



Tulare County Association of Governments

Adopted on December 11, 2017



2018

**Regional Transportation
Improvement Program**

FYs 18/19 to 22/23

2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2018 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

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

TCAG works closely with Caltrans District 6 in aligning proposed RTIP projects with the District's project priorities. TCAG's proposed 2018 RTIP is essentially a joint proposal with District 6 in that the funding priorities between the District and TCAG are identical.

On August 16, 2017, the California Transportation Commission (CTC) adopted the 2018 State Transportation Improvement Program (STIP) Fund Estimate (FE). According to the FE, the Tulare region has \$29,556,000 of programming capacity in the 2018 STIP. This total includes \$10,751,000 in un-programmed RTIP shares carried over from the 2016 STIP cycle and \$18,805,000 in new RTIP shares by statewide formula distribution. Advanced Project Development Element (APDE) funding was reinstated under the 2018 STIP. APDE funding can be used for PA&ED and PS&E only. Use of these funds is tracked separately from regional STIP shares and will be treated as an advance of future county shares. The 2018 STIP fund estimate shows \$4,205,000 of APDE funds available to the Tulare region.

Section 2. General Information

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

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

RTIP document link: <http://www.tularecog.org/draft-2018-regional-transportation-improvement-program/>

RTP link: <http://www.tularecog.org/rtp2014/>

- **Regional Agency Executive Director Contact Information**

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

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 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 2018 RTIP reflect the larger goals of TCAG's adopted 2014 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 2018 RTIP.

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

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

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 16, 2017
Caltrans identifies State Highway Needs	September 15, 2017
Caltrans submits draft ITIP	October 13, 2017
CTC ITIP Hearing, North	October 19, 2017
CTC ITIP Hearing, South	October 24, 2017
Public Notice and Comment Period begins for 2018 Draft RTIP	October 27, 2017
Public Hearing for TCAG Draft 2018 RTIP	November 13, 2017
Public Notice and Comment Period ends for 2018 Draft RTIP	November 27, 2017
TCAG adopts 2018 RTIP	December 11, 2017
TCAG submits RTIP to CTC	December 15, 2017
Caltrans submits ITIP to CTC	December 15, 2017
CTC STIP Hearing, South	January 25, 2018
CTC publishes staff recommendations	February 28, 2018
CTC Adopts 2018 STIP	March 21-22, 2018

B. Public Participation/Project Selection Process

The proposed 2018 STIP is consistent with TCAG's adopted 2014 Regional Transportation Plan (RTP) and 2017 Federal Transportation Improvement Program (FTIP) and will be consistent with the upcoming 2019 FTIP (planned to be approved by TCAG in September 2018). 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 2016 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 a RIP and IIP funding strategy to address the transportation needs of the region. Quarterly meetings are held to discuss the status of STIP projects and other regional projects for which Caltrans is either the lead agency or provides oversight. During these meetings, TCAG and Caltrans staffs also discuss other funding and partnering opportunities. During the course of the year, TCAG and Caltrans discuss the funding plans for implementing the region’s priority projects and discuss ways of jointly funding State Highway projects with ITIP and RTIP funding.

B. 2018 STIP Regional Funding Request

Section 6. 2018 STIP Regional Share and Request for Programming

A. 2018 Regional Fund Share Per 2018 STIP Fund Estimate

According to the adopted Fund Estimate, the Tulare region has \$29,556,000 additional programming capacity in the 2018 STIP. This total includes \$10,751,000 in unprogrammed RTIP shares carried over from the 2016 STIP cycle and \$18,805,000 in new RTIP shares by statewide formula distribution. Refer to Appendices: Section 18 for the 2018 STIP Fund Estimate for the Tulare Region.

B. Summary of Requested Programming

Project Name and Location	Project Description	Requested RIP Amount
Tagus 6-Lane Widening	Near Visalia and Tulare, on State Route 99 from 1.2 miles south of Avenue 280 to Prosperity Avenue; Widen freeway from four to six lanes.	\$8,000,000 (FY 19/20)
Tulare City Widening	In City of Tulare on State Route 99 from Prosperity Avenue to Avenue 200; Widen freeway from four to six lanes.	\$2,150,000 (APDE) (FY 18/19)
State Route 65 Realignment and Operational Improvements	Near City of Tulare, on State Route 65 from Lindsay to Exeter; Realignment and operational improvements.	\$2,500,000 (APDE) (FY 18/19)
Caldwell Avenue Interchange Improvements	Near Visalia, at intersection of State Route 99 and Caldwell Avenue (Avenue 280); Re-construct interchange.	\$15,500,000 (\$9,000,000 FY 18/19) (\$6,500,000 FY 21/22)
South Tulare Interchange Improvements	In Tulare County near Tulare from 0.2 miles north of Airport Overcrossing to Paige Road Overcrossing; Construct new interchange.	\$9,500,000 (FY 19/20)

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

The table below identifies the 2018 RTIP funding from FY2018/19 through FY 2022/23. It also identifies funding from other sources as well as from previous years. The last column contains identifies the total project cost of each proposed 2018 RTIP project.

Proposed 2018 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	RSTP/ CMAQ	Local Funds	Unfunded Need	Previous RIP	
Tagus 6-Lane Widening (PPNO 6400G)	\$8,000,000	\$82,325,000 ¹	\$0	\$0	\$0	\$6,888,000	\$97,213,000
Tulare City Widening (PPNO 6369)	\$2,150,000 ²	\$8,000,000	\$0	\$0	\$190,000,000	\$0	\$200,150,000
State Route 65 Realignment and Operational Improvements	\$2,500,000 ²	\$0	\$0	\$0	\$36,250,000	\$3,150,000	\$41,900,000
Caldwell Avenue Interchange Improvements	\$15,500,000	\$0	\$0	\$38,000,000	\$0	\$0	\$53,500,000
South Tulare Interchange Improvements	\$9,500,000	\$0	\$0	\$45,000,000	\$8,000,000	\$0	\$62,500,000
Totals	\$37,650,000	\$90,325,000	\$0	\$83,000,000	\$234,250,000	\$10,038,000	\$455,263,000

Notes: ¹ Amount shown includes prior IIP funds in the amount of \$7.825 mil. Current amount of IIP funds being recommended by Caltrans for the Tagus 6-Lane Widening Project in the Draft 2018 ITIP is \$74.5 mil.

² Advanced Project Development Element (APDE) Funds

Section 8. Interregional Transportation Improvement Program (ITIP) Funding

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

The southbound and northbound segments of the Tagus 6-Lane Widening Project were recommended for funding in the 2016 ITIP proposed by Caltrans in December 2015. At that time, Caltrans proposed \$45M for the construction of a third southbound lane and \$4.3M for PS&E, ROW, and ROW Support for the northbound segment. Due to lower than expected STIP revenues, a revised STIP fund estimate was approved by the CTC in January 2016. The revised fund estimate resulted in the \$45M for the southbound segment being deleted.

The Draft 2018 ITIP proposed by Caltrans restores the deleted funds for construction of the southbound segment and adds a significant amount of funds for the construction of the northbound segment. In addition, it recommends both projects to be combined into a single project. Under the combined project, \$74.5M in IIP funds are proposed as follows:

Tagus 6-Lane Widening Project ITIP Recommendation	
Phase	Amount
PS&E	\$3,500,000
Construction Support	\$12,000,000
Construction	\$59,000,000
Total Recommended IIP Funds	\$74,500,000

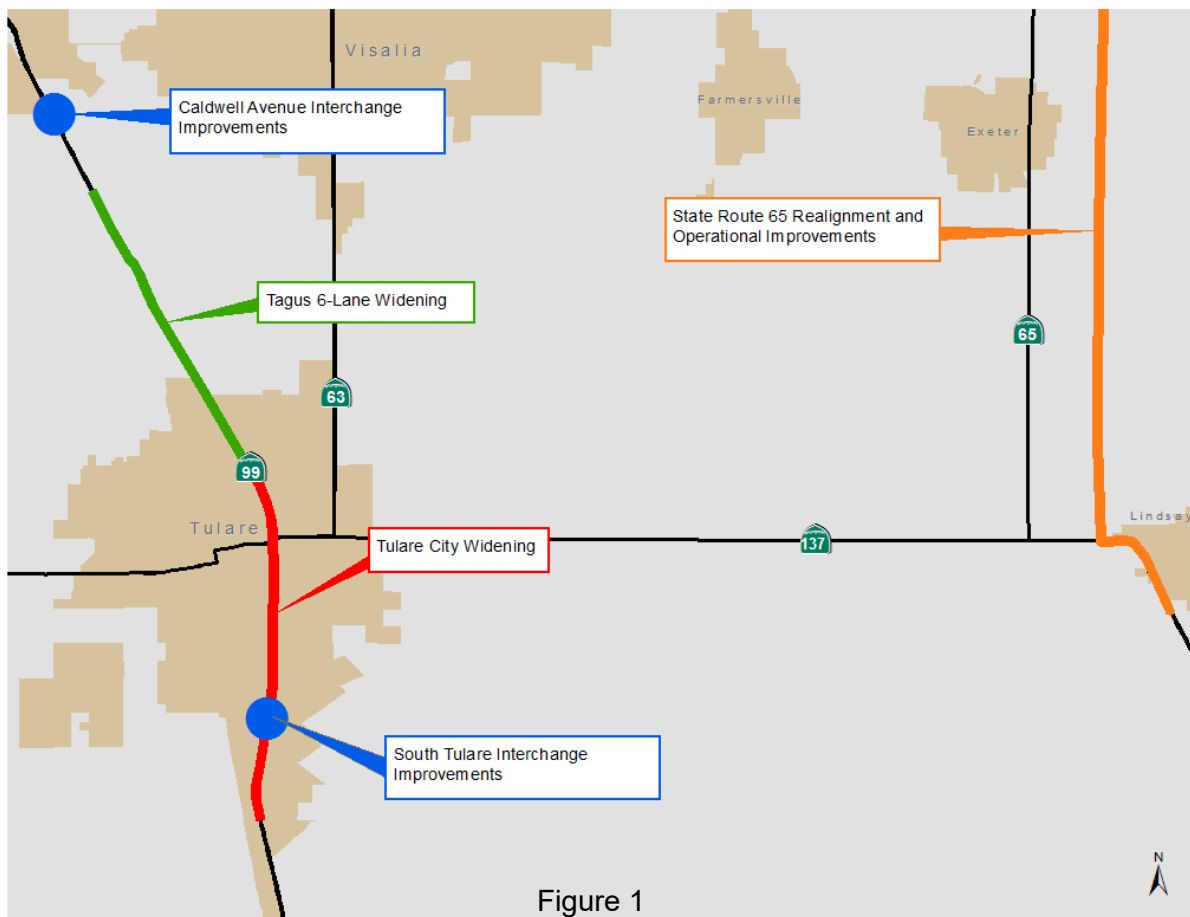
Caltrans is also recommending \$8,000,000 in Advanced Project Development Element (APDE) funds for the Tulare City Widening Project as follows:

Tulare City Widening Project ITIP Recommendation	
Phase	Amount
E&P (PA&ED)	\$2,000,000
PS&E	\$6,000,000
Total Recommended IIP (APDE) Funds	\$8,000,000

Section 9. Projects Planned Within the Corridor (Required per Section 20e)

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

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



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

Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)

The 2018 RTIP furthers the goals of TCAG's adopted 2014 RTP and Sustainable Communities Strategy. These goals include:

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

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

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

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

As required per Section 19A of the adopted 2018 STIP guidelines, the RTIP must include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data.

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

Projects listed in TCAG's 2014 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) account for over \$2.9 billion in transportation improvements in the Tulare Region, of which the 2018 RTIP reflects approximately \$37.6 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 show a slight reduction in the percent of VMT at speeds less than 35 mph (a reduction in congested VMT) of approximately 1% (7 to 6 percent) as a result of the 2018 RTIP.

Projects programmed in the 2018 RTIP further the goals of TCAG's adopted 2014 RTP and Sustainable Communities Strategies by providing an efficient integrated multi-modal regional transportation system for the movement of people and goods, enhancing regional accessibility and circulation, enhancing safety, improving capacity, and accommodating future transportation needs throughout the Tulare County region.

Table B1 Evaluation - Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline - 2040 No Build)	Project System Performance (2040 RTP)
Congestion Reduction	Daily Vehicle Miles Traveled (VMT) per capita	14.44	13.99
	Total Lane Miles	4,161	4,457
	Percent of congested VMT (V/C > 0.75)	7.79%	6.82%
	Peak Hour Mode Share - SOV	20.97%	20.77%
	Peak Hour Mode Share - HOV	77.29%	77.31%
	Peak Hour Mode Share - Transit	0.25%	0.26%
	Peak Hour Mode Share - Non-motorized	1.49%	1.65%
	Daily Transit Mode Share	0.33%	0.31%
Economic Vitality	Percent of housing within 0.5 miles of transit	67.59%	69.01%
Environmental Sustainability	Change in acres of agricultural land	6244	6244
	CO2 emissions reduction per capita from (2005)	17.28%	21.01%

Section 11. Regional and Statewide Benefits of RTIP

The proposed funding in the 2018 Draft Tulare RTIP provides both regional and statewide benefits. Once completed, the Tagus Six-Lane and Tulare City Widening projects will facilitate the safe and efficient movement of goods and people within the Tulare County region, and between the north and south parts of the State and beyond. State Route 99 is a major land based shipping route between the international market centers of San Francisco and Los Angeles. As pointed out in *Freight Facts and Figures 2013*, State Route 99 is one of the most heavily traveled non-interstate highways in the nation.¹ In 2015, the Federal Highway Administration included State Route 99 as part of the highway-only Primary Freight Network under the National Freight Network.² 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.”³

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

² U.S. Department of Transportation, FHWA, *National Highway Freight Network Map*, http://ops.fhwa.dot.gov/freight/infrastructure/nfn/maps/nhfn_map.htm

³ 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 South Tulare Interchanges and the State Route 65 realignment projects will bring regional benefits. Each of the projects will facilitate regional connections for vehicles, bicyclists and pedestrians, facilitating their safety and mobility as they travel adjacent to the State Route 99 and 65 corridors. When completed, the State Route 65 project will move regional traffic off of the current alignment of SR 65 through the City of Exeter to a new and improved alignment of SR 65 located east of the city.

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

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

Tulare County Association of Governments Performance and Effectiveness of the RTIP						
Indicator	Relation to STEP Section 19 Performance Criteria	Performance Measures			Current System	Projected
		Mode	Level*	Measures	Performance	Impact of
					(Baseline)	Projects
Safety	2	Roadway	Region	Fatalities / Vehicle Miles Traveled (VMT)	N/A	See
	2			Fatal Collisions / VMT	0.000246489	Comment 1
	2			Injury Collisions / VMT	0.003439381	Below
Mobility	1	Roadway	Region	Passenger Hours of Delay / Year	10,547,770	9,992,970
	1			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
7	Boardings per capita			N/A	N/A	
System Preservation	3	Roadway	Region	Total number of Distressed Lane Miles	391.92	N/A
	3			Percentage of Distressed Lane Miles	12.40%	N/A
	3			Percentage of Roadway at Given IRI Levels	N/A	N/A
	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
				Criteria pollutant emissions per capita	N/A	N/A
Return on Investment/Lifecycle Cost	1-7	All	Corridor	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 13. Project Specific Evaluation

Please refer to Section 18 in the Appendices for the project specific evaluation for each of the projects with the exception of the Caldwell Avenue Interchange Project. For the Caldwell Avenue Interchange project, it is still too early in the environmental process to develop sufficient information for a meaningful project specific evaluation.

E. Detailed Project Information

Section 14. Overview of Projects Programmed with RIP Funding

Tagus 6-Lane Widening Project

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



Tulare City Widening

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



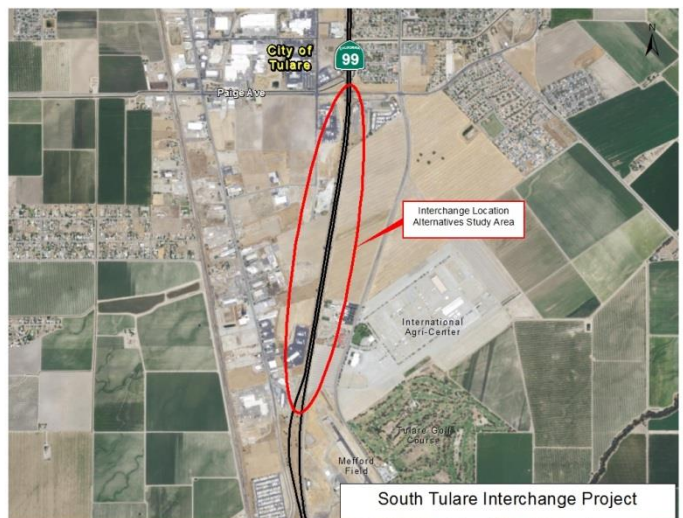
State Route 65 Realignment and Operational Improvements

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



South Tulare Interchange

This project would construct a new interchange on State Route 99 in the southern end of Tulare. An exact site location has not yet been determined. Several site location alternatives are currently being explored. The project is needed as a replacement for the functionally obsolete interchange located at State Route 99 and Paige Avenue.



Caldwell Avenue Interchange

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



F. Appendices

Section 15. Projects Programming Request Forms

Section 16. Board Resolution or Documentation of 2018 RTIP Approval

Section 17. Proof of Publication of Public Notice

Section 18. Project Specific Benefit Evaluations

Section 15

Project Programming Request Forms

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	08/18/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
06	36024	0613000005		6400G			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
TUL	99	30.6	35.2	Caltrans			
				MPO	Element		
				TCAG	CO		
Project Manager/Contact		Phone		E-mail Address			
Jim Bane		(559)243-3469		jim.bane@dot.ca.gov			
Project Title							
South Segment (Tagus) 6-Lane							
Location (Project Limits), Description (Scope of Work)							
Near the City of Tulare, from Prosperity Ave to 1.2 mile south of Avenue 280. Widen from four to six lanes.							
Component							
		Implementing Agency					
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
Legislative Districts							
Assembly:	30,34		Senate:	16,18		Congressional:	21
Project Benefits							
Purpose and Need							
On State Route 99 in Tulare County near Tulare from Prosperity Ave to 1.2 mile south of Ave 280 OC (Br. No. 46-0195). The capacity increase project proposes to add one northbound lane and one southbound lane. Project also includes replacement planting. This Project is a split from the Tulare to Goshen 6-Lane South Segment PPNO 6400B project.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Mixed Flow lane-miles constructed			Miles	9.2	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis	No	
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Y/N			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type	ND/FONSI			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					02/25/2009		
Begin Design (PS&E) Phase					08/01/2013		
End Design Phase (Ready to List for Advertisement Milestone)					11/01/2017	11/01/19	
Begin Right of Way Phase					06/01/2014		
End Right of Way Phase (Right of Way Certification Milestone)					08/01/2017	11/01/19	
Begin Construction Phase (Contract Award Milestone)					07/01/2018	05/06/20	
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/2021	07/01/23	
Begin Closeout Phase					12/02/2021	07/01/23	
End Closeout Phase (Closeout Report)					02/01/2024	02/01/25	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 08/18/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	TUL, ,	99, ,	36024	0613000005	6400G	
Project Title: South Segment (Tagus) 6-Lane						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	2,450	3,500						5,950	
R/W SUP (CT)	1,663							1,663	
CON SUP (CT)			12,000					12,000	
R/W	10,600							10,600	
CON			67,000					67,000	
TOTAL	14,713	3,500	79,000					97,213	

Fund No. 1:	Tulare County Association of Governments								Program Code
Existing Funding (\$1,000s)									20.xx.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Tulare County Association of Gove
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	425							425	
R/W SUP (CT)	613							613	
CON SUP (CT)									
R/W	5,850							5,850	
CON			8,000					8,000	
TOTAL	6,888		8,000					14,888	

Fund No. 2:	Interregional Improvement Program								Program Code
Existing Funding (\$1,000s)									20.xx.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	2,025	3,500						5,525	
R/W SUP (CT)	1,050							1,050	
CON SUP (CT)			12,000					12,000	
R/W	4,750							4,750	
CON			59,000					59,000	
TOTAL	7,825	3,500	71,000					82,325	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 08/18/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	TUL	99	36024	0613000005	6400G	

SECTION 1 - All Projects**Project Background**

Project originally programmed in the 2012 STIP for PS&E Support, Right of Way Support and Capital. With 2014 STIP, the project programming was split into EA 06-36025_ (PPNO 6400E) and EA 06-36026_ (PPNO 6400F) and construction funds were programmed for 06-36025_. With the 2016 STIP, programmed construction funds from 06-36025_ were removed.

Programming Change Requested

Combine 06-36025_ and 06-36026_ back into 06-36024_. Replace 06-36025 2014 STIP Program funds of \$39 Million IIP CON Capital, \$4 Million RIP CON Capital, and \$6 Million IIP CON Support. Additional IIP CON Capital of \$24 Million, IIP CON Support of \$6 Million, and IIP PS&E Support of \$3.5 Million will complete the original 2012 STIP programmed project.

Reason for Proposed Change

Complete project scope as programmed in the 2012 STIP.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded**Other Significant Information****SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

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

Name (Print or Type)	Signature	Title	Date
James Bane		Project Manager	8/17/2017

Attachments

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

Amendment (Existing Project) Yes					Date:	09/06/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
06	48950	0614000040	6369			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
TUL	99	25.4	30.5	Caltrans		
				MPO	Element	
				TCAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Anand Kappor		(559)243-3588		anand.kapoor@dot.ca.gov		
Project Title						
Tulare City Widening						
Location (Project Limits), Description (Scope of Work)						
In and near the city of Tulare, from Avenue 200 to Prosperity Avenue. Widen from 4 lanes to 6 lanes.						
Component						
Implementing Agency						
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Legislative Districts						
Assembly:		Senate:		Congressional:		
Project Benefits						
The improvement would reduce traffic congestion and improve traffic safety.						
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.						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		Mixed Flow lane-miles constructed			Miles	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis No	
Includes Sustainable Communities Strategy Goals No					Reduces Greenhouse Gas Emissions Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved					03/18/09	
Begin Environmental (PA&ED) Phase					07/01/2014	10/01/18
Circulate Draft Environmental Document			Document Type	12/01/2016	03/01/21	
Draft Project Report					11/01/2016	02/01/21
End Environmental Phase (PA&ED Milestone)					08/01/2017	10/01/21
Begin Design (PS&E) Phase					09/01/2017	10/01/21
End Design Phase (Ready to List for Advertisement Milestone)					09/01/2020	10/01/23
Begin Right of Way Phase					09/01/2017	10/01/21
End Right of Way Phase (Right of Way Certification Milestone)					08/01/2020	09/01/23
Begin Construction Phase (Contract Award Milestone)					03/01/2021	07/01/24
End Construction Phase (Construction Contract Acceptance Milestone)					08/01/2023	07/01/26
Begin Closeout Phase					08/01/2023	07/01/26
End Closeout Phase (Closeout Report)					10/01/2025	07/01/29

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 09/06/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	TUL, ,	99, ,	48950	0614000040	6369	
Project Title: Tulare City Widening						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)				3,000				3,000	Caltrans
PS&E					7,500			7,500	Caltrans
R/W SUP (CT)					6,000			6,000	Caltrans
CON SUP (CT)					12,000			12,000	Caltrans
R/W					47,000			47,000	Caltrans
CON					124,000			124,000	Caltrans
TOTAL				3,000	196,500			199,500	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		4,150						4,150	
PS&E					6,000			6,000	
R/W SUP (CT)							6,000	6,000	
CON SUP (CT)							13,000	13,000	
R/W							47,000	47,000	
CON							124,000	124,000	
TOTAL		4,150			6,000		190,000	200,150	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)				3,000				3,000	Tulare County Association of Gove
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL				3,000				3,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		2,150						2,150	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		2,150						2,150	

Fund No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E					7,500			7,500	
R/W SUP (CT)					6,000			6,000	
CON SUP (CT)					12,000			12,000	
R/W					47,000			47,000	
CON					124,000			124,000	
TOTAL					196,500			196,500	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)							6,000	6,000	
CON SUP (CT)							13,000	13,000	
R/W							47,000	47,000	
CON							124,000	124,000	
TOTAL							190,000	190,000	

Fund No. 3:		IIP - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.025.700	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)		2,000						2,000		
PS&E					6,000			6,000		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL		2,000			6,000			8,000		

Fund No. 4:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 5:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Amendment (Existing Project) Y/N					Date:	11/03/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
06	43080	0600000426		0104			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
TUL	65	29.5	38.6	Caltrans			
				MPO		Element	
				TCAG		CO	
Project Manager/Contact		Phone		E-mail Address			
Judy Aguilar		(559)243-3457		judy.aguilar@dot.ca.gov			
Project Title							
Tulare realignment and operational improvements							
Location (Project Limits), Description (Scope of Work)							
Near the city of Tulare, on Route 65 from Lindsay to Exeter, realignment and operational improvements,							
Component							
		Implementing Agency					
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
Legislative Districts							
Assembly:	34	Senate:	16,18	Congressional:	21		
Project Benefits							
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.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Mixed Flow lane-miles constructed			Miles		
State Highway Road Construction		Operational Improvements			each	4	
ADA Improvements	Yes	Bike/Ped Improvements	Yes	Reversible Lane analysis		No	
Includes Sustainable Communities Strategy Goals			Y/N	Reduces Greenhouse Gas Emissions		Y/N	
Project Milestone					Existing	Proposed	
Project Study Report Approved					02/24/00		
Begin Environmental (PA&ED) Phase						07/01/00	
Circulate Draft Environmental Document			Document Type	ND/CE		08/02/19	
Draft Project Report						07/02/19	
End Environmental Phase (PA&ED Milestone)						02/04/20	
Begin Design (PS&E) Phase						02/05/20	
End Design Phase (Ready to List for Advertisement Milestone)						04/04/23	
Begin Right of Way Phase						02/05/20	
End Right of Way Phase (Right of Way Certification Milestone)						02/05/23	
Begin Construction Phase (Contract Award Milestone)						11/04/23	
End Construction Phase (Construction Contract Acceptance Milestone)						11/04/25	
Begin Closeout Phase						11/05/25	
End Closeout Phase (Closeout Report)						11/05/27	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 11/03/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
06	TUL, ,	65, ,	43080	0600000426	0104	
Project Title: Tulare realignment and operational improvements						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	3,150							3,150	Caltrans
PS&E									Caltrans
R/W SUP (CT)					2,629			2,629	Caltrans
CON SUP (CT)					12,440			12,440	Caltrans
R/W					29,292			29,292	Caltrans
CON					53,643			53,643	Caltrans
TOTAL	3,150				98,004			101,154	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	3,150	2,500						5,650	
PS&E			3,000					3,000	
R/W SUP (CT)				750				750	
CON SUP (CT)						2,500		2,500	
R/W					5,000			5,000	
CON						25,000		25,000	
TOTAL	3,150	2,500	3,000	750	5,000	27,500		41,900	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	3,150							3,150	Tulare County Association of Gove
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,150							3,150	
Proposed Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	3,150	2,500						5,650	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,150	2,500						5,650	

Fund No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)					2,629			2,629	
CON SUP (CT)					12,440			12,440	
R/W					29,292			29,292	
CON					53,643			53,643	
TOTAL					98,004			98,004	
Proposed Funding (1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E			3,000					3,000	
R/W SUP (CT)				750				750	
CON SUP (CT)						2,500		2,500	
R/W					5,000			5,000	
CON						25,000		25,000	
TOTAL			3,000	750	5,000	27,500		36,250	

Amendment (Existing Project) Y/N					Date:	11/22/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
06	0U880	0616000074					
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
TUL	99	26.3	27.6				
				MPO		Element	
Project Manager/Contact		Phone		E-mail Address			
Neil Bretz		559-243-3465		neil.bretz@dot.ca.gov			
Project Title							
South Tulare Interchange Project							
Location (Project Limits), Description (Scope of Work)							
In Tulare County near Tulare from 0.2 mile north of Airport Overcrossing to Paige Road Overcrossing. Construct new interchange.							
Component							
		Implementing Agency					
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
Legislative Districts							
Assembly:		Senate:		Congressional:			
Project Benefits							
Improve operational and safety aspects of traffic entering and leaving the freeway near the Agricultural Center Complex.							
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.							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved					03/08/17		
Begin Environmental (PA&ED) Phase						03/09/17	
Circulate Draft Environmental Document				Document Type		07/02/18	
Draft Project Report						06/15/18	
End Environmental Phase (PA&ED Milestone)						04/01/19	
Begin Design (PS&E) Phase						07/01/19	
End Design Phase (Ready to List for Advertisement Milestone)						08/01/22	
Begin Right of Way Phase						08/01/19	
End Right of Way Phase (Right of Way Certification Milestone)						07/01/22	
Begin Construction Phase (Contract Award Milestone)						11/01/23	
End Construction Phase (Construction Contract Acceptance Milestone)						07/01/26	
Begin Closeout Phase						07/08/26	
End Closeout Phase (Closeout Report)						07/10/28	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 11/22/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
06	TUL	99	0U880	0616000074		
Project Title: South Tulare Interchange Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total		
E&P (PA&ED)									Caltrans	
PS&E									Caltrans	
R/W SUP (CT)									Caltrans	
CON SUP (CT)									Caltrans	
R/W									Caltrans	
CON									Caltrans	
TOTAL										
Proposed Total Project Cost (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E			4,000					4,000		
R/W SUP (CT)			1,500					1,500		
CON SUP (CT)							8,000	8,000		
R/W			4,000					4,000		
CON							45,000	45,000		
TOTAL			9,500				53,000	62,500		

Fund No. 1:	RIP - National HWY System (NH)								Program Code	
Existing Funding (\$1,000s)									20.XX.075.600	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E			4,000					4,000		
R/W SUP (CT)			1,500					1,500		
CON SUP (CT)										
R/W			4,000					4,000		
CON										
TOTAL			9,500					9,500		

Fund No. 2:	Local Funds -Local Transportation Funds (LTF)								Program Code	
Existing Funding (\$1,000s)									20.XX.400.100	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON							45,000	45,000		
TOTAL							45,000	45,000		

Amendment (Existing Project) No					Date:	11/22/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
06	48740	0616000029		6421	Tulare		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
TUL	99	36.1	36.8	Tulare County Association of Governments			
				MPO		Element	
				TCAG		Capital Outlay	
Project Manager/Contact		Phone		E-mail Address			
James Bane		(559)243-3469		jim.bane@dot.ca.gov			
Project Title							
Caldwell 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						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
Legislative Districts							
Assembly:	26	Senate:	16	Congressional:	CA22		
Project Benefits							
Purpose and Need							
Alleviate future congestion and improve safety and traffic operations on Caldwell Avenue at and near State Route 99 interchange. Provide operational performance that is consistent with TCAG goals and the land use and traffic decisions made in the City of Visalia General Plan and Tulare County General Plan.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Modified / Improved Interchanges			each	1	
ADA Improvements	Yes	Bike/Ped Improvements	Yes	Reversible Lane analysis	No		
Includes Sustainable Communities Strategy Goals				Yes	Reduces Greenhouse Gas Emissions		
					Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved					08/22/16		
Begin Environmental (PA&ED) Phase						07/11/17	
Circulate Draft Environmental Document			Document Type	ND/FONSI		07/01/18	
Draft Project Report						07/01/18	
End Environmental Phase (PA&ED Milestone)						04/16/19	
Begin Design (PS&E) Phase						05/01/19	
End Design Phase (Ready to List for Advertisement Milestone)						09/01/21	
Begin Right of Way Phase						06/01/19	
End Right of Way Phase (Right of Way Certification Milestone)						08/01/21	
Begin Construction Phase (Contract Award Milestone)						04/01/22	
End Construction Phase (Construction Contract Acceptance Milestone)						12/01/23	
Begin Closeout Phase						12/01/23	
End Closeout Phase (Closeout Report)						12/01/25	

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 11/22/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
06	TUL	99	48740	0616000029	6421	
Project Title: Caldwell Interchange						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,000							3,000	
PS&E		4,000						4,000	
R/W SUP (CT)		1,000						1,000	
CON SUP (CT)					6,500			6,500	
R/W		4,000						4,000	
CON					35,000			35,000	
TOTAL	3,000	9,000			41,500			53,500	

Fund No. 1:	Tulare County Association of Governments								Program Code
Existing Funding (\$1,000s)									20.xx.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Tulare County Association of Gove RIP
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		4,000						4,000	
R/W SUP (CT)		1,000						1,000	
CON SUP (CT)					6,500			6,500	
R/W		4,000						4,000	
CON									
TOTAL		9,000			6,500			15,500	

Fund No. 2:	Tulare County Association of Governments								Program Code
Existing Funding (\$1,000s)									20.20.400.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Tulare County Measure R
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,000							3,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					35,000			35,000	
TOTAL	3,000				35,000			38,000	

Section 16

Board Resolution or Documentation of 2018 RTIP Approval

NOTE: Resolution approved on 12/11/2017. Signed version not available. Signed version will be sent when available.

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

In the matter of:

ADOPTION OF THE 2018)
REGIONAL TRANSPORTATION) Resolution No. []
IMPROVEMENT PROGRAM (RTIP))

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

WHEREAS, Tulare County Association of Governments (TCAG) finds that the 2018 Regional Transportation Improvement Program (RTIP) is consistent with the 2014 Regional Transportation Plan (RTP); and

WHEREAS, the RTIP is a list of potential transportation projects submitted by TCAG to the California Transportation Commission (CTC) for programming into the 2018 State Transportation Improvement Program (STIP); and

WHEREAS, a legal notice was published in a local newspaper of general circulation on October 27, 2017 and a public hearing was held on November 13, 2017, at 1390 E. Elizabeth Way, Dinuba, CA at 1:00 P.M, to gather testimony or written comments on the 2016 RTIP; and

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

WHEREAS, the TCAG Board reviewed the draft RTIP at its November 13, 2017 meeting.

NOW, THEREFORE, BE IT RESOLVED, that the 2018 Regional Transportation Improvement Program (RTIP) is hereby approved and adopted by the Tulare County Association of Governments.

The foregoing Resolution was adopted upon the motion of Member _____, seconded by Member _____, at a regular meeting on the 11th day of December, 2017, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

Mike Ennis
Chair, TCAG

Ted Smalley
Executive Director, TCAG

I hereby certify that the foregoing is a true copy of a resolution of the Tulare County Association of Governments duly adopted at a regular meeting thereof held on the 11th day of December, 2017.

Section 17

Proof of Publication of Public Notice

October 27, 2017

Public Notice

The Tulare County Association of Governments (TCAG) is holding a public hearing for the Tulare County 2018 Regional Transportation Improvement Program (RTIP). The hearing will be held on Monday, November 13, 2017, at 1:00 p.m. at the Dinuba Community Center, 1390 E. Elizabeth Way, Dinuba, CA 93618.

The purpose of the hearing is to receive testimony from any interested person or groups on any aspect prior to adoption of the 2018 RTIP. California Government Code Section 14530.1 requires the California Transportation Commission (CTC) to adopt Guidelines for the development of the State Transportation Improvement Program (STIP). The STIP Guidelines require each County or Regional Transportation Planning Agency (RTPA) to submit a RTIP. The Tulare County 2018 RTIP is a list of regionally significant highway, road and local transportation improvements proposed to the State of California for inclusion into the STIP.

Copies of the 2018 RTIP are available for review at TCAG, 210 N. Church St., Suite B, Visalia, CA 93291, via e-mail from bgiuliani@tularecog.org and posted on the TCAG website at www.tularecog.org . For those unable to attend the hearing written statements will be accepted until November 27, 2017, by 5:00 PM at the address or e-mail above. For questions please contact TCAG at (559) 623-0450.

Text of Ad: 10/24/2017

Public Notice

The Tulare County Association of Governments (TCAG) is holding a public hearing for the Tulare County 2018 Regional Transportation Improvement Program (RTIP). The hearing will be held on Monday, November 13, 2017, at 1:00 p.m. at the Dinuba Community Center, 1390 E. Elizabeth Way, Dinuba, CA 93618.

The purpose of the hearing is to receive testimony from any interested person or groups on any aspect prior to adoption of the 2018 RTIP. California Government Code Section 14530.1 requires the California Transportation Commission (CTC) to adopt Guidelines for the development of the State Transportation Improvement Program (STIP). The STIP Guidelines require each County or Regional Transportation Planning Agency (RTPA) to submit a RTIP. The Tulare County 2018 RTIP is a list of regionally significant highway, road and local transportation improvements proposed to the State of California for inclusion into the STIP.

Copies of the 2018 RTIP are available for review at TCAG, 210 N. Church St., Suite B, Visalia, CA 93291, via e-mail from bgiuliani@tularecog.org and posted on the TCAG website at www.tularecog.org. For those unable to attend the hearing written statements will be accepted until November 27, 2017, by 5:00 PM at the address or e-mail above. For questions please contact TCAG at (559) 623-0450.

Pub: Oct. 27, 2017 #2494854

Section 18

Project Specific Benefit Evaluations

Cost Benefit Evaluation
Tagus 6-Lane Widening Project

District: **D-6 Planning**

PROJECT: **Tiger B/C Tul 99-30.6-35.2**

EA: 06-36024
PPNO: 61300005

1A PROJECT DATA

Type of Project
Select project type from list: **Passing Lane**

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

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

Length of Peak Period(s) (up to 24 hrs): **5** hours

1C HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)

	Count (No.)	Rate
Total Accidents (Tot)	136	0.44
Fatal Accidents (Fat)	1	0.003
Injury Accidents (Inj)	39	0.13
Property Damage Only (PDO) Accidents	96	0.31

Statewide Basic Average Accident Rate

	No Build	Build
Rate Group	H60	H61
Accident Rate (per million vehicle-miles)	0.51	0.42
Percent Fatal Accidents (Pct Fat)	1.2%	0.7%
Percent Injury Accidents (Pct Inj)	32.2%	32.8%

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	6
Number of HOV/HOT Lanes		
HOV Restriction (2 or 3)		
Exclusive ROW for Buses (y/n)	N	
Highway Free-Flow Speed	65	70
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35
Length (in miles) Highway Segment	4.6	4.6
Impacted Length	7.6	7.6

Average Daily Traffic

	No Build	Build
Current 2015	61,000	
Base (Year 1)	65,686	65,686
Forecast (Year 20)	110,200	110,200

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: 0.0%

Percent Trucks (include RVs, if applicable): 25%

Truck Speed: 55

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: 40%

Percent New Trips from Parallel Highway: 100%

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			SUBSEQUENT COSTS		Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	\$5,950	\$10,600	\$33,500					\$50,050,000	\$50,050,000
2			33,500					33,500,000	31,308,411
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								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	\$5,950	\$10,600	\$67,000	\$0	\$0	\$0	\$0	\$83,550,000	\$81,358,411

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

INVESTMENT ANALYSIS SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$81.4
Life-Cycle Benefits (mil. \$)	\$167.2
Net Present Value (mil. \$)	\$85.8
Benefit / Cost Ratio:	2.1
Rate of Return on Investment:	15.2%
Payback Period:	7 years

ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	\$98.2	\$16.6	\$114.8	\$5.7
Veh. Op. Cost Savings	-\$30.7	-\$1.7	-\$32.5	-\$1.6
Accident Cost Savings	\$65.1	\$21.7	\$86.8	\$4.3
Emission Cost Savings	-\$1.7	-\$0.3	-\$2.0	-\$0.1
TOTAL BENEFITS	\$130.9	\$36.3	\$167.2	\$8.4
Person-Hours of Time Saved			18,333,011	916,651
CO₂ Emissions Saved (tons)			-228,149	-11,407
CO₂ Emissions Saved (mil. \$)			-\$1.4	-\$0.1

Should benefit-cost results include:

1) Induced Travel? (y/n) Default = Y

2) Vehicle Operating Costs? (y/n) Default = Y

3) Accident Costs? (y/n) Default = Y

4) Vehicle Emissions? (y/n) Default = Y
includes value for CO₂e

Cost Benefit Evaluation
Tulare City Widening

District: **D-6 Planning**

PROJECT: **Tiger B/C Tul 99-25.4-30.5**

EA: 48950
PPNO: 61400040

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

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)	164	0.50
Fatal Accidents (Fat)	1	0.003
Injury Accidents (Inj)	41	0.12
Property Damage Only (PDO) Accidents	122	0.37

Statewide Basic Average Accident Rate

	No Build	Build
Rate Group	H60	H61
Accident Rate (per million vehicle-miles)	0.50	0.41
Percent Fatal Accidents (Pct Fat)	1.2%	0.7%
Percent Injury Accidents (Pct Inj)	32.2%	32.8%

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	6
Number of HOV/HOT Lanes		
HOV Restriction (2 or 3)		
Exclusive ROW for Buses (y/n)	N	
Highway Free-Flow Speed	65	70
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35
Length (in miles) Highway Segment	5.1	5.1
Impacted Length	8.1	8.1

Average Daily Traffic

	No Build	Build
Current	59,000	
Base (Year 1)	64,810	64,810
Forecast (Year 20)	120,000	120,000

Average Hourly HOV/HOT Lane Traffic
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.):

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
	Peak (in minutes)	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)	
	Project Support	R / W	Construction	Maint./ Op.	Rehab.	Mitigation		Constant Dollars	Present Value
Construction Period									
1	\$10,500	\$53,000	\$68,000					\$131,500,000	\$131,500,000
2			68,000					68,000,000	63,551,402
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								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	\$10,500	\$53,000	\$136,000	\$0	\$0	\$0	\$0	\$199,500,000	\$195,051,402

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

District: **D-6 Planning**

PROJECT: **Tiger B/C Tul 99-25.4-30.5**

EA:	48950
PPNO:	61400040

3

INVESTMENT ANALYSIS SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$195.1
Life-Cycle Benefits (mil. \$)	\$229.9
Net Present Value (mil. \$)	\$34.9
Benefit / Cost Ratio:	1.2
Rate of Return on Investment:	8.4%
Payback Period:	13 years

ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	\$110.7	\$72.1	\$182.7	\$9.1
Veh. Op. Cost Savings	-\$21.0	-\$22.0	-\$43.0	-\$2.2
Accident Cost Savings	\$70.5	\$23.5	\$94.0	\$4.7
Emission Cost Savings	-\$1.1	-\$2.7	-\$3.8	-\$0.2
TOTAL BENEFITS	\$159.1	\$70.9	\$229.9	\$11.5
Person-Hours of Time Saved			27,948,197	1,397,410
CO₂ Emissions Saved (tons)			-365,122	-18,256
CO₂ Emissions Saved (mil. \$)			-\$2.3	-\$0.1

Should benefit-cost results include:

1) Induced Travel? (y/n) Default = Y

2) Vehicle Operating Costs? (y/n) Default = Y

3) Accident Costs? (y/n) Default = Y

4) Vehicle Emissions? (y/n) Default = Y
includes value for CO₂e

Cost Benefit Evaluation

State Route 65 Realignment and Operational Improvements Project

District: **D-6 Technical Planning**

PROJECT: **Realignment and operational improvement**

EA: 43080
PPNO: 60000426

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

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)	110	0.50
Fatal Accidents (Fat)	3	0.014
Injury Accidents (Inj)	31	0.14
Property Damage Only (PDO) Accidents	76	0.35

Statewide Basic Average Accident Rate

	No Build	Build
Rate Group	H01	H15
Accident Rate (per million vehicle-miles)	0.84	0.51
Percent Fatal Accidents (Pct Fat)	2.4%	1.2%
Percent Injury Accidents (Pct Inj)	40.1%	36.1%

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	2
Number of HOV/HOT Lanes		
HOV Restriction (2 or 3)		
Exclusive ROW for Buses (y/n)	N	
Highway Free-Flow Speed	55	55
Ramp Design Speed (if aux. lane/off-ramp proj.)	35	35
Length (in miles) Highway Segment	9.1	9.1
Impacted Length	9.1	9.1

Average Daily Traffic

	No Build	Build
Current	22,000	
Base (Year 1)	23,429	23,429
Forecast (Year 20)	37,000	37,000

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	1.39	1.39
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
	Peak (in minutes)	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			SUBSEQUENT COSTS		Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	\$11,900	\$5,000	\$10,000					\$26,900,000	\$26,900,000
2			15,000					15,000,000	14,423,077
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								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	\$11,900	\$5,000	\$25,000	\$0	\$0	\$0	\$0	\$41,900,000	\$41,323,077

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

District: **D-6 Technical Planning**

PROJECT: **Realignment and operational improvement**

EA:
 PPNO:

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	<input type="text" value="\$41.3"/>
Life-Cycle Benefits (mil. \$)	<input type="text" value="\$381.5"/>
Net Present Value (mil. \$)	<input type="text" value="\$340.2"/>
Benefit / Cost Ratio:	<input type="text" value="9.2"/>
Rate of Return on Investment:	<input type="text" value="31.2%"/>
Payback Period:	<input type="text" value="4 years"/>

ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	\$176.6	\$34.9	\$211.5	\$10.6
Veh. Op. Cost Savings	\$16.5	\$1.2	\$17.7	\$0.9
Accident Cost Savings	\$134.1	\$13.3	\$147.3	\$7.4
Emission Cost Savings	\$2.8	\$2.2	\$5.0	\$0.2
TOTAL BENEFITS	\$330.0	\$51.6	\$381.5	\$19.1
Person-Hours of Time Saved			<input type="text" value="26,067,717"/>	<input type="text" value="1,303,386"/>

Should benefit-cost results include:

1) Induced Travel? (y/n)
Default = Y

2) Vehicle Operating Costs? (y/n)
Default = Y

3) Accident Costs? (y/n)
Default = Y

4) Vehicle Emissions? (y/n)
Default = Y
includes value for CO₂e

EMISSIONS REDUCTION	<u>Tons</u>		<u>Value (mil. \$)</u>	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	281	14	\$0.0	\$0.0
CO₂ Emissions Saved	115,561	5,778	\$3.2	\$0.2
NO_x Emissions Saved	176	9	\$1.7	\$0.1
PM₁₀ Emissions Saved	1	0	\$0.1	\$0.0
PM_{2.5} Emissions Saved	1	0		
SO_x Emissions Saved	1	0	\$0.0	\$0.0
VOC Emissions Saved	26	1	\$0.0	\$0.0

Cost Benefit Evaluation

South Tulare Interchange Improvements

District: **D-6 Planning**

PROJECT: **New Interchange**

EA: 06-0U880
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

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)	39	0.52
Fatal Accidents (Fat)	0	0.000
Injury Accidents (Inj)	12	0.16
Property Damage Only (PDO) Accidents	27	0.36

Statewide Basic Average Accident Rate

	No Build	Build
Rate Group	H63	H64
Accident Rate (per million vehicle-miles)	0.74	0.53
Percent Fatal Accidents (Pct Fat)	0.6%	0.5%
Percent Injury Accidents (Pct Inj)	31.9%	30.9%

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	6
Number of HOV/HOT Lanes		
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	4.3	4.3

Average Daily Traffic

	No Build	Build
Current	53,000	
Base (Year 1)	56,350	56,350
Forecast (Year 20)	120,000	120,000

Average Hourly HOV/HOT Lane Traffic

Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)	100%
--	------

Percent Traffic in Weave: 0.0%

Percent Trucks (include RVs, if applicable): 23%

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: 40%

Percent New Trips from Parallel Highway: 100%

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
	Peak (in minutes)	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			SUBSEQUENT COSTS		Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	\$17,700	\$17,000	\$36,000					\$70,700,000	\$70,700,000
2								0	0
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								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	\$17,700	\$17,000	\$36,000	\$0	\$0	\$0	\$0	\$70,700,000	\$70,700,000

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

District: **D-6 Plamning**

PROJECT: **New Interchange**

EA:
 PPNO:

3

INVESTMENT ANALYSIS SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	<input type="text" value="\$70.7"/>
Life-Cycle Benefits (mil. \$)	<input type="text" value="\$94.4"/>
Net Present Value (mil. \$)	<input type="text" value="\$23.7"/>
Benefit / Cost Ratio:	<input type="text" value="1.3"/>
Rate of Return on Investment:	<input type="text" value="9.5%"/>
Payback Period:	<input type="text" value="13 years"/>

ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	<input type="text" value="\$42.4"/>	<input type="text" value="\$25.4"/>	<input type="text" value="\$67.8"/>	<input type="text" value="\$3.4"/>
Veh. Op. Cost Savings	<input type="text" value="-\$2.8"/>	<input type="text" value="\$1.8"/>	<input type="text" value="-\$1.1"/>	<input type="text" value="-\$0.1"/>
Accident Cost Savings	<input type="text" value="\$20.9"/>	<input type="text" value="\$6.3"/>	<input type="text" value="\$27.2"/>	<input type="text" value="\$1.4"/>
Emission Cost Savings	<input type="text" value="-\$0.1"/>	<input type="text" value="\$0.6"/>	<input type="text" value="\$0.5"/>	<input type="text" value="\$0.0"/>
TOTAL BENEFITS	<input type="text" value="\$60.4"/>	<input type="text" value="\$34.0"/>	<input type="text" value="\$94.4"/>	<input type="text" value="\$4.7"/>
Person-Hours of Time Saved			<input type="text" value="10,803,213"/>	<input type="text" value="540,161"/>
CO₂ Emissions Saved (tons)			<input type="text" value="3,722"/>	<input type="text" value="186"/>
CO₂ Emissions Saved (mil. \$)			<input type="text" value="\$0.0"/>	<input type="text" value="\$0.0"/>

Should benefit-cost results include:

1) Induced Travel? (y/n)
Default = Y

2) Vehicle Operating Costs? (y/n)
Default = Y

3) Accident Costs? (y/n)
Default = Y

4) Vehicle Emissions? (y/n)
includes value for CO₂e
 Default = Y