

# TULARE, CA – SR99/COMMERCIAL AVE INTERCHANGE PROJECT

## CALIFORNIA TRANSPORTATION COMMISSION 2020 LOCAL PARTNERSHIP PROGRAM PROJECT APPLICATION

Project Name: SR99/Commercial Ave Interchange Project  
Project Type: New Interchange and auxiliary lanes  
Project Location: Tulare, California  
Project Website: <https://tularecog.org/tcag/programs-funding/commercial-avenue-interchange-2020-local-partnership-program-grant/>

Construction Funds Requested: \$25,000,000 (47%)  
Other State and Local Funds: \$27,800,000 (53%)  
Total Construction Costs: \$52,800,000 (100%)

Contact: Ted Smalley  
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Appendices Under Separate Cover:

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

[Environmental Documentation](#)

[TCAG/Caltrans Agreement](#)

[Letters of Support](#)

**A. Cover Letter**



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June 30, 2020

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

Subject: Local Partnership Program (LPP) Competitive Project Nomination

Dear Mr. Weiss,

The Tulare County Association of Governments (TCAG) is nominating the SR-99/Commercial Avenue Interchange project for LPP Competitive Program funding. The project is being implemented by Caltrans District 6 and is currently in the design and right-of-way phase. This request is for \$25 million in LPP funding with a total construction phase cost of \$52.8 million.

The project will construct a new interchange on SR-99 at Commercial Avenue at the southern gateway to the City of Tulare and includes adding auxiliary lanes on SR-99 between the new interchange and the Paige Avenue interchange to the north. This project has progressed as a result of a unique public/private partnership where private funds paid for half the cost of the environmental analysis and 80% of the needed right of way is being dedicated at no cost to Caltrans.

State Route 99 is a goods movement backbone for the State that is used by both trucks and commuters between communities and rural agricultural areas throughout the San Joaquin Valley. It is also the main link that connects the San Joaquin Valley with the Sacramento Metro area and Los Angeles via Interstate 5. It's worth noting that this project complements ongoing state, county and private sector transportation investments.

The SR-99/Commercial Ave Interchange project is one of the original projects voted upon by Tulare County voters with the passage of the Regional Transportation Sales Tax (Measure R) in 2006. The completion of the project will alleviate congestion and safety concerns at the existing SR-99/Paige Avenue Interchange and will allow for the expansion of economic development in a disadvantaged community. In addition, the project includes bike lanes and sidewalks that connect to the arterials east (Laspina Street) and west (K Street) of the new interchange providing multi-modal access that Paige Avenue does not have currently.

Thank you for your consideration of this project. If you have any questions, please contact myself at (559)623-0458 or [tsmalley@tularecog.org](mailto:tsmalley@tularecog.org).

Sincerely,

  
Ted Smalley  
Executive Director, TCAG



# SR99/Commercial Avenue Interchange Project



## 2020 Local Partnership Program Project Fact Sheet



### Project Scope:

Construction of a four-lane interchange (two through lanes per direction of traffic) on State Route 99 at Commercial Avenue, 0.8 miles south of Paige Avenue overcrossing, and use existing Commercial Avenue from K Street to connect to State Route 99. Commercial Avenue will include bike lanes and sidewalks connecting from K Street to Laspina Avenue. The project also includes construction of auxiliary lanes (one lane per direction of traffic) on State Route 99 between the proposed Commercial Avenue interchange and the existing Paige Avenue interchange.



### Cost:

- **Total Project Cost:** \$75,300,000
- **SB1 LPP Competitive Program Request:** \$25,000,000
- **State Transportation Improvement Program (Regional Funds):** \$18,900,000
- **Regional Sales Tax:** \$21,900,000
- **Private Funds:** \$9,500,000



### Schedule:

- Right of Way in process, complete by February 2022
- Design in process, complete by March 2022
- Begin Construction (obligation) in May 2022
- Complete Construction by July 2025



### Benefits:

#### Outputs:

- New Interchange overcrossing consisting of 32,372 sq. ft. of bridge deck area
- 2 new freeway ramp meters
- Traffic Management System Improvements
- 0.6 miles of auxiliary lanes
- 2.1 miles of bicycle lanes and pedestrian sidewalk

#### Outcomes:

- **Air Quality Improvements:** Reduction of PM<sub>2.5</sub> and PM<sub>10</sub> emissions and reduction of greenhouse gas emissions due to reduction of traffic delays and idling.
- **Congestion Reduction:** Improved traffic flow, improved freeway access, decreased overall travel delay, increased travel time reliability, balancing of the traffic load, a more uniform level of service on the highway, and reduced queuing at on- and off-ramps.
- **Improved Safety:** Safer merging onto and off State Route 99, reduced number and severity of freeway crashes, and safe crossings for pedestrians, including median islands, and curb extensions.
- **Environmental Quality:** Reduced fuel consumption and emissions.
- **Multi-Modal Improvements:** Encourage use of non-motorized modes of transportation by providing bicycle lanes, sidewalks, and ADA access not currently provided at the Paige Avenue interchange, and installation of accessible transit stops.

### C. General Information

#### **Project Summary**

The Tulare County Association of Governments (TCAG) in partnership with the California Department of Transportation (Caltrans), the City of Tulare and the International Agri-Center proposes the construction of a nationally significant interchange. The request is for \$25 million in construction funding to leverage public and private funds. The Public-Private Partnership is located on the nationally significant highway, State Route 99. The project when completed will perform at a level to support the Local Partnership Program (LPP) criteria. The project has both CEQA/NEPA approval along with most of the ROW dedicated or owned by the City of Tulare and will be ready for the construction phase (funding obligation) by May, 2021.

The purpose of this project is to improve transportation operational performance with a new interchange, consistent with the goals of Caltrans, TCAG, the City of Tulare and private industry. The project will relieve future traffic congestion on the mainline freeway and local roads, improve safety, enhance the movement of public traffic and goods, and spur economic development. These expected results are further reviewed in later sections of this narrative.

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



**Project Layout**

## TULARE, CA – SR99/COMMERCIAL AVE INTERCHANGE PROJECT

TCAG has secured the necessary construction matching funding for the project from the Tulare County Regional Sales Tax (Measure R) and State Transportation Improvement Program (STIP). There is significant public interest supporting the completion of this project. The International Agri-Center and the Faria family (a local family farm land owner for 4 generations) contributed \$1.5 million for the completion of the environmental review and documentation for the project. In addition, the Faria family has dedicated 80% of the needed right-of-way for the project at an estimated \$8 million in value to the City of Tulare which will in turn be dedicated to Caltrans.

If TCAG were to receive a LPP award, the funding would be transferred to Caltrans. Caltrans has completed the environmental phase and is currently completing the design and ROW phase. Caltrans is the best agency to conduct the construction phase in a cost effective manner. Caltrans will accept LPP funding on behalf of TCAG. A cooperative agreement will be signed for the construction phase of the project similar to that which was done for the environmental phase ([link to agreement](#)).

### **Project Details**

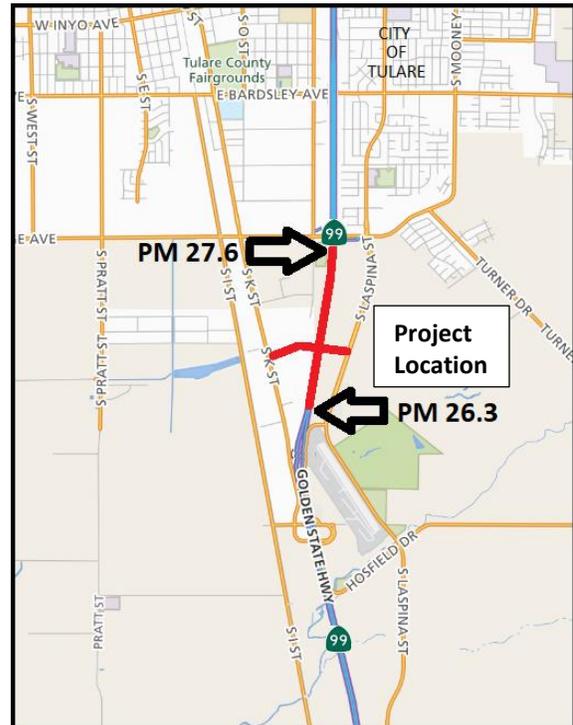
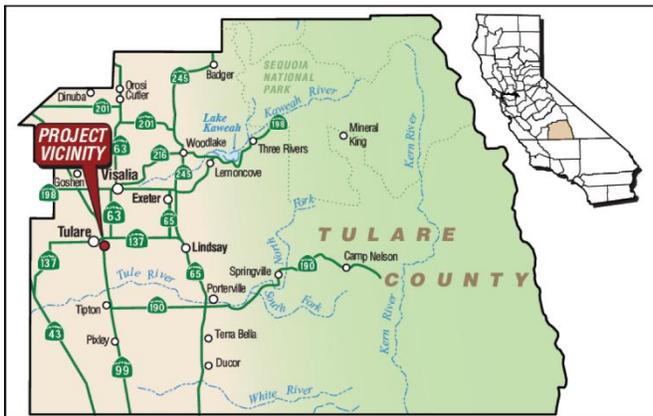
The SR-99/Commercial Avenue Interchange Project consists of the following components:

- Construct a four-lane interchange (two through lanes per direction of traffic) at Commercial Avenue, 0.8 mile south of the Paige Avenue overcrossing, and use existing Commercial Avenue from K Street to connect to State Route 99. Existing ramps at Paige Avenue would remain open. The existing Paige Avenue overcrossing would not be replaced.
- Construct a left-turn lane from southbound K Street and a right-turn lane from northbound K Street for traffic to turn onto Commercial Avenue. Existing Commercial Avenue would be widened and realigned to accommodate the new freeway interchange. A new portion of Commercial Avenue would connect with Laspina Street to become a “T” intersection.
- Construct an extension of Blackstone Street to a “T” intersection at Commercial Avenue with bike lanes for both northbound and southbound.
- Construct auxiliary lanes (one lane per direction of traffic) on State Route 99 between the proposed Commercial Avenue interchange and the existing Paige Avenue interchange. The approximately 1,800-foot-long auxiliary lanes with 10 ft shoulders would connect the proposed ramp to the existing Paige Avenue ramp.
- Install shoulders at interchange on-ramps and off-ramps within the Caltrans right-of-way. The ramp outside shoulders would be 8 feet wide; the ramp inside shoulders would be 4 feet wide.
- Construct bike lanes. Bike lanes would be constructed in these areas: along both eastbound and westbound Commercial Avenue within the city right-of-way limits; Within the state right-of-way, along the eastbound and westbound overcrossing, there would be an 8-foot-wide shoulder that can be used for bike lanes for the new Commercial Avenue overcrossing. The bike lanes along Commercial Avenue would be connected to K Street and Laspina Street.
- Install a 10-ft-wide sidewalk on both sides of Commercial Ave connecting from K St to Laspina St.
- Provide an additional lane on the new on-ramps to accommodate ramp metering
- Construct drainage basins within the proposed project limits.
- Install a new drainage system (pipes with drainage inlets, possible side ditches along the freeway and ramps) to direct runoff from the freeway and ramps into the proposed basins.
- Relocate utilities (water, sewer, storm drain, AT&T lines, high pressure gas line, and utility poles).

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### Project Location

The project extends along State Route 99 between 0.9 mile north of the Avenue 200 overcrossing (Post Mile 26.3) to the Paige Avenue interchange (Post Mile 27.6) at southern end of the City of Tulare in Tulare County, California. Mefford Field, a general aviation airport is located to the south and the International Agri-Center is located to the east.



### Transportation Challenges the Project Will Address

Traffic projections for the project limits show an increase in traffic volume over time, which will result in longer motorist delays, excessive congestion and queuing (long line of vehicles) at the existing ramp-end intersections for Paige Avenue, and potential traffic backups onto the freeway mainline. Local circulation between east and west, crossing State Route 99, will also be congested.

Traffic mitigation is needed based on the analysis conducted by the Caltrans Traffic Operations Branch. Traffic volume analysis done by the Technical Planning Branch at the same time indicates that the Paige Avenue interchange and the intersection of Paige Avenue/Laspina Street are operating at levels of service D and F during the peak traffic periods. The intersections at the Paige Avenue interchange currently operate at levels of service C to F and will approach level of service F prior to 2047. Also, the traffic forecasting data projects increases in traffic volume at the Paige Avenue interchange, which will cause longer delays, excessive queuing at the existing off-ramps, and potential overflows of traffic onto the freeway mainline.

The existing Paige Avenue interchange is a Type L-6 interchange system with the freeway ramps connecting with Blackstone Street and Paige Avenue. The existing northbound hook ramps are accessed through Paige Avenue, and the existing southbound hook ramps connect to Blackstone Street. Paige Ave is a two-lane roadway without turn lanes on the east side of freeway. Westbound traffic on Paige Avenue must stop and wait until the eastbound traffic is clear before proceeding to turn left onto the State Route 99 northbound on-ramp access. The northbound offramp traffic must wait until both westbound and eastbound Paige Avenue through traffic is clear before turning onto westbound Paige Avenue. The queue length of the eastbound approach of Paige Avenue and Laspina Street is longer than the spacing between

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the intersection and the northbound off-ramp. The shorter spacing would lead to excessive queuing of traffic at the northbound off-ramp and could possibly extend to the freeway mainline.

Other interchanges in the area are substandard and do not provide adequate pedestrian and bicycle connectivity over the freeway. There are no bike lanes provided for multi-modal use at Paige Avenue and the bridge structure. The nearest crossing of SR-99 with dedicated bike lanes is 3 miles to the north at the Santa Fe Trail. In addition, the Paige Ave overcrossing has a narrow pedestrian sidewalk on one side of the bridge that does not connect to the sidewalks on Laspina Street to the east or Blackstone Street to the east. Improved access for multi-modal transportation is critical.



*Existing Paige Ave. Overcrossing*

The SR-99/Commercial Avenue project includes the construction of a new interchange and auxiliary lanes on SR-99 between Commercial and Paige that would alleviate the congestion and safety concerns at the existing SR-99/Paige Avenue interchange. In addition, the project includes bike lanes and sidewalks that connect to the arterials east (Laspina Street) and west (K Street) of the new interchange providing multi-modal access that Paige Avenue does not have currently.

### **Project History and Previously Completed Components**

The SR-99/Commercial Interchange project was one of the original projects included in the voter-approved Tulare County Regional Sales Tax (Measure R) in 2006 and was added to the 2006 TCAG Regional Transportation Plan. The Project Initiation Document (PID), required by Caltrans for these types of projects, was funded by Measure R and completed by Caltrans on March 8, 2017. The environmental analysis and documentation, funded with private and Measure R funding, began after the completion of the PID and was completed on June 20, 2019. The project is currently in the design and right-of-way phase (refer to Section 3b – Deliverability).

The project was considered for reversible lanes pursuant to Streets and Highways Code Section 100.15 but it was determined that reversible lanes were not appropriate to be included in the project. The project is in TCAG's 2018 Regional Transportation Plan (RTP) and 2019 Federal Transportation Improvement Program (FTIP) and is not anticipated to be impacted by the implementation of the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule.

**D. Screening Criteria**

**Matching Requirements**

LPP guidelines require at least a one-to-one match of private, local, federal or state funds. TCAG in partnership with Caltrans is requesting \$25 million (47% of total construction cost) in LPP funding for the construction of this new interchange project. The Project Programming Request (PPR) form has been included with this application in Appendix I and can also be found on the project [website](#). TCAG will work with the CTC regarding alternative construction funding sources if the full \$25 million in requested LPP funding isn't available for the project.

**Eligibility Verification**

TCAG has previously been recognized by the CTC as an eligible agency to receive LPP funding.

**Environmental Impacts**

Environmental and community impacts are identified and addressed in the Initial Study with Mitigated Negative Declaration/Environmental Assessment completed for this project. [<click here>](#)

**Federal, State and Local Approvals**

The project is included in all the required approved plans and funding programs. Weblinks are included with the list of required plans and programs below:

**Figure D-1 - Approved Programming and Planning Documents**

Program or Plan	Project Page	Full Document
Federal Transportation Improvement Program (2019)	<a href="#">weblink</a>	<a href="#">weblink</a>
State Transportation Improvement Program (2020)	<a href="#">weblink</a>	<a href="#">weblink</a>
TCAG Regional Transportation Plan (2018)	<a href="#">weblink</a>	<a href="#">weblink</a>
TCAG Measure R Expenditure Plan (2006)	<a href="#">weblink</a>	<a href="#">weblink</a>
State Route 99 Business Plan (2020)	<a href="#">weblink</a>	<a href="#">weblink</a>

# TULARE, CA – SR99/COMMERCIAL AVE INTERCHANGE PROJECT

## E. Evaluation Criteria

### 1. Cost Effectiveness

Based on a 20-year Benefit Cost Analysis (BCA), the benefit/cost ratio for the SR-99/Commercial Interchange project is 3.0. The Rate of Return on Investment is 16.4% with a Payback Period of 6 years. The BCA was completed using the Cal-B/C Sketch Version 7.1. The Freeway Connector option was used as the project type. Detailed information about the assumed inputs can be found under the “project information” tab and the “parameters” tab of the Cal/B-C Excel spreadsheet submitted separately as part of this LPP application and can also be found [here](#) (in pdf).

INVESTMENT ANALYSIS SUMMARY RESULTS	
<b>Life-Cycle Costs (mil. \$)</b>	\$64.3
<b>Life-Cycle Benefits (mil. \$)</b>	\$193.9
<b>Net Present Value (mil. \$)</b>	\$129.6
<b>Benefit / Cost Ratio:</b>	3.0
<b>Rate of Return on Investment:</b>	16.4%
<b>Payback Period:</b>	6 years

	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
<b>ITEMIZED BENEFITS (mil. \$)</b>				
Travel Time Savings	\$103.0	\$31.0	\$134.0	\$6.7
Veh. Op. Cost Savings	-\$18.2	-\$3.3	-\$21.4	-\$1.1
Accident Cost Savings	\$63.5	\$21.2	\$84.6	\$4.2
Emission Cost Savings	-\$1.8	-\$1.5	-\$3.3	-\$0.2
<b>TOTAL BENEFITS</b>	<b>\$146.5</b>	<b>\$47.4</b>	<b>\$193.9</b>	<b>\$9.7</b>
<b>Person-Hours of Time Saved</b>			14,159,496	707,975

	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
<b>EMISSIONS REDUCTION</b>				
<b>CO Emissions Saved</b>	124	6	\$0.0	\$0.0
<b>CO<sub>2</sub> Emissions Saved</b>	-74,125	-3,706	-\$2.3	-\$0.1
<b>NO<sub>x</sub> Emissions Saved</b>	-42	-2	-\$0.5	-\$0.0
<b>PM<sub>10</sub> Emissions Saved</b>	-6	0	-\$0.4	-\$0.0
<b>PM<sub>2.5</sub> Emissions Saved</b>	-6	0	-\$0.0	-\$0.0
<b>SO<sub>x</sub> Emissions Saved</b>	-1	0	-\$0.0	-\$0.0
<b>VOC Emissions Saved</b>	-10	-1	-\$0.0	-\$0.0

<i>Should benefit-cost results include:</i>	
1) Induced Travel? (y/n)	Y <small>Default = Y</small>
2) Vehicle Operating Costs? (y/n)	Y <small>Default = Y</small>
3) Accident Costs? (y/n)	Y <small>Default = Y</small>
4) Vehicle Emissions? (y/n) <small>includes value for CO<sub>2e</sub></small>	Y <small>Default = Y</small>

#### BCA Inputs:

- Current, Base Year, and Forecast Year Traffic ADT was determined using historical data and the Tulare COG Travel Demand Model (TDM).
- Truck percent is higher on the SR 99 corridor than other State highways and default inputs were adjusted according to 2016 Traffic Census data. Twenty five percent (25%) was used conservatively in the worksheet however it is believed that land use changes and development in the adjacent areas to the project will cause that percentage to increase.
- Actual Accident Data was collected from Caltrans Selective Accident Rate Calculation tables.
- Accident Rates were determined using the Basic Average Accident Rate Table For Highways for a 5-6 lane Freeway in an urban area due to the inclusion of auxiliary lanes between an adjacent interchange.

#### BCA Results:

- Travel time cost savings for passenger vehicles and freight traffic was significant.
- Accident cost savings for passenger vehicles and freight traffic was significant.
- Person-Hours of Time Saved is calculated to be over 14 million with an annual savings of over 700,000 Person-Hours over a twenty-year period.

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## 2. Deliverability

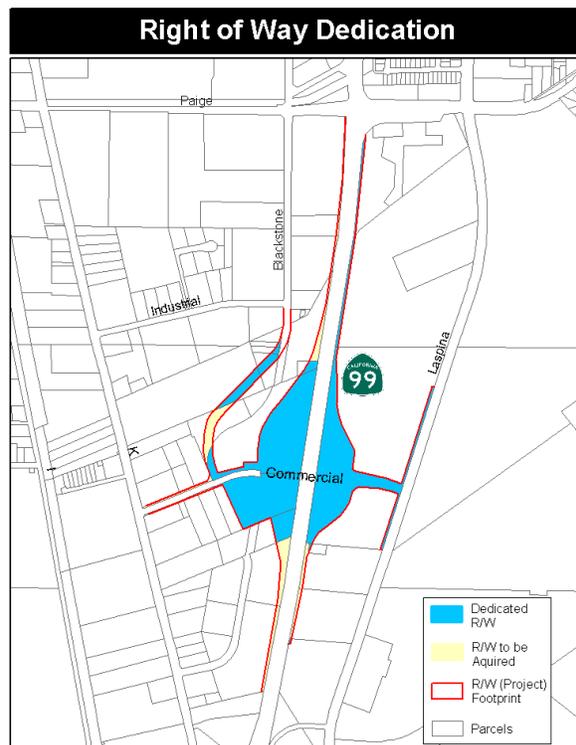
The environmental and permit phase of the project has been completed. The design and right-of-way phases are currently in process. Below is the remainder of the project schedule:

Milestone	Date
End Right of Way Phase (Right of Way Certification Milestone)	02/01/22
End Design Phase (Ready to List for Advertisement Milestone)	03/01/22
Execute Funding Cooperative Agreements for Construction with TCAG	04/15/22
Federal Obligation of BUILD Grant	05/02/22
RTIP Allocation from California Transportation Commission	05/12/22
Advertise Project	06/01/22
Bid Opening	07/20/22
Begin Construction Phase (Contract Award Milestone)	09/01/22
End Construction Phase (Construction Contract Acceptance Milestone)	07/01/25
Begin Closeout Phase	01/05/26
End Closeout Phase (Closeout Report)	07/02/29

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

The SR-99/Betty Drive Interchange was a very complicated project that involved replacing an existing overpass, dealing with a railroad and the full take of several commercial businesses. In contrast, the SR-99/Commercial Interchange is a new interchange being built on open land. Right-of-way acquisition does not involve the full take of any developed parcels. In addition, 86% of the right-of-way needed for the project has been dedicated to Caltrans via the City of Tulare by private property owners.

The project is listed in TCAG’s 2018 Regional Transportation Plan (RTP) and 2019 Federal Transportation Improvement Program (FTIP). It’s not anticipated to be impacted by the implementation of the Safer Affordable Fuel-Efficient Vehicles Rule.



## TULARE, CA – SR99/COMMERCIAL AVE INTERCHANGE PROJECT

### 3. Fund Leveraging

As shown in Table 3-1 below, \$25 million in LPP competitive funding is being requested to complement \$27.8 million of state and local funds for the \$52.8 million construction of the SR-99/Commercial Ave Interchange project. The project would therefore be funded 47% by LPP, 14% by STIP funds and 39% with local sales tax measure funds.

<b>Table E-1</b>				
<b>SR-99/Commercial Avenue Interchange Project Construction Budget</b>				
Project Item	Cost Estimate	LPP Request	STIP	Regional Sales Tax
<b>Construction (Total)</b>	\$52,800,000	\$25,000,000	\$7,400,000	\$20,400,000
<b>% Total Construction Cost</b>	<b>100%</b>	<b>47%</b>	<b>14%</b>	<b>39%</b>
<i>STIP: State Transportation Improvement Program</i>				
<i>Regional Sales Tax: Tulare County Measure R Transportation Sales Tax</i>				

Thus far, funding has been expended for the completion of the environmental analysis and funding is currently being expended for the design and right-of-way phases of the project. The total project budget is listed in Table E-2. Funding sources are grouped into LPP, State, Regional and Private fund types and the table details the costs by project component. There are no conditions on the timing or sequence of non-federal funding. If awarded, the LPP grant funds will be used entirely for construction.

<b>Table E-2</b>					
<b>SR-99/Commercial Avenue Interchange Total Project Budget</b>					
Project Item	Cost Estimate	LPP Request	STIP	Regional Sales Tax	Private Funds
<b>PA&amp;ED</b>	\$3,000,000	\$0	\$0	\$1,500,000	\$1,500,000
<b>PS&amp;E</b>	\$6,000,000	\$0	\$6,000,000	\$0	\$0
<b>Right-of-Way Support</b>	\$2,400,000	\$0	\$2,400,000	\$0	\$0
<b>Right of Way</b>	\$11,100,000	\$0	\$3,100,000	\$0	\$8,000,000
<b>Construction Support</b>	\$7,400,000	\$0	\$7,400,000	\$0	\$0
<b>Construction</b>	\$45,400,000	\$25,000,000	\$0	\$20,400,000	\$0
<b>Project Total</b>	<b>\$75,300,000</b>	<b>\$25,000,000</b>	<b>\$18,900,000</b>	<b>\$21,900,000</b>	<b>\$9,500,000</b>
<b>% Total Project Cost</b>	<b>100%</b>	<b>33%</b>	<b>25%</b>	<b>29%</b>	<b>13%</b>
<i>STIP: State Transportation Improvement Program</i>					
<i>Regional Sales Tax: Tulare County Measure R Transportation Sales Tax</i>					
<i>Private Funds: From the International Agri-Center and Faria family for PA&amp;ED and Faria Family for Right-of-Way</i>					
<i>PA&amp;ED: Project Approval and Environmental Document</i>					
<i>PS&amp;E: Plans, Specifications, and Estimates</i>					

**4. Air Quality and Greenhouse Gases**

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

The 2018 Regional Transportation Plan, Sustainable Communities Strategy (RTP-SCS), prepared by the Tulare County Association of Governments (TCAG), and adopted on August 23, 2018 included interchange improvements anticipated for the 20-year horizon within the corridor of State Route 99 at Paige Avenue and Commercial Avenue. Under objectives for air quality and greenhouse gases in the RTP-SCS, construction of bike lanes and sidewalks, as part of the Tulare 99 Interchange Project, would provide residents other transportation options.

**Air Quality**

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

The project is in an area that is in attainment-maintenance for the federal PM<sub>10</sub> standard and in nonattainment for the federal PM<sub>2.5</sub> standard. It is nonattainment for both PM<sub>10</sub> and PM<sub>2.5</sub> state standards, therefore conformity analysis was conducted for this project. A conformity analysis for this project as “Not a Project of Air Quality Concern” was conducted and submitted to the San Joaquin Valley Council of Governments’ Directors’ Association Interagency Consultation Group (IAC) on May 3, 2018. The Interagency Consultation Partners concurred on May 3, 2018 that this is “Not a Project of Air Quality Concern.”

The PM<sub>2.5</sub> and PM<sub>10</sub> emissions for the no build/build alternative for 2047 increased when compared to the baseline 2018 emissions. This should be expected as local growth will cause an increase in local traffic over time regardless if the project is built. The build alternative will help alleviate congestion at the interchange and improving traffic flow will help decrease PM<sub>2.5</sub> and PM<sub>10</sub> in 2047 for the build alternative compared to the no build alternative (Table E-3).

**Table E-3 PM<sub>2.5</sub> and PM<sub>10</sub> Operational Emissions Grams per Year**

<b>Alternative</b>	<b>PM<sub>2.5</sub></b>	<b>PM<sub>10</sub></b>
Existing/Baseline 2018	392	862
<b>30-Year Horizon/Design-Year [2047]</b>		
Build Alternative	604	1500
No Build Alternative	610	1506

*Source: Caltrans Central Region Environmental Engineering Branch June 2018*

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### Greenhouse Gases

Local population and commercial growth will result in the increased traffic causing CO<sub>2</sub> increases overtime in the area. The increase in CO<sub>2</sub> emissions would occur with or without the project. However, when comparing the no-build and build alternative for open to traffic year 2027 and for the 2047 design year (Table E-4), the no-build alternative CO<sub>2</sub> emissions are greater than for the build alternative. The reduced emissions under the build alternative can be attributed to the proposed improvements to existing traffic flow (interchange construction and ramp metering for all on-ramps from Commercial Avenue onto State Route 99) covered under this interchange project and potential reduced queuing at the existing ramp-end intersections.

**Table E-4 Modeled Annual CO<sub>2</sub> Emissions by Alternative**

Alternative	CO <sub>2</sub> Emissions (Metric U.S. Tons/Year)
<b>Existing/Baseline 2018</b>	7.15
<b>Open to traffic-Year 2027</b>	
No-Build Alternative	8.85
Build Alternative	7.44
<b>20-Year Horizon/Design-Year 2047</b>	
No-Build Alternative	10.34
Build Alternative	9.39

*Source: Caltrans Central Region Environmental Engineering Branch June 2018*

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

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

### 5. Vehicle Miles Traveled

The Commercial Avenue Interchange (IC) project is included in the Tulare County 2018 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). The RTP/SCS contains a Sustainable Communities Strategy that considers both land use and transportation together in a single, integrated planning process that accommodates regional housing needs and projected growth. The purpose of the Commercial Avenue IC is to improve traffic operational performance, relieve traffic congestion on local roads, and to improve accessibility to the freeway system. The project will facilitate less Vehicle Miles Traveled (VMT) by providing better access to the International Agri-Center, which hosts the annual World Ag Expo, other planned development in the area, and providing better east west access to local travel. The new interchange will be located between the Agri-Center and two existing truck service centers providing a central connection point. The project will improve throughput along State Route 99 by relieving traffic at the Paige Avenue interchange and reducing the possibility of queuing from the ramps onto the freeway.

Total and Per Capita VMT were extracted from the Tulare County Regional Travel Demand Model (RTDM). The latest year of available data from the model is 2042. The Build scenario indicates there will be a Total decrease of 1,721 daily VMT from the No-Build scenario. The Per Capita decrease will be 0.003 VMT daily.

### 6. Regional and Community Project Support

Prior to the beginning of the development of the environmental documentation and project alternative selection process, public outreach was conducted in collaboration with the Caltrans, the City of Tulare and TCAG. A City Council study session which included a Caltrans presentation of project alternatives and estimated costs was conducted on November 1, 2016 with additional review on November 15, 2016 where numerous public comments were received. Project alternatives and information were also presented at the TCAG Board meeting on December 12, 2016 where action was taken to begin the environmental review and project alternative selection process.

As part of the environmental review and project alternative selection process an open forum public hearing was held at the International Agri-Center in Tulare, California on January 8, 2019. The hearing was in an open house format; attendees could wander freely, view various displays, and ask questions of the project team. A court reporter was present to record the spoken comments of the attendees. All meeting attendees were given a project information sheet and a comment card. The comment card provided a means by which participants could submit their written comments about the project. Approximately 50 people attended the open forum public hearing. Approximately 133 comment cards, letters and emails were received during the draft environmental document public circulation period.

A Tulare City Council meeting presentation was conducted by Caltrans and the Tulare County Association of Governments regarding the findings of the South Tulare Interchange Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment and subsequent selection of a preferred alternative on February 5, 2019. The Tulare City Council adopted Resolution 19-76 supporting Caltrans' recommendation of preferred Alternative 1A for the project.

## TULARE, CA – SR99/COMMERCIAL AVE INTERCHANGE PROJECT

The SR-99/Commercial Avenue Interchange project has also been concurrently submitted for the 2020 BUILD grant. Letters demonstrating support for the project from federal, state and local leaders and organizations are available on both the application's LPP and BUILD grant [website](#).

### **7. Safety**

#### **Safe movement of goods and people**

The SR99/Commercial Ave Interchange Project will provide a safe and convenient multimodal transportation system with complete streets elements for vehicles, pedestrians, cyclists, first responders, semi-truck goods transporters, and farm equipment in this area. Existing facilities for bicyclists and pedestrians in the project area are limited, making multimodal travel difficult throughout the corridors. Commercial Avenue will create vehicle, bicyclist, and pedestrian accessibility for east-west travel through the roadway extensions, advanced congestion mitigating technologies, and installation of complete street elements such as sidewalks, bicycle lanes, safe and accessible transit stops, and safe crossings for pedestrians, including median islands, and curb extensions.

To enhance bicyclist and pedestrian access and safety, Commercial Interchange is proposed to be designed as follows: 1) Ramp intersections with local roads are 90-degree intersections rather than free flow ramps with high speed connections. 2) The curb radii of the ramp intersection should be such that the right turns are made at a slower speed. 3) The off-ramp traffic is controlled with stop sign. 4) Maximum grade on overcrossing is 5%. 5) Sidewalk on both side of Commercial Avenue. 6) Width for bike lanes on Commercial Avenue through the entire interchange. 7) bike lane to the left of the right-turn only lane to reduce conflicts between turning motorists and bicycle through traffic. 8) Raised center median/pedestrian refuge island. Upon project completion, the Commercial Ave Interchange will alleviate heavy traffic concentration on Paige Ave. Vehicle to non-vehicle interactions are expected to improve at Paige Ave Interchange as more trucks, vehicles, cyclists, and pedestrians use the new roadway and interchange at Commercial Ave.

#### **Occurrence of Crashes, injuries, and fatalities**

The SR99/Commercial Ave Interchange will have advanced safety features for emergency response including ITS Technology and traffic signals outfitted with emergency vehicle preemption equipment. Traffic signal preemption features installed on new signals will allow emergency vehicles to have a priority. The project will also construct ramp auxiliary lanes on SR-99 to increase traffic capacity. Congestion reduction resulting from the new interchange and roadway extensions will reduce delays in emergency vehicles response times including police and fire. Listed below in Table E-5 are the reported property, injury and fatal accidents for the 5-year period from 1/1/2015 to 12/31/19. The mainline accident data includes the accidents within the project limits on SR-99 (PM 26.3 to 27.6) and the ramp data is for the Paige Interchange on the north end of the project the limits and the Ave 200 interchange on the south end of the project limits.

## TULARE, CA – SR99/COMMERCIAL AVE INTERCHANGE PROJECT

<b>Table E-5</b>			
<b>Five Year Accident Data</b>			
<b>Project Segment</b>	<b>Fatal</b>	<b>Injury</b>	<b>Property Damage Only</b>
<b>SR-99 Mainline (PM 26.3 – 27.6)</b>	0	15	62
<b>SR-99 Ramps (Paige Ave &amp; Ave 200)</b>	0	10	34
<b>TOTAL</b>	0	25	96

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

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

Run-off-road crashes account for approximately one-third of the deaths and serious injuries each year on the Nation's highways. Drift-off crashes, caused by drowsy, distracted, or otherwise inattentive driving, are a subset of run-off-road crashes. One of the Federal Highway Administration's primary safety goals is to reduce the number and severity of roadway departure crashes. The project will install shoulder rumble strip along 99 within project limits. Shoulder rumble strip is a longitudinal safety feature installed on a paved roadway shoulder near the outside edge of the travel lane. It is made of a series of milled or raised elements intended to alert inattentive drivers (through vibration and sound) that their vehicles have left the travel lane. NCHRP Report 641 documents milled shoulder and edge rumble strips to provide statistically significant reductions in single-vehicle run-off-road injury crashes by 10 to 24 percent on rural freeways.

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

## TULARE, CA – SR99/COMMERCIAL AVE INTERCHANGE PROJECT

can cause serious injury or death to Caltrans employees; therefore, the project is proposing the following to improve Maintenance Personnel Safety:

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

Based on a 20-year Benefit Cost Analysis (BCA), the accident cost savings for passenger vehicles and freight traffic is projected to be \$63,500,000 after the project is constructed.

### 8. System Preservation

A no-build scenario will cause the Paige Avenue and Avenue 200 interchanges to deteriorate beyond their service lives due to increased traffic loads. It will also reduce the efficiency of traffic flow through the area. As one of the largest economic engines in the Central Valley, access to employment opportunities in Tulare are vital to economic prosperity. A no-build scenario threatens future transportation network efficiency, the transport of goods via SR-99, and mobility options for residents. Infrastructure investment in the area now will support thriving commerce and foster private investment in the future.

The project helps maintain the highway system in a state of good repair by shifting travel patterns from Avenue 200 and Paige Ave over to Commercial Ave Interchange. This will reduce strain on existing infrastructure, prolonging the useful life of the assets. If left unimproved, the Avenue 200 and Paige Ave interchanges will continue to experience overload and reduced pavement performance. Freeway exiting traffic using the new auxiliary lanes will help reduce the traffic loads on SR-99 within project limits increasing the life of the existing pavement. The City of Tulare and Caltrans will be responsible for the project's life-cycle costs. The benefit cost analysis tool estimates the average annual operations and maintenance (O&M) for Commercial Ave Interchange at \$50,000 over its useful life. The design life of the new project elements is as follows:

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

## TULARE, CA – SR99/COMMERCIAL AVE INTERCHANGE PROJECT

A Freeway Maintenance Agreement along with a Cooperative Agreement are in the process of being negotiated with Tulare to allow the State and Tulare to assume their maintenance responsibilities as rapidly as possible after acceptance of the contract. Caltrans will retain full jurisdiction over maintenance and control of all portions of the freeway proper. Caltrans will also maintain approach ramps, grade separations, and similar installations, within rights of way secured for the exclusive use of traffic entering, leaving or traveling on the freeway. This includes under crossings or overcrossings whose primary purpose is to serve as crossings for freeway traffic, and whose use by local traffic is incidental.

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

Future budget cycles will include funding as the project completes construction and becomes operational. Secure state funding sources for maintenance include the Road Maintenance and Rehabilitation Account (RMRA) funds, of which Tulare receives approximately \$1.2 million per year.

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

The interchange improvement furthers housing and land use goals in two primary ways. The importance of creating a multimodal corridor crossing over SR-99 that provides access from existing and planned housing to the primary industrial area or job center. VMT is reduced by providing opportunity to bike and for a more direct access to the job center. The time differential between transit and a single occupant vehicle is reduced when there are more direct routes. The improved interchange provides better access to the opportunity zone.

The second primary way is to provide capacity to locate complimentary land uses next to a major attraction. Major events are held at the International AG center facilities year around. Supporting land use such as commercial and hotels will be able to be built adjacent to the site. By having compatible land use, VMT can be significantly reduced. As an example, travel to a hotel can be reduced by 90% for rooms adjacent to the International AG center. The placement of additional job opportunities support future housing locating closer to existing and planned residential. Significant employment in a central area allows for more frequent transit, car sharing, and van pools. The placement of supporting land use is supported by the City of Tulare General Plan.

## **F. Funding and Deliverability**

Project costs and funding sources are addressed in section E.3 – Fund Leveraging. In addition to the risk factors listed below, deliverability is also addressed in section E.2 – Deliverability.

### **Environmental Risk**

The environmental review has been completed and approved and no additional permits are needed. There is no environmental related risk that would negatively impact project obligation.

### **Technical Capacity**

This project is being managed by Caltrans. Caltrans has decades of experience successfully delivering projects in compliance with applicable Federal requirements and working with Federal agencies. Caltrans also has the necessary experience in successfully working with prior LPP awards. There is no risk due to technical capacity that would negatively impact the successful delivery of this project.

### **Financial Capacity**

Construction funding has been fully committed with matching funds from State (State Transportation Improvement Program – STIP) and Local (Measure R Transportation Sales Tax) sources. For Measure R, even with the projected near-term decrease in sales tax revenue due to COVID-19, there is more than sufficient bonding capacity to fill any potential shortfall. For State funding, if the already committed STIP funding becomes at risk due to State budgetary issues, TCAG would make use of the STIP's AB 3090 process. TCAG, through its Measure R Transportation Sales Tax, has the financial capacity to address any issues that could arise for the matching funding to the LPP grant.

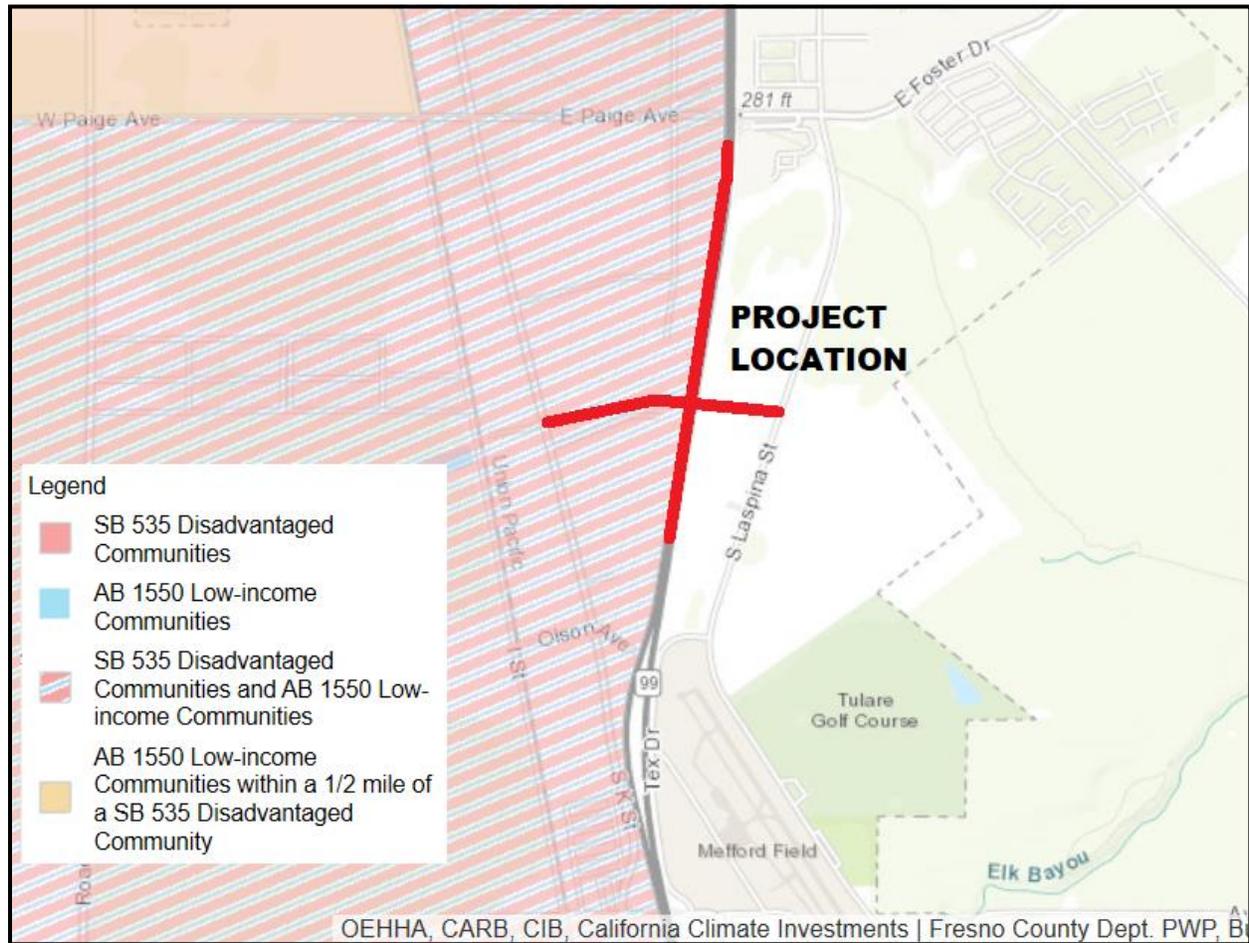
TCAG has also applied for a \$16 million BUILD grant. The completion of the project does not depend on receiving the BUILD grant. However, if TCAG were to receive BUILD funding (to be awarded by September 15<sup>th</sup>, 2020) it would give TCAG even further flexibility to adjust the amount of the LPP request downward if necessary to maximize the number of projects that can be funded statewide.

# TULARE, CA – SR99/COMMERCIAL AVE INTERCHANGE PROJECT

## G. Community Impacts

### Existing Conditions

This project is located in both a SB 535 Disadvantaged Community and an AB 1550 Low-income Community as identified by the California Climate Investments map shown below.



The County has an agriculturally-based economy and lags behind the State in numerous economic and demographic measures of wellness as shown in the table below.

**Table G-1 Tulare County Demographics**

	Median Household Income	Poverty Rate	Median House Value	Unemployment Rate	High School Degree (Age 25+)	Bachelor Degree+ (Age 25+)
Tulare County	\$47,518	22.2%	\$191,200	9.6%	69.8%	14.3%
California	\$71,228	14.3%	\$475,900	4.1%	82.9%	33.3%

Sources: 2018 American Community Survey – US Census, 2019 Bureau of Labor Statistics

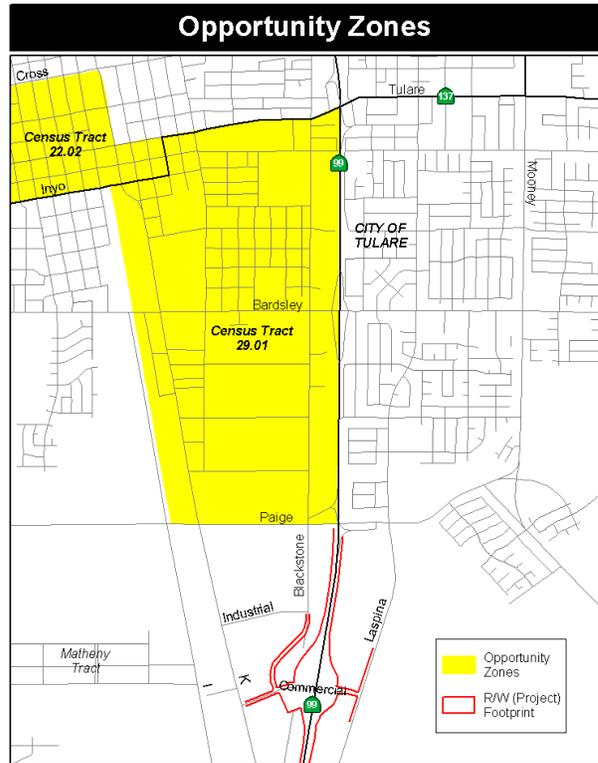
In 2018, Tulare County’s agricultural production was valued at \$7.2 billion making it the 3<sup>rd</sup> most productive county in the USA just behind neighboring Fresno and Kern Counties. Also, Tulare County produced more milk (11 billion pounds valued at \$1.7 billion) than any other county in the United States.

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Due to the County’s ag-based economy, there is a heavy reliance on agricultural processing and transportation/goods movement jobs. In the City of Tulare, six of the seven largest employers are part of the ag industry which includes: Land O’ Lakes, Saputo Cheese, J.D. Heiskell, Haagen Dazs, Kraft and U.S. Cold Storage.

## Opportunity Zones

The project provides direct access to two Opportunity Zones to the north and northwest. The Opportunity Zones were designated by the State of California and certified by the Secretary of the U.S. Treasury. The objective of this designation is to encourage investment of all types to these important zones. These communities have high levels of poverty, failing schools, job scarcity, and a lack of investment. The Opportunity Zones tax incentive was created to spur economic development and job creation by encouraging long-term investment in low-income communities nationwide. The opportunity zones that will be accessed by the project are even further economically disadvantaged than Tulare County as a whole as shown in Table G-2.



**Table G-2 Opportunity Zone Demographics**

	Median Household Income	Poverty Rate	Median House Value	Home Rental Rate	High School Degree (Age 25+)	Bachelor Degree+ (Age 25+)
Tract 29.01	\$35,128	31.9%	\$133,100	62%	59.6%	8.6%
Tract 22.02	\$27,113	46.4%	\$123,300	73%	53.2%	4.6%
Tulare County	\$47,518	22.2%	\$191,200	43%	69.8%	14.3%

Source: 2018 American Community Survey

## Project Economic Benefits

Rural transportation networks are critically important for domestic production and export of agriculture, especially in the Central San Joaquin Valley. Two-thirds of rail freight originates in rural areas, and nearly half of all truck vehicle-miles-traveled occur on rural roads. These industries require heavy trucks that create significantly more wear-and-tear on roadways. A disproportionate number of roadway fatalities also occur in rural areas. While only one-fifth of the nation’s population lives in rural areas, 46% of the nation’s highway fatalities occur on rural roads. This project is in line with the Rural Opportunities to Use Transportation for Economic Success (ROUTES) initiative to address disparities in rural transportation infrastructure. Specifically, rural transportation infrastructure’s unique challenges need to be considered in order to meet our Nation’s priority transportation goals of safety and economic competitiveness.

The project will reduce congestion and improve safety in a rural-suburban area. In addition, the project improvements would enhance the east-west movement of traffic and goods, supporting economic

## TULARE, CA – SR99/COMMERCIAL AVE INTERCHANGE PROJECT

development for the City as a whole. This project is an excellent candidate for the LPP grant because the beneficial impacts are multifold on the local community as well as regionally.

There are no identified negative impacts to disadvantaged and low-income communities. This project represents a significant opportunity to improve economic development in an economically disadvantaged region. The project site is located along SR-99, one of the busiest goods movement routes in the United States which provides an opportunity for significant economic growth once the necessary infrastructure and circulation is provided by the new interchange.

The project site is also located adjacent to the International Agri-Center, a non-profit corporation that was formed to produce the World Ag Expo and promote California's agriculture industry and heritage. The World Ag Expo is the largest annual agricultural exposition in the world. In 2019, there were 102,878 attendees and 1,452 exhibitors representing 48 states and 65 countries. In addition, the International Agri-Center hosts the annual California Antique Farm Equipment Show and operates the AgVentures Learning Center and Ag Museum. Throughout the year their facility is leased for third-party events ranging from concerts to wedding receptions.

Large events do put significant short-term stress on the existing transportation infrastructure, especially at Paige Avenue, demonstrating the inability to accommodate economic development in its current configuration. By relieving traffic at the Paige Ave interchange, this project would provide the capacity and circulation needed for the International Agri-Center and other businesses to grow and thrive.



*Aerial of the World Ag Expo*



*World Ag Expo – Sierra Nevada Mountains*

The SR-99/Commercial Avenue Interchange project has a long history of community support and engagement. It is one of the original projects included in the voter-approved Tulare County Regional Sales Tax (Measure R) in 2006. Project selection and outreach are addressed in Section 3f – Regional and Community Project Support.

Stakeholders will continue to be engaged throughout the implementation of the project. Quarterly update meetings will continue to take place between Caltrans District 6 and TCAG. In addition, project updates will continue to be made to the City of Tulare council and staff.

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## H. Other

### Corridor Planning

Significant investments are being made to the entire SR-99 corridor in the State of California. SR-99 is the goods movement backbone for the State and has more truck traffic than most interstates in the United States. In the City of Tulare, truck traffic ranges from 13,933 and 15,600 annual average daily traffic (AADT). [Source: 2018 Caltrans Traffic Census Program]

The SR-99/Commercial Ave Interchange project needs to be constructed before SR-99 can be widened from 4 to 6 lanes in the City of Tulare. This widening project (Prosperity Ave to Avenue 200) includes much needed improvements to the Paige Avenue interchange and replacement and widening of the bridge structure (refer to picture in Section 1 – General Information). The Paige Ave overcrossing has an isolated substandard narrow sidewalk on one side of the bridge and no bike lanes.

Some of the City’s largest employers and the City’s largest sales tax generators are currently accessed by the SR-99/Paige Avenue Interchange. Without the SR-99/Commercial Ave Interchange being constructed, there are no other construction options that wouldn’t inflict significant economic damage to the businesses accessed by the SR-99/Paige Ave Interchange.

The SR-99 widening project and Paige Avenue Interchange improvements have funding committed through the design phase. The project is currently in the environmental analysis phase. Construction is estimated to begin in FY 25/26.

Information regarding regional and local transportation, land use and housing goals is included in section E.9 of this application.



**SR-99 Corridor Improvement Projects**

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	06/30/2020 09:44:02
Programs <input checked="" type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
06	OU880	0616000074	6940	Tulare County Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Tulare	99	26.300	27.600		
			MPO	Element	
			TCAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address	
Hussein Senan			559-243-3465	hussein.senan@dot.ca.gov	

**Project Title**

Commercial Avenue Interchange Project

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

In Tulare County near City of Tulare at Commercial Avenue and State Route 99 between 0.9 mile north of Avenue 200 OC and Paige Avenue OC; Construct new interchange and construct north and south bound auxillary lanes.

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

**Legislative Districts**

Assembly:	26	Senate:	16	Congressional:	22
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		03/09/2017
Circulate Draft Environmental Document	Document Type (ND/MND)/FONSI	06/12/2019
Draft Project Report		12/21/2018
End Environmental Phase (PA&ED Milestone)		06/12/2019
Begin Design (PS&E) Phase		06/19/2019
End Design Phase (Ready to List for Advertisement Milestone)		03/01/2022
Begin Right of Way Phase		12/01/2019
End Right of Way Phase (Right of Way Certification Milestone)		02/01/2022
Begin Construction Phase (Contract Award Milestone)		06/30/2022
End Construction Phase (Construction Contract Acceptance Milestone)		07/01/2025
Begin Closeout Phase		01/05/2026
End Closeout Phase (Closeout Report)		07/02/2029

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**Purpose and Need**

Existing interchange at Paige Road will deteriorate to LOS F within the 20 year design period. Improved access to the nearby Agricultural Center Complex is needed to handle the anticipated increase in traffic volumes.

NHS Improvements  YES  NO      Roadway Class 1      Reversible Lane Analysis  YES  NO  
 Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

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

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Additional Information

DRAFT

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

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

District	County	Route	EA	Project ID	PPNO
06	Tulare	99	OU880	0616000074	6940

Project Title  
 Commercial Avenue Interchange Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Caltrans District 6
PS&E									Caltrans District 6
R/W SUP (CT)									Caltrans District 6
CON SUP (CT)									Caltrans District 6
R/W									Caltrans District 6
CON									Caltrans District 6
<b>TOTAL</b>									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	3,000							3,000	
PS&E	6,000							6,000	
R/W SUP (CT)		2,400						2,400	
CON SUP (CT)			7,400					7,400	
R/W		11,100						11,100	
CON			45,400					45,400	
<b>TOTAL</b>	<b>9,000</b>	<b>13,500</b>	<b>52,800</b>					<b>75,300</b>	

Fund #1:	RIP - STIP Advance Construction (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Tulare County Association of Govern
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E	6,000							6,000	
R/W SUP (CT)		2,400						2,400	
CON SUP (CT)			7,400					7,400	
R/W		3,100						3,100	
CON									
<b>TOTAL</b>	<b>6,000</b>	<b>5,500</b>	<b>7,400</b>					<b>18,900</b>	

Fund #2:	Local Funds - Private Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,500							1,500	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		8,000						8,000	
CON									
TOTAL	1,500	8,000						9,500	
Fund #3:	State SB1 LPP - Local Partnership Program - Competitive program (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
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			25,000					25,000	
TOTAL			25,000					25,000	

Fund #4:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Tulare County Association of Govern
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)	1,500							1,500	Measure R
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			20,400					20,400	
TOTAL	1,500		20,400					21,900	

**STATE HIGHWAY SYSTEM PROJECT IMPACT ASSESSMENT**

CTC-0002 (NEW 9/2019)

**I. APPLICANT INFORMATION**

## 1. APPLICANT

Tulare County Association of Governments

## 2. APPLICANT CONTACT

Ted Smalley

## 3. CONTACT TITLE

Executive Director

## 4. CONTACT PHONE

(559)623-0450

## 5. CONTACT EMAIL

tsmalley@tularecog.org

**II. PROJECT INFORMATION**

## 6. PROJECT TITLE

SR-99/Commercial Avenue Interchange

## 7. % OF PROJECT AREA WITHIN STATE R/W

77%

## 8. TOTAL CONSTRUCTION COST WITHIN STATE R/W

\$46.2 million

## 9. ANTICIPATED ENVIRONMENTAL DOCUMENT FOR:

CEQA: MND (completed)

NEPA: EA (completed)

## 10. CHECK ALL OF THE FOLLOWING THAT APPLY:

- PROJECT IS NOT IN AND WILL NOT DISCHARGE INTO AN ENVIRONMENTALLY SENSITIVE AREA AND IS NOT EXPECTED TO NEED AN EIR/EIS
- PROJECT DOES NOT REQUIRE FHWA COORDINATION OR APPROVAL
- PROJECT DOES NOT REQUIRE R/W DEDICATION FROM CALTRANS
- PROJECT DOES NOT REQUIRE CALTRANS STRUCTURE DESIGN APPROVAL FOR MODIFICATION TO A CALTRANS BRIDGE OR STRUCTURE.
- PROJECT DOES NOT REQUIRE DESIGN EXCEPTIONS TO MANDATORY DESIGN STANDARDS (REF. HIGHWAY DESIGN MANUAL, DESIGN INFORMATION BULLETIN 78)
- PROJECT DOES NOT REQUIRE ENCHROACHMENT EXCEPTIONS APPROVAL (REF. ENCHROACHMENT PERMIT MANUAL, CH. 300)

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

The project includes the construction of a new interchange at Commercial Avenue and SR-99. This includes a new bridge structure for Commercial Avenue over SR-99, ramps and NB/SB auxiliary lanes on SR-99 between Commercial Avenue and Paige Avenue to the north.

## 12. EXPECTED LEVEL OF CALTRANS INVOLVEMENT:

- Cooperative Agreement Oversight Process:** Cooperative Agreement oversight process reviews are generally used for projects with a construction cost within the State R/W greater than \$1 Million.
- Encroachment Permits Oversight Process:** Office of Encroachment Permits oversight process reviews are generally used for projects with a construction cost within the State R/W of \$1 Million or less.

**III. CALTRANS PROJECT SUPPORT**

SIGNATURE:



DATE:

6/29/20

PRINT NAME:

Humberto Almaguer

Acting Deputy District Director Program Project Management

The above signature indicates, based on available information:

1. Caltrans supports the project;
2. The project is consistent with Caltrans's standards;
3. Durations and start and end dates to achieve the major milestones are reasonable;
4. The funding plan is reasonable.

**IV. ATTACHMENTS**

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

## TULARE, CA – SR99/COMMERCIAL AVE INTERCHANGE PROJECT

### **Appendices Under Separate Cover:**

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

[Environmental Documentation](#)

[TCAG/Caltrans Agreement](#)

[Letters of Support](#)