	-1,947	-\$1.4	-\$0.1
NO _x Emissions Saved	-13	-1	-\$0.1	-\$0.0
PM ₁₀ Emissions Saved	-1	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