ACTION ELEMENT

The circulation system in Tulare County plays a significant role in the economy by moving goods and people. A rural region, Tulare County is dependent on local highways, streets, roads, and railways to meet basic transportation needs. Goods movement is specifically dependent on road conditions and capacity. Tulare County and its cities have implemented programs to reduce congestion and improve the efficiency of our highways, streets, and roads network. Transit and active modes of transportation, such as bicycling and walking are becoming a larger share of the transportation system. The Action Element provides a summary of existing and future conditions of the Tulare County transportation system. Existing and future circulation issues and land use trends are also addressed. This analysis is intended to support improvements in the system to help meet future travel needs.

REGIONAL NEEDS ON LOCAL HIGHWAYS, STREETS, AND ROADS

Goods Movement System Improvements

Recognizing that agriculture is the region's economic base, Tulare County strives to maintain and improve the transportation infrastructure that is essential to this industry. For years it has become increasingly difficult to keep pace with necessary maintenance on existing facilities due to financial constraints. In some cases deferred maintenance has become evident. The movement of farm-to-market and other truck dependent industries results in high maintenance costs that restrict funds that otherwise would be used for much needed network expansion.

Agriculture accounts for a large percentage of commodity movement and truck traffic within and through Tulare County. In 2015, Tulare County farms produced over $ 5.6 billion in gross revenue as estimated by the County Agricultural Commissioner’s office. Tulare County continues to be the top dairy producing county in the nation. Unlike other forms of agriculture, dairies harvest and transport their product every day of the year. Dairy trucks also have higher weight loads compared to other trucks. This causes significant degradation of roads used by the dairy industry. Other major types of commercial truck travel in the region include: retail distribution, construction, gravel mining, delivery to and from industrial facilities, gasoline and fuel distribution, and household goods movement. Destinations for commodity movement in the region include farms, packing and processing plants, cold storage facilities, grain elevators, manufacturers, and distribution centers. There has also been a trend for warehouses and large distribution centers to locate in this area due to high costs of conducting business in larger metropolitan areas, land availability and reduced cost, and the central location of Tulare County between the Los Angeles and Bay Area metropolitan areas.

Rail lines are also often an integral part of major corridors and a very efficient mode of transportation for moving many types of goods. Other modes of commodity movement in the region include aviation and pipelines.

Figure A-1

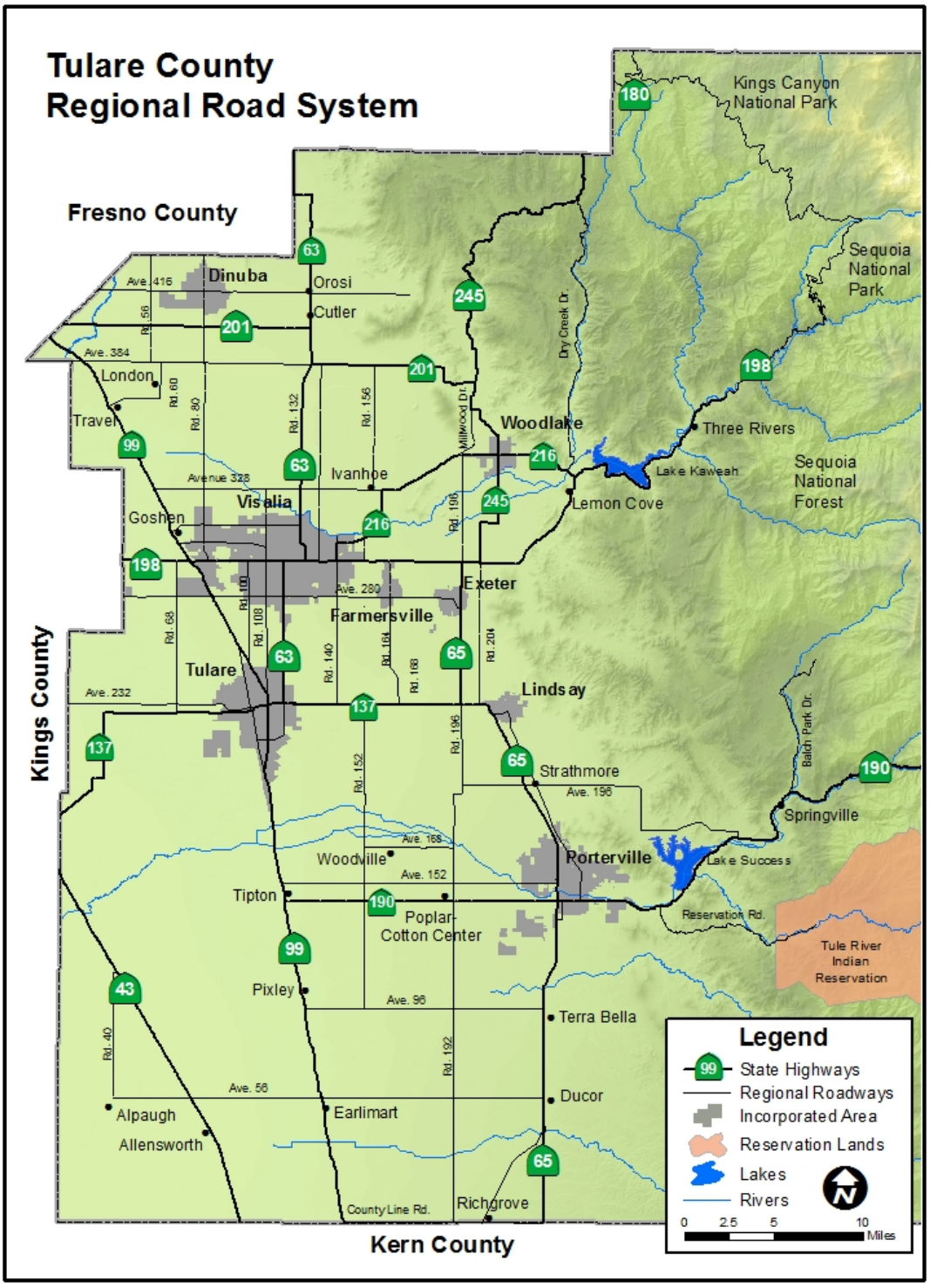

Tulare County
Regional Road System
Fresno County
Kings County
Kern County
Kings Canyon
National Park
Sequoia
National
Park
Sequoia
National
Forest
Lake Kaweah
Three Rivers
Lemon Cove
Woodlake
Dinuba
Orosi
Cutler
London
Traver
Ivanhoe
Visalia
Goshen
Exeter
Farmersville
Tulare
Lindsay
Strathmore
Springville
Porterville
Lake Success
Woodville
Tipton
Poplar-
Cotton Center
Pixley
Terra Bella
Ducor
Alpaugh
Allensworth
Earlimart
Richgrove
Tule River
Indian
Reservation
Reservation Rd.
County Line Rd.
Dry Creek Dr.
Millwood Dr.
Balch Park Dr.
Ave. 416
Ave. 384
Avenue 328
Ave. 280
Ave. 232
Ave. 196
Ave. 168
Ave. 152
Ave. 96
Ave. 56
Rd. 56
Rd. 60
Rd. 80
Rd. 132
Rd. 156
Rd. 196
Rd. 100
Rd. 108
Rd. 68
Rd. 140
Rd. 184
Rd. 168
Rd. 204
Rd. 152
Rd. 40
Rd. 192
Legend
State Highways
Regional Roadways
Incorporated Area
Reservation Lands
Lakes
Rivers
0 2.5 5 10
Miles

Figure A-2

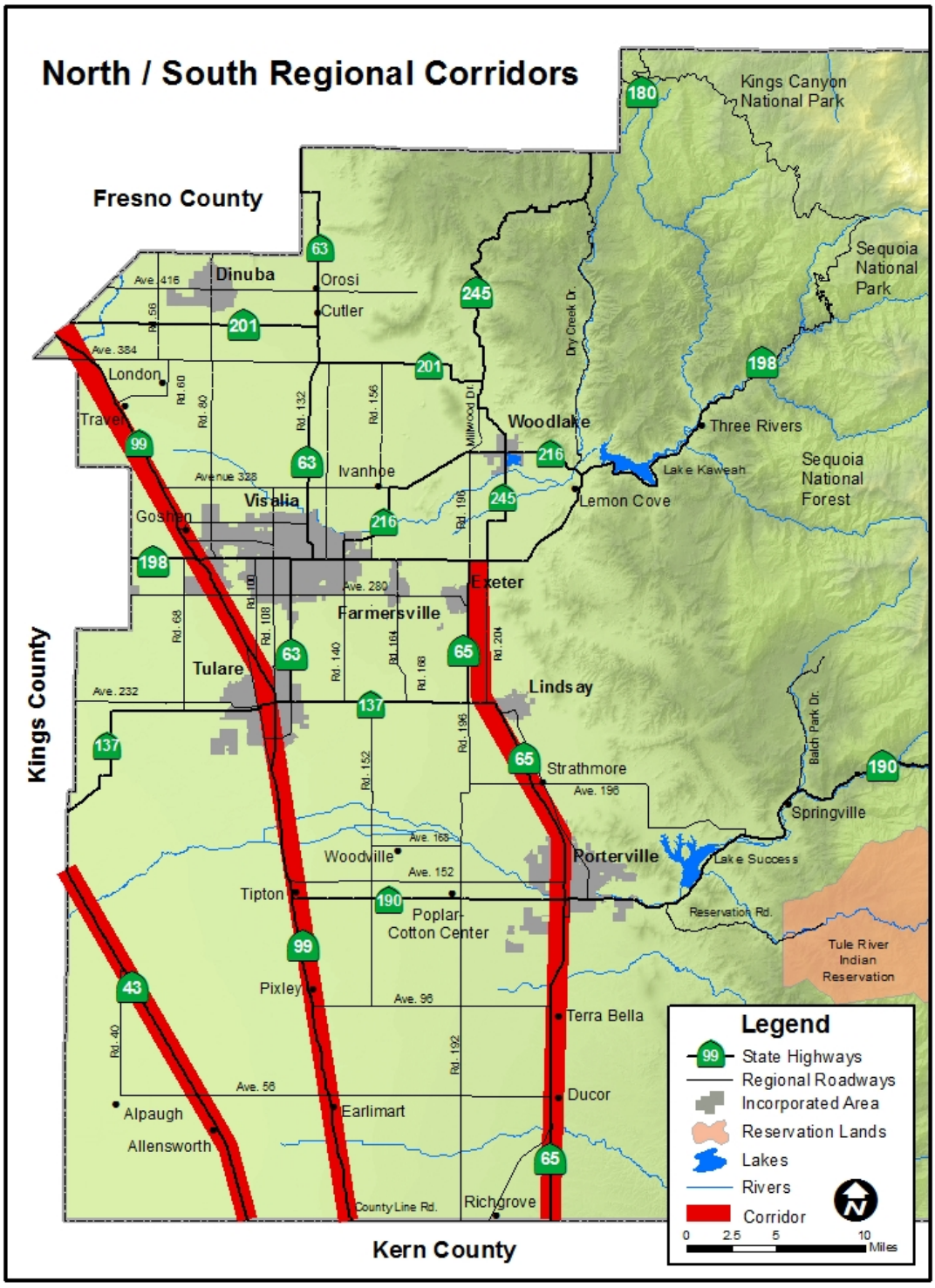
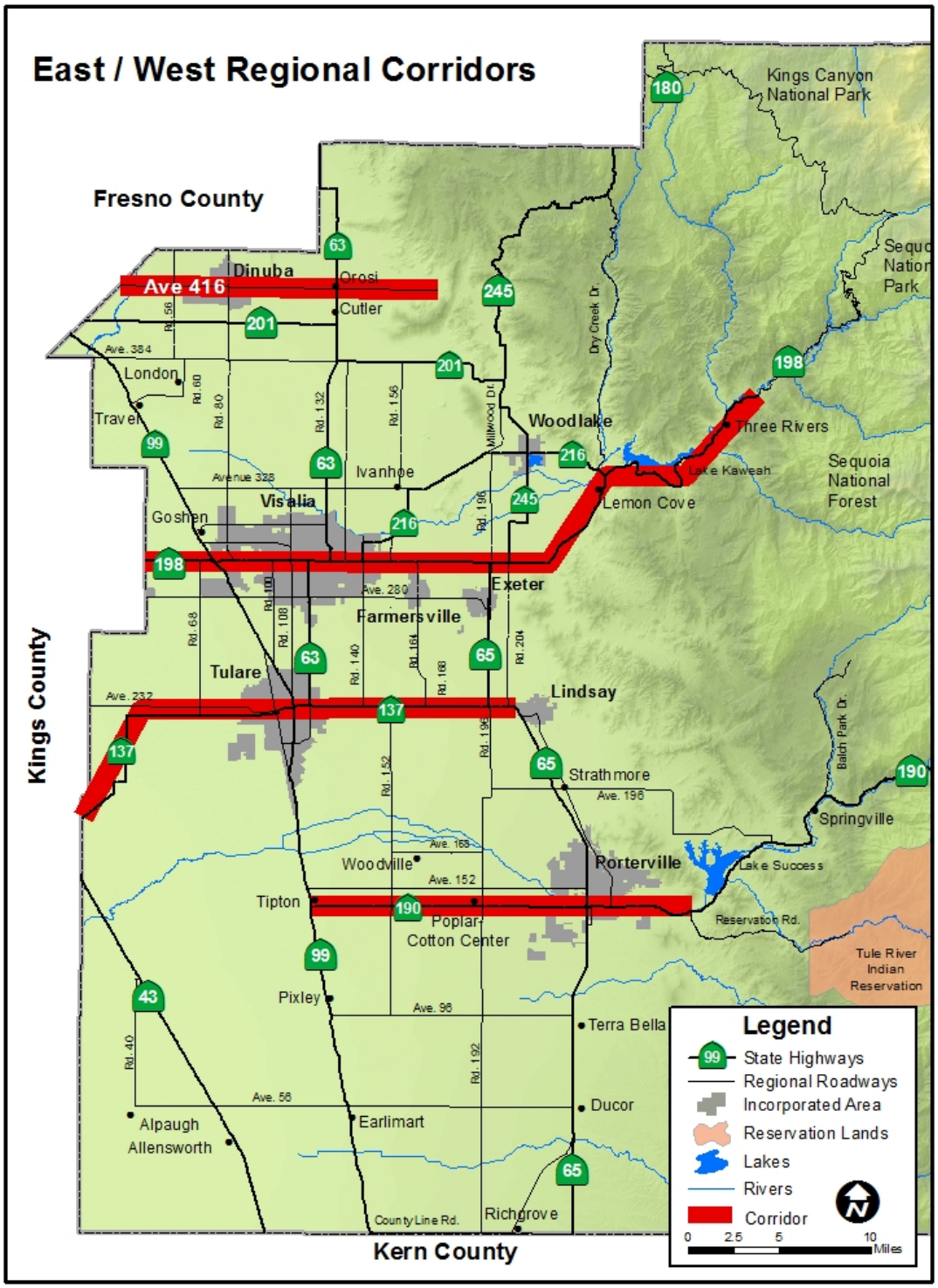

North / South Regional Corridors
Fresno County
Kings County
Kern County
Kings Canyon National Park
Sequoia National Park
Sequoia National Forest
Tule River Indian Reservation
Dinuba
Orosi
Cutler
London
Traver
Woodlake
Three Rivers
Lake Kaweah
Ivanhoe
Visalia
Goshen
Lemon Cove
Exeter
Farmersville
Tulare
Lindsay
Strathmore
Springville
Woodville
Porterville
Lake Success
Tipton
Poplar-Cotton Center
Pixley
Terra Bella
Ducor
Alpaugh
Allensworth
Earlimart
Richgrove
Reservation Rd.
County Line Rd.
Ave. 416
Ave. 384
Avenue 328
Ave. 280
Ave. 232
Ave. 196
Ave. 168
Ave. 152
Ave. 96
Ave. 56
Rd. 56
Rd. 60
Rd. 80
Rd. 132
Rd. 156
Rd. 196
Rd. 204
Rd. 68
Rd. 100
Rd. 108
Rd. 140
Rd. 164
Rd. 168
Rd. 152
Rd. 40
Rd. 192
Millwood Dr.
Dry Creek Dr.
Balch Park Dr.
Legend
State Highways
Regional Roadways
Incorporated Area
Reservation Lands
Lakes
Rivers
Corridor
0 2.5 5 10
Miles

Figure A-3


East / West Regional Corridors
Fresno County
Kings County
Kern County
Kings Canyon National Park
Sequoia National Park
Sequoia National Forest
Tule River Indian Reservation
Dinuba
Orosi
Cutler
London
Traver
Woodlake
Three Rivers
Lake Kaweah
Ivanhoe
Visalia
Goshen
Lemon Cove
Exeter
Farmersville
Tulare
Lindsay
Strathmore
Springville
Porterville
Lake Success
Woodville
Tipton
Poplar-Cotton Center
Pixley
Terra Bella
Ducor
Earlimart
Alpaugh
Allensworth
Richgrove
Ave 416
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Avenue 328
Ave. 280
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Ave. 196
Ave. 168
Ave. 152
Ave. 96
Ave. 56
Rd. 56
Rd. 60
Rd. 80
Rd. 132
Rd. 156
Rd. 196
Rd. 68
Rd. 100
Rd. 108
Rd. 140
Rd. 164
Rd. 168
Rd. 204
Rd. 152
Rd. 40
Rd. 192
Millwood Dr.
Dry Creek Dr.
Balch Park Dr.
Reservation Rd.
County Line Rd.
Legend
State Highways
Regional Roadways
Incorporated Area
Reservation Lands
Lakes
Rivers
Corridor
0 2.5 5 10
Miles

Figure A-4

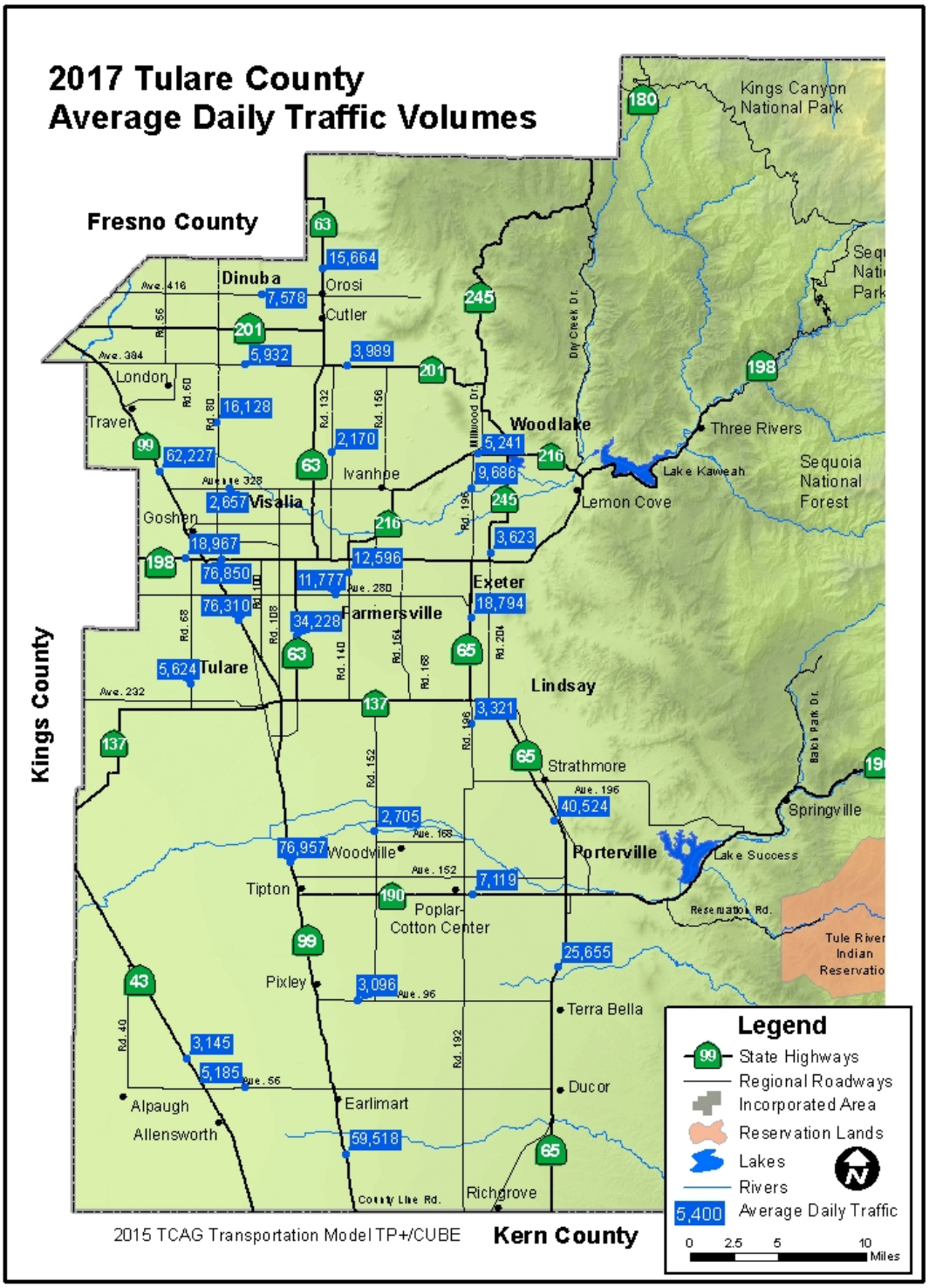
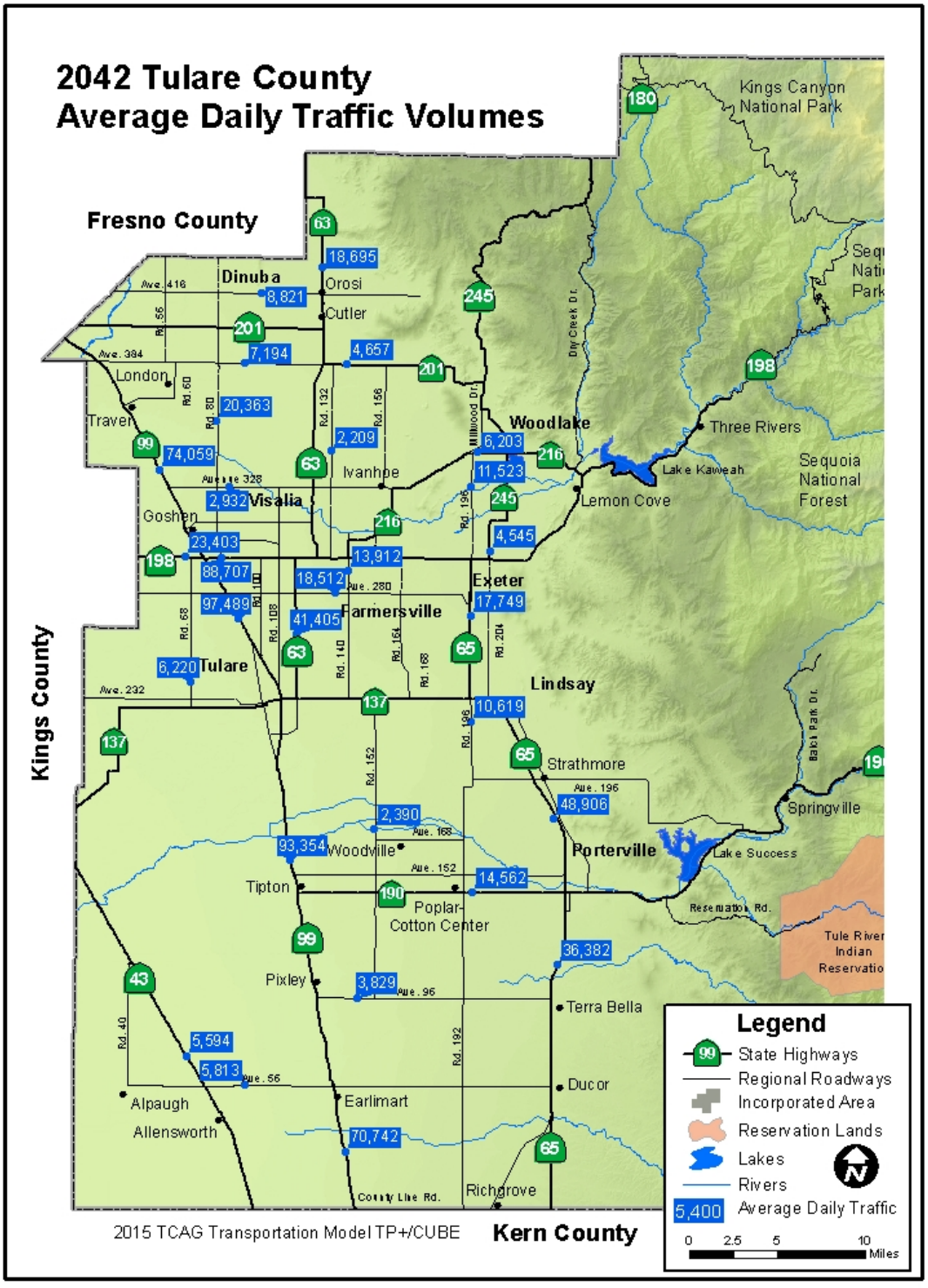

2017 Tulare County
Average Daily Traffic Volumes
Fresno County
Kings County
Kern County
Kings Canyon National Park
Sequoia National Forest
Dinuba
Orosi
Cutler
London
Traver
Woodlake
Three Rivers
Lake Kaweah
Lemon Cove
Ivanhoe
Visalia
Goshen
Exeter
Farmersville
Tulare
Lindsay
Strathmore
Springville
Porterville
Lake Success
Woodville
Tipton
Poplar-Cotton Center
Pixley
Terra Bella
Ducor
Alpaugh
Allensworth
Earlimart
Richgrove
15,664
7,578
5,932
3,989
16,128
2,170
5,241
62,227
9,686
2,657
3,623
18,967
12,596
76,850
11,777
76,310
34,228
18,794
5,624
3,321
40,524
2,705
76,957
7,119
25,655
3,096
3,145
5,185
59,518
Legend
State Highways
Regional Roadways
Incorporated Area
Reservation Lands
Lakes
Rivers
5,400 Average Daily Traffic
0 2.5 5 10 Miles
2015 TCAG Transportation Model TP+/CUBE

Figure A-5


2042 Tulare County
Average Daily Traffic Volumes
Fresno County
Kings County
Kern County
Kings Canyon National Park
Sequoia National Forest
Dinuba
Orosi
Cutler
London
Traver
Woodlake
Three Rivers
Lake Kaweah
Lemon Cove
Ivanhoe
Visalia
Goshen
Exeter
Farmersville
Tulare
Lindsay
Strathmore
Porterville
Springville
Lake Success
Woodville
Tipton
Poplar-Cotton Center
Pixley
Terra Bella
Ducor
Alpaugh
Allensworth
Earlimart
Richgrove
Tule River Indian Reservation
18,695
8,821
7,194
4,657
20,363
74,059
2,209
6,203
11,523
2,932
23,403
88,707
13,912
18,512
4,545
97,489
41,405
17,749
6,220
10,619
48,906
2,390
93,354
14,562
36,382
3,829
5,594
5,813
70,742
5,400
2015 TCAG Transportation Model TP+/CUBE
Legend
State Highways
Regional Roadways
Incorporated Area
Reservation Lands
Lakes
Rivers
Average Daily Traffic
0 2.5 5 10
Miles

Road Capacity and Level of Service (LOS)

▪ Capacity

According to the 2010 Highway Capacity Manual (HCM), capacity is defined as "the maximum sustainable hourly flow rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, environmental, traffic and control conditions, usually expressed as vehicles per hour or persons per hour." The ratio of the roadway volume to its capacity, V/C, can be useful in determining the preliminary Level of Service (LOS) of a roadway.

*V*olume = Actual number of vehicles.
*C*apacity = Maximum number of vehicles on a particular segment of roadway during a specific time frame.

▪ Level of Service (LOS)

LOS is categorized by two parameters: uninterrupted flow and interrupted flow. Uninterrupted flow facilities have no fixed elements, such as traffic signals, that cause interruptions in traffic flow (e.g., freeways, highways, and controlled access, some rural roads). Interrupted flow facilities have fixed elements that cause an interruption in the flow of traffic such as stop signs and signalized intersections. The definitions and measurements used for determining level of service in interrupted and uninterrupted conditions are shown below:

Uninterrupted Traffic Flow Facilities

LOS A: Describes free-flow operations. Free-Flow Speed (FFS) prevails on the freeway, and vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed.

LOS B: Represents reasonably free-flow operations, and FFS on the freeway is maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.

LOS C: Provides for flow with speeds near the FFS of the freeway. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service quality will be significant. Queues may be expected to form behind any significant blockages.

LOS D: At this level speeds begin to decline with increasing flows, with density increasing more quickly. Freedom to maneuver within the traffic stream is seriously limited and drivers

experience reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.

LOS E: Describes operation at capacity. Operations on the freeway at this level are highly volatile because there are virtually no useable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream, such as vehicles entering from a ramp or changing lanes, can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown and substantial queuing. The physical and psychological comfort afforded to drivers is poor.

LOS F: Describes breakdown, or unstable flow. Such conditions exist within queues forming behind bottlenecks. Breakdowns occur for a number of reasons:

> Traffic incidents can temporarily reduce the capacity of a short segment, so that the number of vehicles arriving at a point is greater than the number of vehicles that can move through it.
>
> Points of recurring congestion, such as merge or weaving segments and lane drops, experience very high demand in which the number of vehicles arriving is greater than the number of vehicles that can be discharged.
>
> In analyses using forecast volumes, the projected flow rate can exceed the estimated capacity of a given location.

Interrupted Traffic Flow Facilities

LOS A: Describes operations with a control delay of 10 seconds/vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B: Describes operations with a control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A, with reasonably unimpeded travel between intersections.

LOS C: Describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e.one or more queued vehicles are not able to depart as a result of the insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many

vehicles still pass through the intersection without stopping. May be longer queues and operations between locations may be more restricted.

LOS D: Describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. Travel speeds are about 40 percent below free flow speeds. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E: Describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent. Average travel speed is one-third of free flow speeds. The facility is generally at full capacity.

LOS F: Describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue. Extremely slow speeds with average delay of 80 seconds or more. Frequent stop and go conditions.

Caltrans policy defines LOS D as an acceptable operating condition when planning for future state facilities in urbanized areas. TCAG monitors traffic levels of service on the regional roads. An LOS of D or better is the goal on urban roads, and C on rural roads.

Table A-1

DAILY TRAFFIC ON SELECTED SEGMENTS OF THE REGIONAL ROAD SYSTEM IN TULARE COUNTY

SEGMENT	2017 ADT*	2042 ADT*	2017 - 2042 NET INCREASE	2017 - 2042 % INCREASE
SR-43 - Kern County to Kings County	3,145	5,594	2,449	77.87
SR-63 - SR-201 to Fresno County Line	15,664	18,695	3,031	19.35
SR-63 - SR-137 to Avenue 280	34,228	41,105	6,877	20.09
SR-65 - SR-198 to SR-137	18,794	17,749	(1,045)	(5.56)
SR-65 - SR-137 to SR-190	40,524	48,906	8,382	20.68
SR-65 - SR-190 to Kern County Line	25,655	36,382	10,727	41.81
SR-99 - SR-198 to Fresno County Line	62,227	74,059	11,832	19.01
SR-99 - SR-198 to SR-137	76,310	97,489	21,179	27.75
SR-99 - SR-137 to SR-190	76,957	93,354	16,397	21.31
SR-99 - SR-190 to Kern County Line	59,518	70,742	11,224	18.86
SR-137 - Road 152 to Road 168	15,651	16,586	935	5.97
SR-190 - SR-99 to Newcomb	7,119	14,562	7,443	104.55
SR-198 - SR-99 to Kings County Line	18,967	23,403	4,436	23.39
SR-198 - SR-99 to SR-63	76,850	88,707	11,857	15.43
SR-201 - SR-63 to SR-245	3,989	4,657	668	16.75
SR-216 - Road 168 to SR-245	5,241	6,203	962	18.36
SR-245 - SR-198 to SR-216	3,623	4,545	922	25.45
Avenue 56 - SR-43 to SR-99	5,185	5,813	628	12.11
Avenue 96 - SR-65 to SR-99	3,096	3,829	733	23.68
Avenue 280 - SR-63 to Farmersville	11,777	18,512	6,735	57.19
Avenue 328 - SR-99 to SR-63	2,657	2,932	275	10.35
Avenue 384 - Road 80 to SR-63	5,932	7,194	1,262	21.27
Avenue 416 - Dinuba to Orosi	7,578	8,821	1,243	16.40
Road 68 - Avenue 232 to SR-198	5,624	6,220	596	10.60
Road 80 - Avenue 328 to SR-201	16,128	20,363	4,235	26.26
Road 132 - Avenue 328 to SR-201	2,170	2,209	39	1.80
Road 140 - Avenue 280 to SR-198	12,596	13,912	1,316	10.45
Road 152 - SR-137 to SR-190	2,705	2,390	(315)	(11.65)
Road 196 - SR-198 to SR-216	9,686	11,523	1,837	18.97
Road 196 - SR-137 to Avenue 192	3,321	10,619	7,298	219.75
YEAR TOTAL	**632,917**	**777,075**	**144,158**	**22.78**

** 2015 TCAG Transportation Model Projections*

REGIONAL ROAD SYSTEM ALTERNATIVES

TCAG considers several alternatives, including building or not building projects. The RTP evaluates each project based on need, LOS, performance, safety, cost, equity and environmental factors. TCAG currently uses the criteria in Table A-5 as a guideline in selecting State Transportation Improvement Program (STIP) projects that will use the limited amount of funds available to Tulare County. Some projects may be modified, postponed or re-evaluated due to cost increases or other financial or environmental concerns that arise during the planning process.

PLANNING ASSUMPTIONS

The Action Element has been prepared based on the latest and most reasonable possible planning assumptions available to TCAG during the preparation of the 2018 Regional Transportation Plan (RTP). There are many variables that can be predicted and many more that can only be estimated. With all things considered, historical transportation needs and funding mechanisms drive the development of this RTP. Unforeseen natural disasters, financial constraints, and other unforeseen circumstances can affect the projects listed in this RTP. The RTP is prepared assuming stable funding sources, escalated revenues based off of current and past funding levels (see financial element) and projects cost estimates using estimated year of expenditure dollar amounts. This plan estimates that there is a current funding shortfall to cover all transportation needs in Tulare County. Due to the size and high number of miles of roads in Tulare County, there will continue to be insufficient funding for the Regional Road System. Figure A-1 illustrates the Regional Road System in Tulare County; these roads have been identified as the roads that have regional significance to Tulare County's circulation infrastructure. TCAG, and all of the agencies in Tulare County, will continue to lobby for increased funding for farm-to-market roads, highways, and local roads to improve circulation in the region.

Funding

Transportation funding has traditionally come from federal and state sources, with an ever-increasing amount of funds coming directly from local agencies and residents for transportation improvements. Examples of funding sources include: the State Transportation Improvement Program (STIP), federal transportation bills (currently FAST Act), federal Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant Program (STBGP) funds, State Highway Operations and Protections Program (SHOPP) funds, Federal Transit Administration (FTA) funds, Senate Bill 1 funds (Local Partnership, State Transit Assistance, etc.) and local sources such as developer and impact fees, and Measure R, the locally imposed transportation sales tax.

Measure R, passed in 2006, is a local ½ cent sales tax initiative approved by the voters (see Appendix M). The sales tax is estimated to bring in over $1.4 billion over its 30-year lifespan. The measure includes many types of projects, from large, capacity-increasing projects

on state highways and major regional roads, to numerous bicycle projects, transit expansion projects, and environmental funds. For a more detailed review of funding sources, please refer to the Financial Element.

Despite these numerous funding sources, there remain many needs for capacity increasing projects as well as basic operations and maintenance of the existing system. Additional funds are needed for projects that clean Tulare County's air and provide residents with transportation options on a daily basis. Additional sources of funding are constantly being explored by TCAG and the local agencies. For example, Tulare County agencies actively compete for funding through the Active Transportation Program (ATP), Cap and Trade programs, and Highway Safety Improvement Program (HSIP).

Travel Patterns

Travel demand in Tulare County is predicted via an assessment of current and future traffic estimates using field surveys and traffic counts, Census, Department of Finance (DOF) and other data sources, local plans, and the Tulare County Regional Transportation Model. In this region, as in most, commuters and student trips make up the bulk of the peak hour trips in the morning and evening. However, retail, recreational, agricultural, mining, and industrial land uses are also major generators of traffic. For example, commuters, shoppers, and people in need of services in both Tulare and Visalia impact the corridors between the cities.

Examples of demand generated by agriculture include truck trips from fields to processing plants, milk producers to processors, processed goods en route to markets, and raw material shipments such as packaging materials to be used by processing plants and aggregate for construction. Per Caltrans traffic counts, many of the state highways in Tulare County are experiencing truck traffic that accounts for between 8% to 26% of all vehicle trips (SR-65, SR-99, SR-198). Some county regional roads such as Road 80 and Avenue 416 also experience heavy truck traffic (18% to 19% of all vehicle trips). Each segment on the Regional Road System has its own unique mix of traffic and needs and as development continues demands for all types of transportation modes on the network will continue to increase.

Projections

Projections indicate that this region can expect population growth, and therefore travel demand, to continue to increase steadily during the scope of this RTP. Since 1950, Tulare County population has experienced a 1.9% annualized growth rate, as displayed in Table A-2.2. As more housing is constructed and employers move into Tulare County to accommodate (and stimulate) population growth, travel demand will continue to increase. Agencies have developed land use plans to accommodate growth within their jurisdictions. The RTP addresses plans to accommodate the short and long term future needs of the transportation system in the region.

Table A-1, Travel Demand on Selected Segments of the Regional Road System in Tulare County, was derived from the Tulare County Regional Transportation Model. Table A-1 also shows the projected percent increase in Average Daily Traffic (ADT) for each of the segments over that time period as well as total daily trips, vehicle miles traveled (VMT), and the percent increases for each year. Figure A-2 shows the ADT on selected segments for the year 2013 and Figure A-3 shows the projected ADT for 2040. Figures A-4 and A-5 display the current level of

service for urban segments on the Regional Road System and identifies transportation needs for those that are at capacity or near capacity and will require improvements during the scope of this plan. These projections are a fair indication of trends and are used as a basis for system planning and strategies for reducing congestion.

Forecasting

Forecasting is a vital part of planning for future road and transportation improvements that will meet the anticipated deficiencies in the transportation system. Population, households, income, and employment are key elements in determining future impacts to the circulation system.

The data on the following tables displays the population, households, and employment projections from 2015 through the RTP horizon year of 2042. The estimates were based on the Tulare County Travel Demand Forecast Model estimates.

▪ Population

Table A-2.1 Tulare County Population Projections 2015 to 2042

Source:	2015	2020	2025	2030	2035	2040	2042
TCAG Model	461,589	488,293	514,101	541,140	568,186	594,348	604,969

▪ Households

Table A-2.2 Household Projections 2015 to 2042

Source:	2015	2020	2025	2030	2035	2040	2042
TCAG Model	145,903	153,390	160,877	168,364	175,851	183,338	186,332

▪ Employment

Table A-2.3 Employment Projections 2015 to 2042

Source:	2015	2020	2025	2030	2035	2040	2042
TCAG Model	172,776	181,560	190,344	199,128	207,912	216,696	220,210

Source: Tulare County Travel Demand Forecast Model, 2015

▪ Land Use

The existing circulation system has been developed in coordination with various general plans and community plans' land use elements adopted by the county and each of the cities. As development continues, the circulation system is designed to accommodate planned land uses.

With growth and intensification of land uses in the cities and county, street and highway improvements, as well as public transit expansion, must be implemented to accommodate trips generated by proposed developments. All future trip forecasts have been based upon the most recently adopted land use elements of each city and the county.

- **Traffic (Build vs. No Build)**

Figure A-6 identifies roadway segments that are considered to be at or exceeding capacity with LOS E and F in the urban areas in 2017. Figure A-7 displays urban roads at capacity with no improvements built in 2042, and A-8 shows facilities at or exceeding capacity with improvements in 2042.

Figure A-9 identifies roadway segments that are considered to be at or exceeding capacity with LOS D, E, and F in the rural areas in 2017. Figure A-10 displays rural roads at capacity with no improvements built in 2042, and A-11 shows facilities at or exceeding capacity with improvements in 2042.

Figure A-6

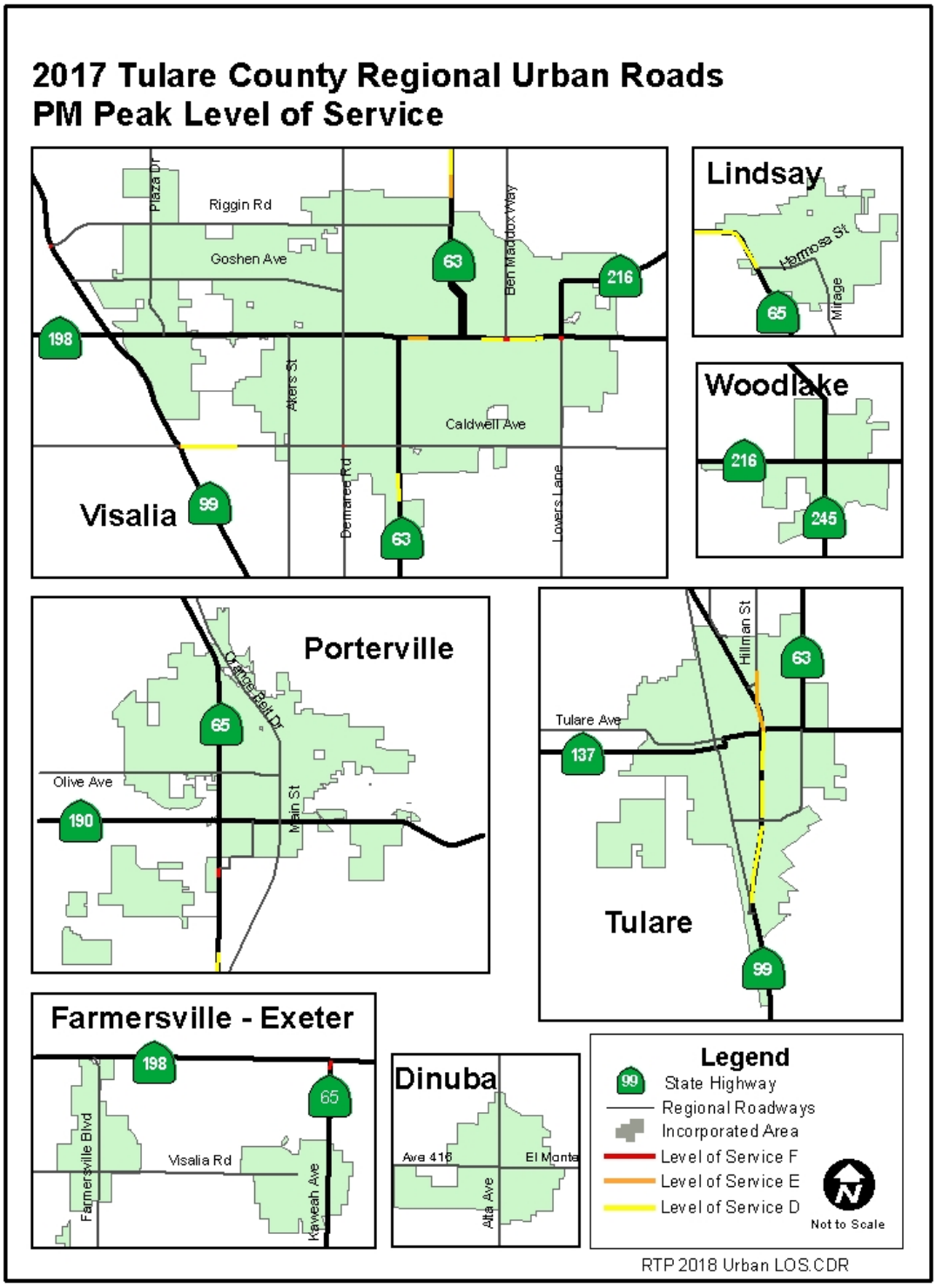

2017 Tulare County Regional Urban Roads
PM Peak Level of Service
Visalia
Riggin Rd
Goshen Ave
Caldwell Ave
Plaza Dr
Akers St
Demaree Rd
Lovers Lane
Ben Maddox Way
198
99
63
216
Lindsay
Hermosa St
Mirage
65
Woodlake
216
245
Porterville
Orange Belt Dr
Olive Ave
Main St
65
190
Tulare
Tulare Ave
Hillman St
137
63
99
Farmersville - Exeter
Farmersville Blvd
Visalia Rd
Kaweah Ave
198
65
Dinuba
Ave 416
El Monte
Alta Ave
Legend
State Highway
Regional Roadways
Incorporated Area
Level of Service F
Level of Service E
Level of Service D
Not to Scale
RTP 2018 Urban LOS.CDR

Figure A-7

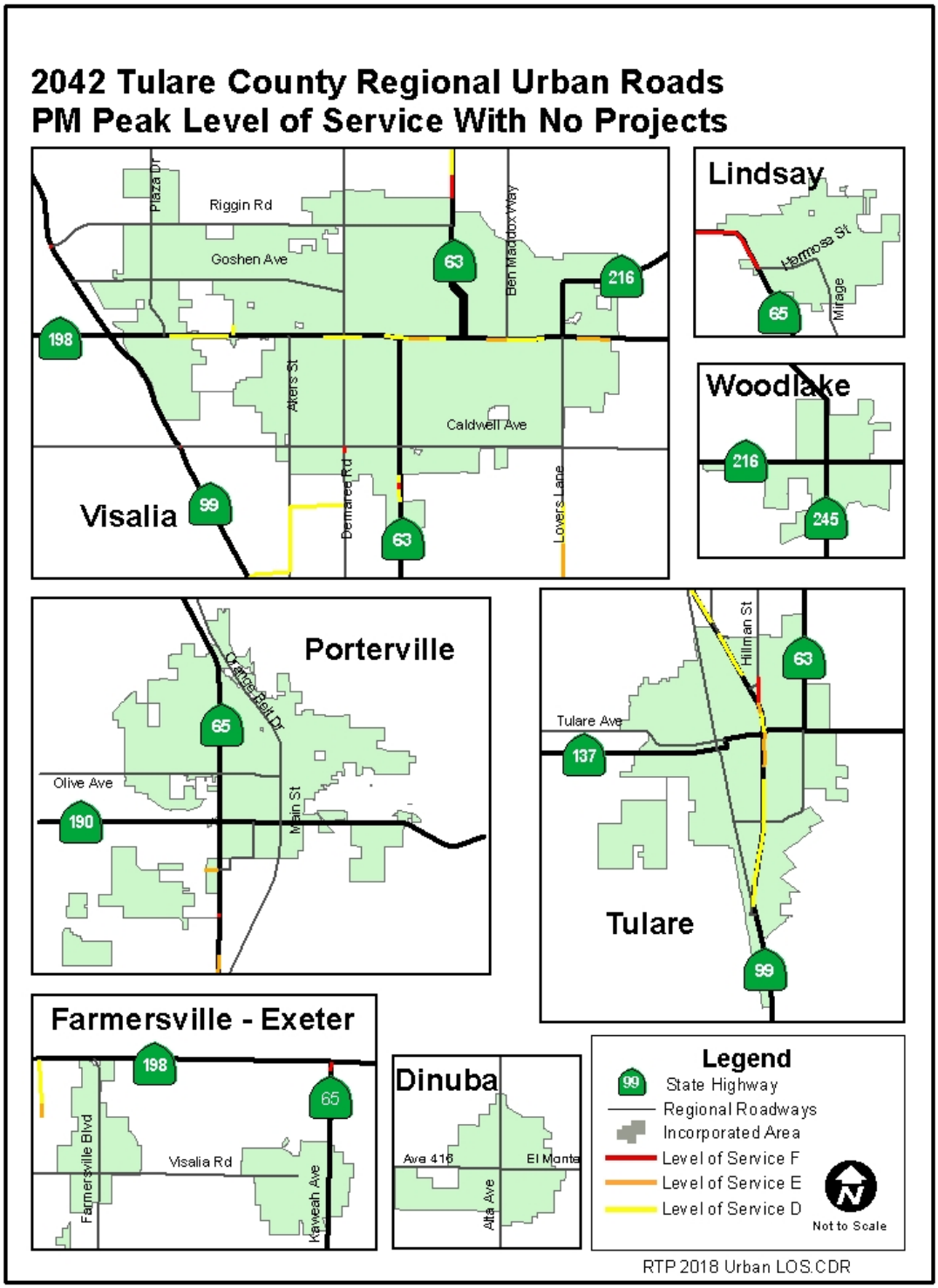

2042 Tulare County Regional Urban Roads
PM Peak Level of Service With No Projects
Plaza Dr
Riggin Rd
Goshen Ave
63
Ben Maddox Way
216
198
Akers St
Caldwell Ave
Visalia
99
Demaree Rd
63
Lovers Lane
Lindsay
Harmosa St
65
Mirage
Woodlake
216
245
Porterville
Orange Belt Dr
65
Olive Ave
190
Main St
Hillman St
63
Tulare Ave
137
Tulare
99
Farmersville - Exeter
198
65
Farmersville Blvd
Visalia Rd
Kaweah Ave
Dinuba
Ave 416
El Monte
Alta Ave
Legend
99
State Highway
Regional Roadways
Incorporated Area
Level of Service F
Level of Service E
Level of Service D
N
Not to Scale
RTP 2018 Urban LOS.CDR

Figure A-8

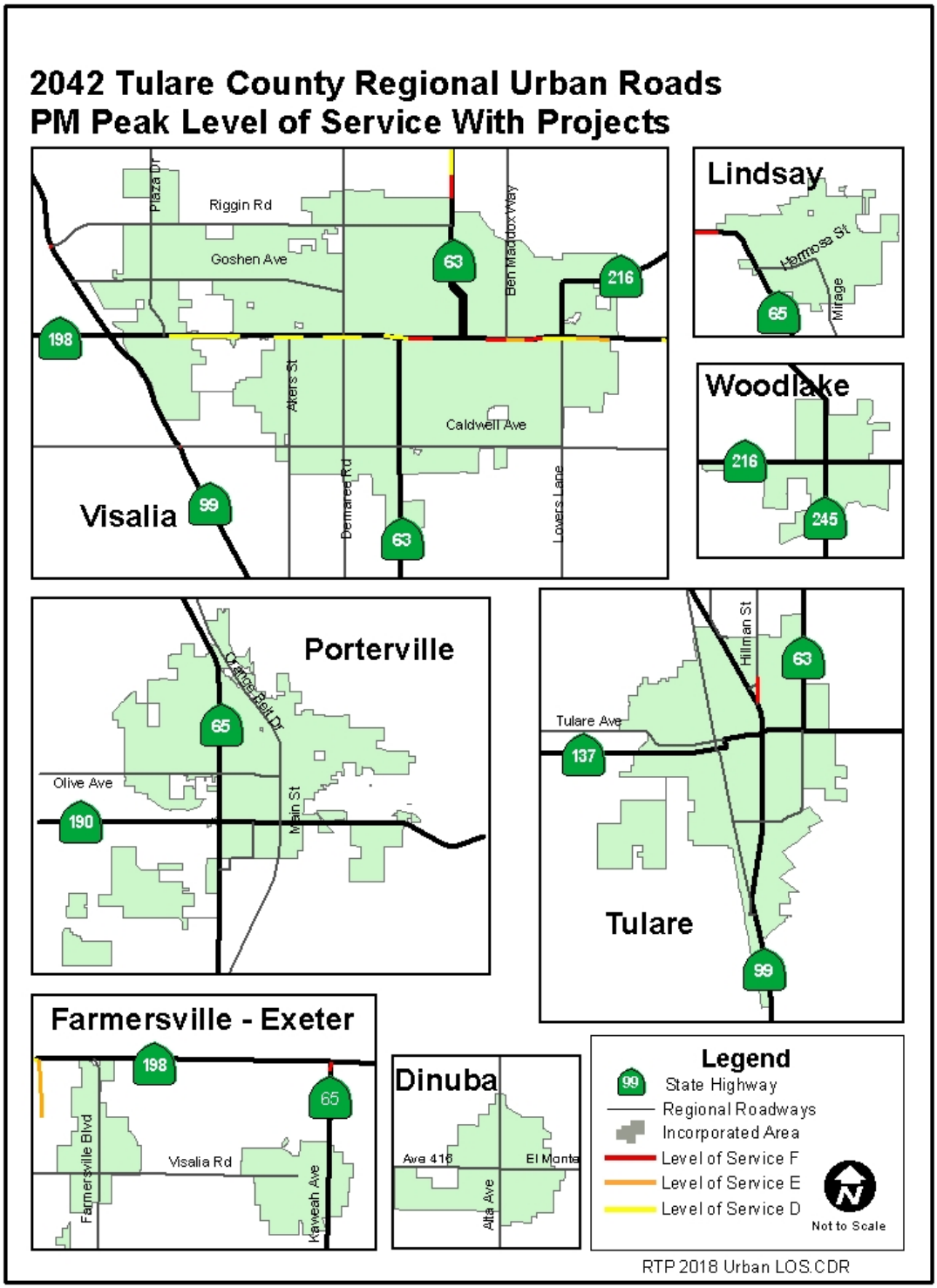

2042 Tulare County Regional Urban Roads
PM Peak Level of Service With Projects
Plaza Dr
Riggin Rd
Goshen Ave
63
Ben Maddox Way
216
198
Akers St
Caldwell Ave
Visalia
99
Demaree Rd
63
Lovers Lane
Lindsay
Hermosa St
65
Mirage
Woodlake
216
245
Porterville
Orange Belt Dr
65
Olive Ave
190
Main St
Hillman St
63
Tulare Ave
137
Tulare
99
Farmersville - Exeter
198
65
Farmersville Blvd
Visalia Rd
Kaweah Ave
Dinuba
Ave 416
El Monte
Alta Ave
Legend
99
State Highway
Regional Roadways
Incorporated Area
Level of Service F
Level of Service E
Level of Service D
N
Not to Scale
RTP 2018 Urban LOS.CDR

Figure A-9

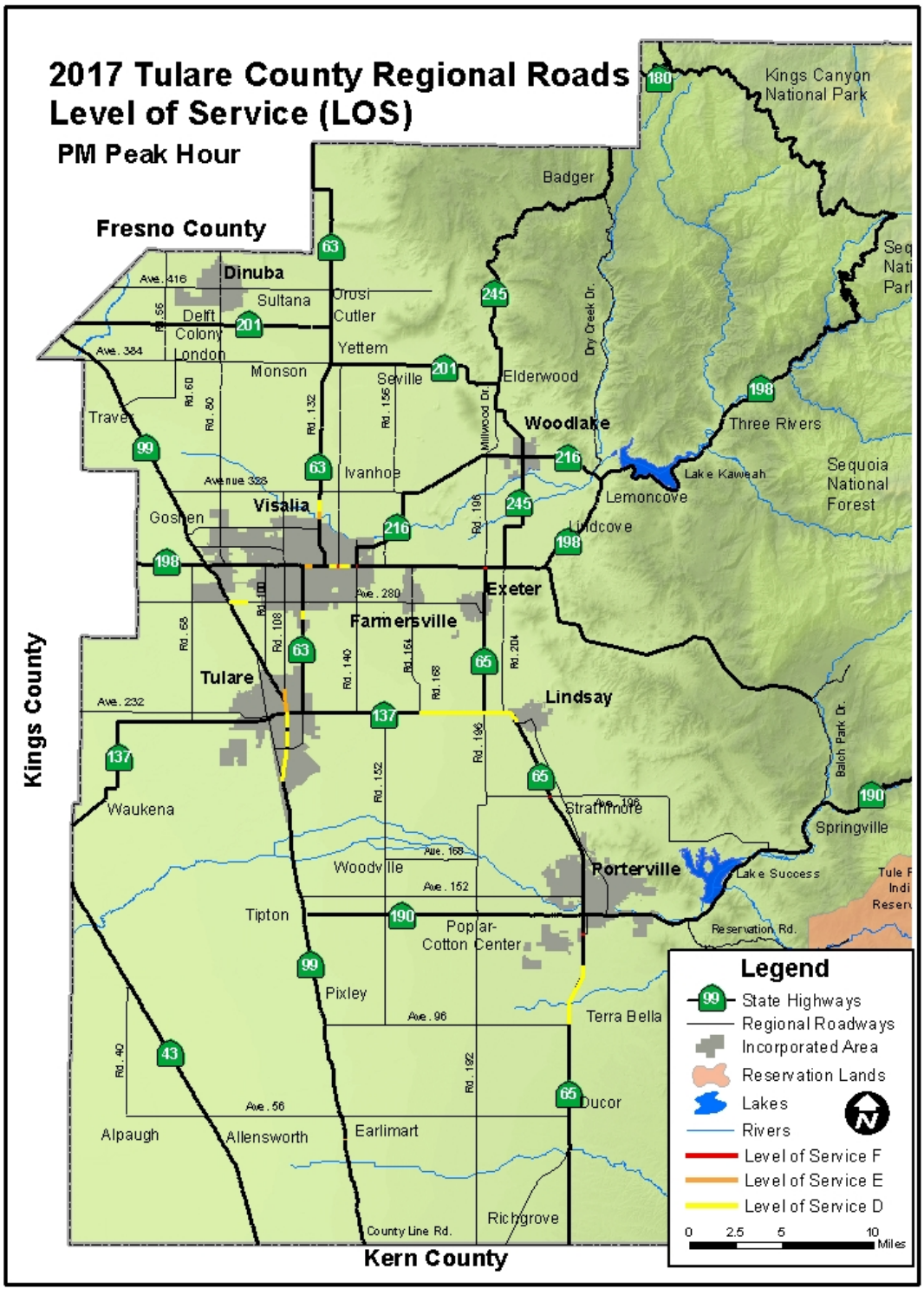

2017 Tulare County Regional Roads
Level of Service (LOS)
PM Peak Hour
Fresno County
Kings County
Kern County
Kings Canyon National Park
Badger
Dinuba
Sultana
Orosi
Cutler
Delft Colony
London
Yettem
Monson
Seville
Elderwood
Dry Creek Dr.
Millwood Dr.
Woodlake
Three Rivers
Traver
Ivanhoe
Visalia
Goshen
Lemoncove
Lindcove
Lake Kaweah
Sequoia National Forest
Exeter
Farmersville
Tulare
Lindsay
Strathmore
Waukena
Springville
Woodville
Porterville
Lake Success
Tipton
Poplar-Cotton Center
Pixley
Terra Bella
Ducor
Alpaugh
Allensworth
Earlimart
Richgrove
County Line Rd.
Reservation Rd.
Balch Park Dr.
Ave. 416
Ave. 384
Avenue 328
Ave. 280
Ave. 232
Ave. 196
Ave. 168
Ave. 152
Ave. 96
Ave. 56
Rd. 56
Rd. 60
Rd. 80
Rd. 132
Rd. 156
Rd. 196
Rd. 108
Rd. 140
Rd. 164
Rd. 168
Rd. 204
Rd. 152
Rd. 192
Rd. 40
Legend
State Highways
Regional Roadways
Incorporated Area
Reservation Lands
Lakes
Rivers
Level of Service F
Level of Service E
Level of Service D
0 2.5 5 10 Miles

Figure A-10

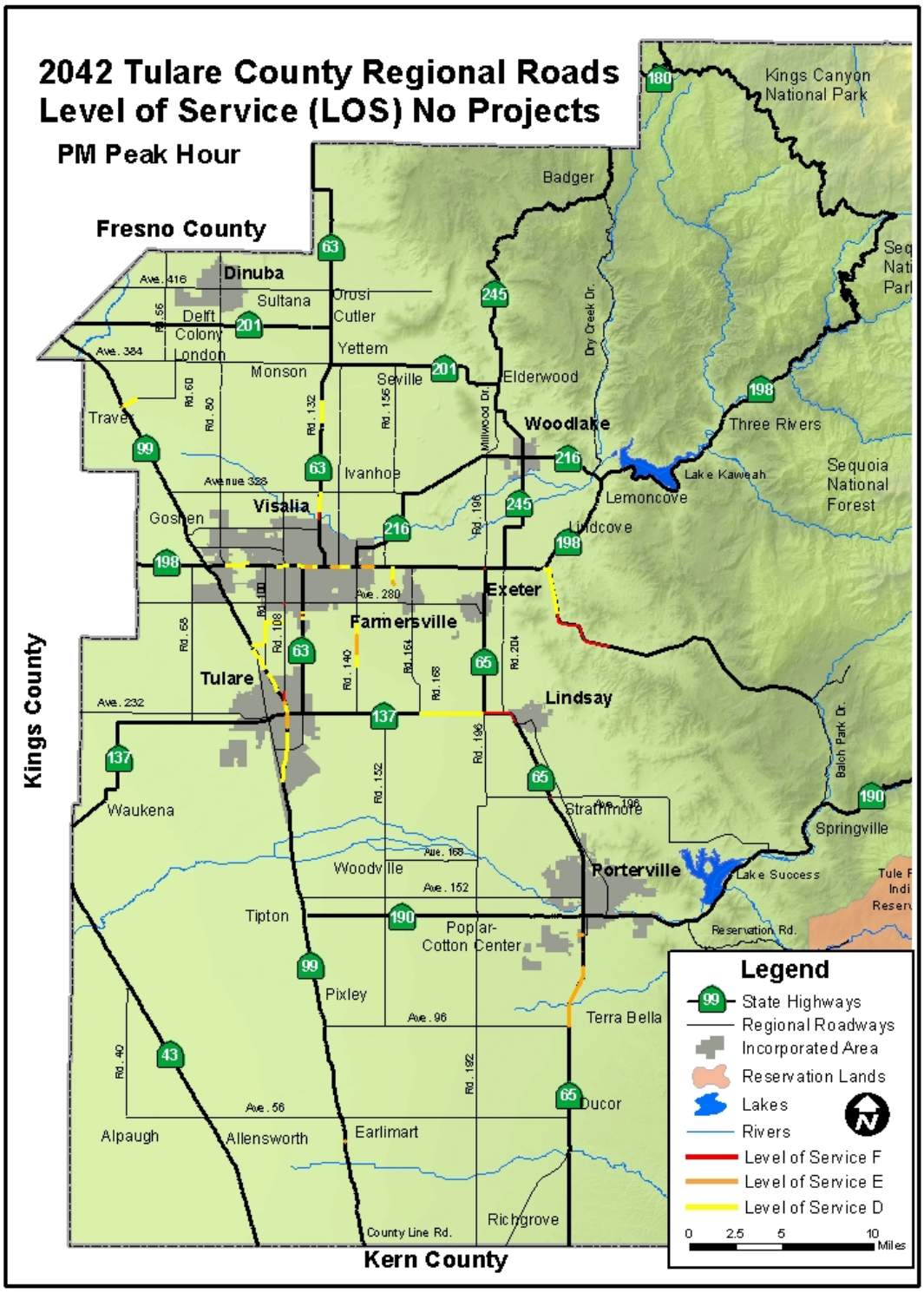
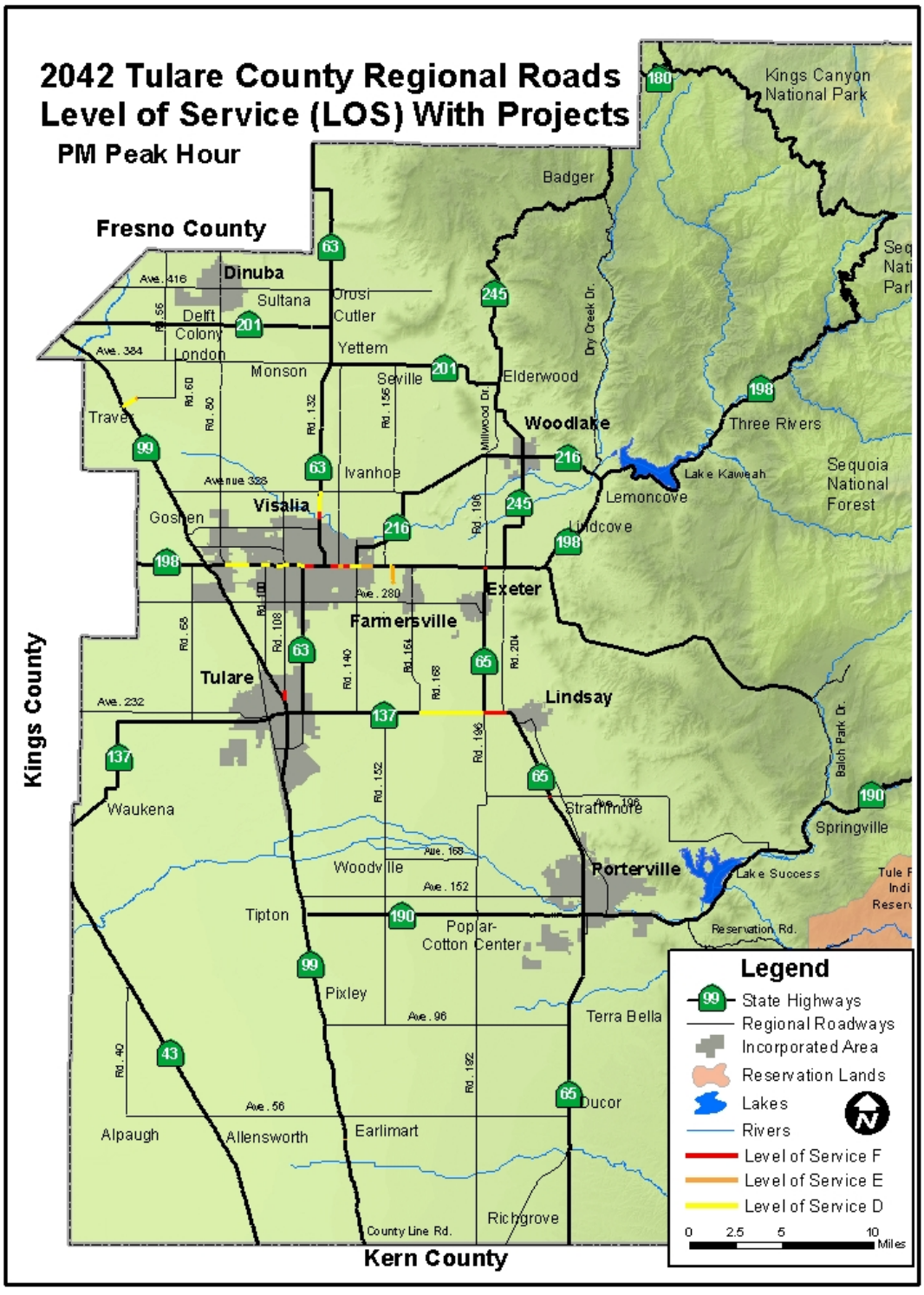

2042 Tulare County Regional Roads
Level of Service (LOS) No Projects
PM Peak Hour
Fresno County
Kings County
Kern County
Kings Canyon National Park
Badger
Dinuba
Sultana
Orosi
Cutler
Delft Colony
London
Yettem
Monson
Seville
Elderwood
Traver
Woodlake
Three Rivers
Ivanhoe
Lake Kaweah
Sequoia National Forest
Visalia
Goshen
Lemoncove
Lindcove
Exeter
Farmersville
Tulare
Lindsay
Waukena
Strathmore
Springville
Woodville
Porterville
Lake Success
Tipton
Poplar-Cotton Center
Pixley
Terra Bella
Ducor
Alpaugh
Allensworth
Earlimart
Richgrove
County Line Rd.
Reservation Rd.
Dry Creek Dr.
Millwood Dr.
Balch Park Dr.
Legend
State Highways
Regional Roadways
Incorporated Area
Reservation Lands
Lakes
Rivers
Level of Service F
Level of Service E
Level of Service D
0 2.5 5 10
Miles

Figure A-11


2042 Tulare County Regional Roads
Level of Service (LOS) With Projects
PM Peak Hour
Fresno County
Kings County
Kern County
Kings Canyon National Park
Badger
Dinuba
Sultana
Orosi
Cutler
Delft Colony
London
Yettem
Monson
Seville
Elderwood
Dry Creek Dr.
Millwood Dr.
Woodlake
Three Rivers
Traver
Ivanhoe
Visalia
Goshen
Lemoncove
Lindcove
Lake Kaweah
Sequoia National Forest
Exeter
Farmersville
Tulare
Lindsay
Strathmore
Waukena
Springville
Woodville
Porterville
Lake Success
Tipton
Poplar-Cotton Center
Pixley
Terra Bella
Ducor
Alpaugh
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County Line Rd.
Reservation Rd.
Balch Park Dr.
Ave. 416
Ave. 384
Avenue 328
Ave. 280
Ave. 232
Ave. 196
Ave. 168
Ave. 152
Ave. 96
Ave. 56
Rd. 56
Rd. 60
Rd. 80
Rd. 132
Rd. 156
Rd. 196
Rd. 68
Rd. 108
Rd. 140
Rd. 164
Rd. 168
Rd. 204
Rd. 152
Rd. 186
Rd. 40
Rd. 192
Legend
State Highways
Regional Roadways
Incorporated Area
Reservation Lands
Lakes
Rivers
Level of Service F
Level of Service E
Level of Service D
0 2.5 5 10 Miles

Table A-3.1 Population 1950 to 2010

	1950	1960	1970	1980	1990	2000	2010
Dinuba	4,971	6,103	7,917	9,907	12,743	16,844	21,453
Exeter	4,078	4,264	4,475	5,606	7,276	9,168	10,334
Farmersville	uninc.	3,101	3,456	5,544	6,235	8,737	10,588
Lindsay	5,060	5,397	5,206	6,936	8,338	10,297	11,768
Porterville	6,904	7,991	12,602	19,707	29,563	39,615	54,165
Tulare	12,445	13,824	16,235	22,530	33,249	43,994	59,278
Visalia	11,749	15,791	27,268	49,729	75,636	91,565	124,442
Woodlake	2,525	2,623	3,371	4,343	5,678	6,651	7,279
Incorporated	47,732	59,094	80,530	124,302	178,718	226,871	299,307
Unincorporated	101,532	109,310	107,792	121,436	133,203	141,150	142,872
County Total	**149,264**	**168,404**	**188,322**	**245,738**	**311,921**	**368,021**	**442,179**

Source: 1950 - 2000: US Census Bureau, 2009: California Department of Finance (DOF)

Table A-3.2 Population Growth Rate

	1950-60	1960-70	1970-80	1980-90	1990-00	2000-10	Annualized
Dinuba	22.8%	29.7%	25.1%	28.6%	32.2%	27.4%	2.5%
Exeter	4.6%	4.9%	25.3%	29.8%	26.0%	12.7%	1.6%
Farmersville	n/a	11.4%	60.4%	12.5%	40.1%	21.2%	2.6%
Lindsay	6.7%	-3.5%	33.2%	20.2%	23.5%	14.3%	1.4%
Porterville	15.7%	57.7%	56.4%	50.0%	34.0%	36.7%	3.5%
Tulare	11.1%	17.4%	38.8%	47.6%	32.3%	34.7%	2.7%
Visalia	34.4%	72.7%	82.4%	52.1%	21.1%	35.9%	4.1%
Woodlake	3.9%	28.5%	28.8%	30.7%	17.1%	9.4%	1.9%
Incorporated	23.8%	36.3%	54.4%	43.8%	26.9%	31.9%	3.1%
Unincorporated	7.7%	-1.4%	12.7%	9.7%	6.0%	1.2%	0.6%
County Total	**12.8%**	**11.8%**	**30.5%**	**26.9%**	**18.0%**	**20.2%**	**1.9%**

SOCIAL IMPACTS AND ENVIRONMENTAL JUSTICE

Social impacts of transportation projects are impacts that disrupt the normal daily functions of a community or neighborhood. Typically, it is the broader region or jurisdiction that enjoys the social benefits of a transportation project while the social impacts are borne by the local community—particularly the neighborhoods immediately adjacent to the transportation project. Therefore, social impact assessment is often conducted at the neighborhood level. Social impacts can affect community cohesion (sense of place), facilities and services, mobility and safety.

The social impacts from not building and improving the Regional Road System results in lower levels of service and more roads at or exceeding capacity. Consequences from no improvements include road deterioration, deferred maintenance, road surface failure and increased emissions. No improvements to the roads will impact residents who must drive on poorly maintained roads in the rural areas, and residents who live in the cities will have to

cope with more congestion. With over 3,100 miles of rural roads that are behind in road maintenance, Tulare County faces a struggle to maintain the current system as well as to relieve congestion. The social impacts of not continuing to improve transit and active modes of transportation, such as bicycling and walking, also influence the health and well-being of the residents living in and traversing Tulare County.

Other social impacts include potential development over historical landmarks as well as current homes in the right of ways of new developments. Every aspect of increasing the highway capacity or implementing any transportation projects is thoroughly weighed to minimize these kinds of impacts. TCAG and local agencies must coordinate and communicate to avoid disturbing historical, Native American grounds or other significant cultural areas. The process of building new capacity increasing projects takes the best possible solution to avoid the potential social impacts to the community and the environment. To address the evaluation of environmental justice issues, Table A-6 includes a specific performance measure that was considered as TCAG evaluated each capacity-increasing project proposed by the local agencies. This performance measure ensures that the issue of environmental justice is considered as projects are nominated for inclusion in the RTP. Once a project is included in the financially-constrained project listing, they are considered projects that will meet the needs of all county residents and will be further evaluated as additional planning, programming, and implementation phases are initiated.

COST

The RTP's projected revenues are fiscally constrained, and 2018 RTP's list of transportation projects is financially constrained (see Tables A-14 and A-15). All projects listed in this RTP, with the exception of Tables A-13, A-16 are projected to be fundable during the scope of this plan. Assuming the financial situation remains consistent, TCAG anticipates there will be approximately $361 million available in STIP funds through 2040. Developer impact fee programs or other local funding sources (including state disbursements to local agencies) will likely generate over $1.7 billion in revenue. Measure R is expected to generate over $1.4 billion over its 30 year life from 2007 to 2037 (see Appendix M). Sources of revenue are covered in detail in the Financial Element.

Member agencies submitted a list of other desired projects to receive future federal and state funding totaling over $2.9 billion (Tables A-13 and A-14). There is over $1 billion available to Transit, $189 million available in the Congestion Mitigation and Air Quality program (CMAQ) for Air Quality improvements, and $21 million available for the MPO portion of the Active Transportation Program (ATP) for bicycle and pedestrian projects.

Some projects are funded by formula and some are competitive. Each competitive project that is taken into consideration for the limited amount of financial resources available to Tulare County is scored and weighed by the agency with that authority. In some cases, this is TCAG. Ultimately, it is the TCAG Board that makes the final decision on how to best utilize the financial resources available.

PROJECT NEEDS ANALYSIS

To assess highway and arterial needs, TCAG developed a process to evaluate candidate capacity-increasing projects considering performance-based measures and LOS analysis. A description of each type of process is provided below.

Project Rankings

According to the RTP Guidelines, each RTPA should define a set of "program level" transportation system performance measures that reflect the goals and objectives adopted in the RTP. These performance measures are used to evaluate and select plan alternatives. Government Code Section 14530.1(b)(5) requires more detailed project specific "objective criteria for measuring system performance and the cost effectiveness of candidate projects" in the STIP Guidelines. The program level performance measures in the RTP set the context for judging the effectiveness of the RTIP, as a program, in furthering the goals and objectives of the RTP, while the STIP Guidelines address performance measurements of specific projects.

Caltrans is considering system performance measurements for interregional planning and the setting of state planning and programming priorities. The State performance measures will focus on interregional trips between, into, and through the regions. Caltrans will coordinate its performance measure activity with the RTPAs.

Once a full range of candidate regional highway and arterial projects was identified for the 2018 RTP update by Caltrans and each of the local agencies, an analysis framework consisting of measurable criteria was developed to establish project priorities before the projects were modeled. Emphasis was given to identifying key differences between the candidate projects by mode and the tradeoffs that need to be weighed in the decision-making process. Over 275 candidate regional transportation capacity-increasing projects were identified and evaluated by TCAG staff.

To evaluate the street and highway projects, TCAG staff developed quantification and qualification evaluation criteria focusing on project objectives or benefits (reference Table A-5). Consideration of evaluation criteria is a critical component of the 2018 RTP update process.

Evaluation Criteria

One important quantitative evaluation criteria required to evaluate regional capacity-increasing projects includes Cost Benefit/Usage which compares the benefit of the project to actual cost.

Each rehabilitation/safety and capacity increasing project was evaluated using the Project Evaluation Methodology (reference Table A-5). Model output adjusted to reflect 2042 volumes was then used to identify daily traffic applied in the equations.

In addition to the quantitative evaluation criteria described above, a list of qualitative and performance-based criteria was prepared considering important data/information that should be considered during the initial project prioritization process. The criteria are qualitative because they are based upon expert or subjective judgment to evaluate the measures.

The qualitative and performance-based criteria consider relevant and recent issues of concern to residents and decision makers in Tulare County, i.e.: a desire to improve air quality, travel speed, and safety along major regional routes. They also address performance-based measures contained in the RTP Guidelines.

Table A-5 provides guidance on the assignment of "2", "1", and "0" scores to individual projects**.** This guidance has been formulated so that the assignment process can be as quantifiable as possible.

Prioritization

Appendix C (2018 RTP Environmental Impact Report) provides results of the evaluation process for the candidate capacity-increasing projects to be included in the 2018 RTP. The specific methodology applied to rank the projects is as follows:

- Score the projects considering the relative weighting of Quantitative Criteria A and B (Cost Benefit/Usage and Design Standards/Improve Safety). The process involved adding the resultant "2" and "1" scores of Criteria A and B and multiplying the result by 2 [(Cost Benefit/Traffic Usage + Travel Time Savings) x 2];
- Sum the scores from the other qualitative criteria (Qualitative Criteria C through I); and
- Sum the results of the two processes described above (reference Appendix B).

The performance evaluation process was applied to identify the appropriate candidate RTP projects for funding in this RTP. Almost all of the candidate projects have been identified for funding except where funding constraints exist. The list of recommended RTP capacity increasing and rehabilitation projects are included and further described in this Chapter.

Performance Measures

The RTP Guidelines identify the requirements for "performance-based" planning. The specific requirements contained in the previous RTP are provided below as referenced in the Guidelines. TCAG reviewed the requirements and directed staff to prepare Table A-6 to highlight the performance measures for capacity-increasing projects and identify the criteria that should be applied to evaluate performance of the transportation system.

Table A-4
Guidelines for the Selection of RTIP Projects

Universal Criteria

A. All projects must comply with the adopted STIP Guidelines.
B. Capacity increasing highway projects must not degrade air quality. This will be determined through the conformity process.
C Pre-programming documents (e.g. a PSR) are required of all projects.
D. All new projects (starting with the 2008 RTIP) must be on the State Highway network.

1. Category 1 - Up to 7.5% of the Fund Estimate will be available as discretionary[1] transportation funds provided that the availability of discretionary transportation funds shall not divert funds from RTIP approved projects. Agency distribution amounts shall be based on the following formula:

   - 75% of the discretionary funds shall be apportioned among the member agencies in proportion to the population ratio of each agency based on the formula approved in the TCAG By-Laws.
   - 25% of the discretionary funds shall be apportioned among the agencies in the proportion of the number of maintained miles of public roads in each agency bears to the total number of miles of maintained public roads in the County.

2. Category 2 - 5% of the Fund Estimate will be available for non-highway projects: transit capital, ITS, multimodal facilities, TSM/TDM projects, and soundwalls. "Regional Significance" must be established. Funds not programmed in this category will be returned to Category 1 for programming.

3. Category 3 - Highway projects (does not include Category 4 projects unless they are part of a Category 3 project) will be prioritized using the following data:
   a) Projects must be on TCAG's system of Regionally Significant Roadways.
   b) A Level of Service Index (LOSI) will be calculated.
   c) A Safety Index (SI) will be calculated.

   Scoring for rating: LOSI + (SI)(2)

   Category 4 projects that have 50% or more funds identified from non-RTIP funds (Except Category 1) would be considered for selection as a Category 3 project. The project would still be required to meet the “Regional Significance” criteria.

4. Category 4 - Individual interchanges, overcrossings, and grade separations will be considered only after "Regional Significance" has been identified and documented. A separate priority list will be developed for this category (this category will not be scored against Category 3 projects). If funds remain available after Category 1, Category 2 and Category 3 projects have been programmed, Category 4 projects may be added.

Table A-5
Performance Measures

APPLICABLE TO:

Capacity Increasing Projects?	PERFORMANCE INDICATORS	EVALUATION CRITERIA	OBJECTIVE/ BENEFIT
	Mobility – Accessibility – Customer Satisfaction		
Yes	The need for improved access to the transportation system and the safe, convenient and economical movement of people and goods. The application of transportation and land use measures that minimize travel time and cost.	Improvement in Travel Time and Speed	Reduced travel time and improved access to the transportation system. Improved access to work and other services.
	Environmental Quality		
Yes	The transportation system should address the needs of land use development, include appropriate maintenance efforts, and reduce impacts on the environment.	Improved AQ Emissions Extent of Other Environmental Impacts	Meet the Air Plans Emission Budget/Address Environmental Impacts
	Reliability		
Yes	The transportation system should meet the minimum LOS standard to the extent feasibly possible.	Highway LOS	Achieve Minimum LOS
	Safety and Security		
Yes	The transportation system should be safe by reducing accidents, deaths and injuries to the extent possible. The transportation system should be monitored to the extent possible to identify potential safety issues.	Meet design standards Improve safety	Reduced fatalities, injuries and accidents.
	Equity/Environmental Justice – Economic Well-Being		
Yes	Transportation investments and impacts should be distributed among all ethnic, age, and income groups.	Create a Balance in Transportation Investments by Income Group, Ethnicity and Age.	Equitable distribution of benefits.
	Equity/Geographic Equity	Transportation Investments	
Yes	Transportation system improvements shall be geographically equitable within the County.	Serve Major Employment Areas (Cities, Valley Rural Area, Foothill Rural Area)	Equitable distribution of benefits.
	Sustainability		
Yes	Preservation of the transportation system and the environment in a condition which will meet the needs of the present without compromising the ability of future generations to meet their mobility needs.	Project Maintenance is Funded Over Time	Projects will be maintained over time.
	Cost-Effectiveness		
Yes	Benefits VS Cost considering: ❑ Operations ❑ Maintenance ❑ Safety	Benefit/Cost Ratio	Optimize return on transportation investments

Regional transportation needs for Tulare County have been defined based upon the following programs:

- Tulare County Regional Transportation Model;
- Tulare County Association of Governments' Regional Transportation Plan;
- Local agency plans and priorities;
- Short Range Transit Plans (SRTPs);
- Regional Active Transportation Plan (RATP);
- Regional Long Range Transit Plan (LRTP); and
- Other studies, plans, and processes.

Conformity

TCAG is required under federal law to make findings of air quality conformity for both the RTP and the FTIP before these documents are approved by federal agencies. Conformity findings must be made with the adoption of a new Federal Statewide Transportation Improvement Program (FSTIP) or when changes in federal air quality designation or standards require a further demonstration of conformity.

In federally designated non-attainment or maintenance areas such as Tulare County, specific monitoring and consistency are required under the Transportation Conformity Rule. At the time of conformity determination, the RTIP must be consistent with the RTP. During project implementation, the sponsor agencies must implement only those projects that are consistent with the conforming FTIP and RTP. The project design concept and scope must be consistent with those reflected in the conforming FTIP.

The project sponsors must inform TCAG (as the region's MPO) of any delay in implementation of any Transportation Control Measure (TCM) project that is included in an approved SIP and any project regionally significant and modeled, regardless of funding sources. TCAG is required to report on the timely implementation of TCMs to the San Joaquin Valley Air Pollutions Control District (SJVAPCD). Additionally, TCAG monitors changes resulting from a legal, legislative, or election process that may adversely impact the implementation of any TCM or regionally significant project. TCAG informs the sponsor agency of any required actions. In the case of TCM projects, the sponsor agency must officially substitute or replace the affected TCM project.

Regional Transportation Monitoring

Transportation planning for the region requires continually improved information on the condition and utilization of the transportation system. Special reports are required from TCAG periodically to show the condition of the highway infrastructure and to monitor the region's overall traffic. The Highway Performance Monitoring System (HPMS) is a federally mandated program designed by the Federal Highway Administration (FHWA) to assess the performance of the nation's highway system. Caltrans is currently responsible for preparation and coordination of the HPMS process in Tulare County. For purposes of this required performance monitoring process however, TCAG will request that Caltrans forward updated HPMS reports directly to TCAG for their use in monitoring the RTP.

In addition, TCAG prepares a traffic monitoring report, which provides traffic count data along major streets and highways within the County. This report is used to update the Tulare County Regional Traffic Model, supply information for Project Study Reports (PSRs) and other corridor studies, and to monitor Level of Service (LOS) constraints along the system.

Highway Performance Monitoring System (HPMS)

HPMS is used as a transportation monitoring and management tool to determine the allocation of Federal Aid Funds, to assist in setting policies, and to forecast future transportation needs as it analyzes the transportation system's length, condition, and performance. Additionally, HPMS is used to provide data to the Environmental Protection Agency (EPA) to assist in monitoring air quality conformity, and its data are used in support of the Biennial Report to Congress on the Status of the Nation's Highways. The HPMS program is implemented annually by the California Department of Transportation (Caltrans) for the State of California. In Tulare County, Caltrans contacts the local agencies directly for input into the annual updates. As mentioned above, for purposes of this required performance monitoring process, TCAG will request that Caltrans forward updated HPMS reports directly to TCAG for their use in monitoring the RTP.

Transit Triennial Performance Audit

TCAG is responsible for the evaluation of the performance of transit operators in the county. Through the short-range transit planning process and other plans and policies, performance goals are analyzed and set for transit providers. A performance audit is conducted triennially to determine how well the goals of each agency, and the requirements of the Transportation Development Act (TDA), are being met.

Regional Transportation Improvement Program (RTIP) and Federal Transportation Improvement Program (FTIP)

The state requires TCAG to prepare the Federal Transportation Improvement Program (FTIP) biannually, which must demonstrate consistency with the Regional Transportation Plan (RTP) and make a finding of air quality conformity with the applicable State Implementation Plan (SIP) before any federal funds may be expended on transportation projects. Preparation of the FTIP involves analysis of candidate projects and project changes. TCAG prepares amendments and works with the state, other regional agencies, and local agencies to coordinate implementation of the RTP through the FTIP.

The RTIP is a capital listing of State Transportation Improvement Program (STIP) funded projects proposed over a five-year period in the county. The projects may include highway improvements, transit, rail and bus facilities, signal synchronization, intersection improvements, freeway ramps, etc. The locally prioritized lists of projects are forwarded to TCAG for review, and TCAG develops the RTIP list of projects based on its draft funding allocation, consistency with the RTP, financial constraint, and the ability to make a conformity determination.

The STIP is composed of a RTIP from each county in California and the Interregional Transportation Improvement Program (ITIP) from Caltrans. The 2018 RTIP (adopted by the California Transportation Commission on March 21, 2018) includes construction and/or preliminary phase programming for projects on SR-99 and SR-65. Project funded under the previous STIP (2016 STIP) and the current 2018 STIP are listed in Tables A-6 and A-7, respectively.

Table A-6 2016 Regional Transportation Improvement Program

(Amounts in $1,000's)

Agency	Rte	PPNO	Project Name	Total	Project Totals by Fiscal Year						Project Totals by Component					
					Prior	16/17	17/18	18/19	19/20	20/21	E&P	PS&E	ROW	ROW Support	CON	CON Support
Caltrans	65	8650A	Terra Bella Expressway - Segment 1	$12,052	$12,052						$445	$2,077	$5,730	$2,000		$1,800
Caltrans	65	0104	Align Rd 204, Rt 65-Rt 198, 4 lanes	$3,150	$3,150						$3,150					
Caltrans	99	6400E	Tagus 6-lane southbound widening (RIP)	$975	$975							$200	$750	$25		
Caltrans	99	6400F	Tagus 6-lane northbound widening (RIP)	$5,913			$225	$5,688				$225	$5,100	$588		
Caltrans	99	6369	Tulare, 6lane Freeway, Prosperity Av I/C-Av 200	$3,000						$3,000	$3,000					
Caltrans	99	6423	Betty Drive Interchange Improvements	$16,720	$16,720						$2,120	$3,108	$6,000	$492		$5,000
			Total	$41,810	$32,897	$0	$225	$5,688	$0	$3,000	$8,715	$5,610	$17,580	$3,105	$0	$6,800

Table A-7 2018 Regional Transportation Improvement Program

Agency	Rte	PPNO	Project Name	Total	Project Totals by Fiscal Year						Project Totals by Component					
					Prior	18/19	19/20	20/21	21/22	22/23	E&P	PS&E	ROW	ROW Support	CON	CON Support
Caltrans	99	6400G	Tagus 6-Lane Widening (Combined)	$14,888	$425	$6,463		$8,000				$425	$5,850	$613	$8,000	
Caltrans	99	6369	Tulare City Widening	$2,150				$2,150			$2,150					
Caltrans	65	0104	State Route 65 Realignment and Operational Improvements	$5,650	$3,150	$2,500					$5,650					
Caltrans	99	6421	Caldwell Avenue Interchange Improvements	$15,500			$4,000		$5,000	$6,500		$4,000	$4,000	$1,000		$6,500
Caltrans	99	6940	South Tulare Interchange Project	$9,500			$4,000		$5,500			$4,000	$4,000	$1,500		
			Total	$47,688	$3,575	$8,963	$8,000	$10,150	$10,500	$6,500	$4,650	$8,000	$8,000	$2,500	$8,000	$6,500

Although funds are limited, TCAG proposes programming many improvements to regional roads and state routes. Tables A-13 and A-14 at the end of this chapter list the projects in the County that have identified sources of funding. Table A-15 displays the list of unconstrained projects that have been requested during the scope of this plan, but are not fully fundable at this time.

ENVIRONMENTAL ISSUES

Information on Environmental Issues is contained in the Environmental Impact Report Appendix to this document.

FEDERAL REQUIREMENTS

Public Outreach

TCAG took the RTP on the road into a series of public meetings and events to educate the public on the Plan and gather input. A Roundtable of Stakeholders was convened to

inform the document and its preparation and educate those involved. Public meetings were held in conjunction with TCAG Board Meetings and TCAG made RTP presentations at all of the region's City Council Meetings. In addition to this outreach, TCAG attended 66 other events around the county, most of which were in disadvantaged communities and involved the assistance of Community Services, Employment Training Staff. Outreach included reaching out to the Tulare River Tribe and presenting at their Council Meeting. A full report of outreach activities is contained in the Outreach Chapter.

- Public Participation Plan

The development of a Public Participation Plan (PPP) is required by the Code of Federal Regulations, Title 23, Sec. 450.316. The purpose of the Tulare County Association of Governments' (TCAG) Public Participation Plan is to help ensure that citizens, organizations and public agencies are kept informed and involved in TCAG's various programs, projects and work activities. This includes, but is not limited to, the development and the amendment of the Regional Transportation Plan (RTP), Federal Transportation Improvement Program (FTIP), and the Overall Work Program (OWP).

TCAG's PPP was first adopted in 2007 and was subsequently amended in 2009 and 2015. The 2015 PPP is included in Appendix 7.

Annual Listing of Obligation of Projects

TCAG provides an annual list of projects that includes all obligated federal projects in a fiscal year. The annual listing is posted on the TCAG website at www.tularecog.org.

Congestion Management

The Congestion Management Program (CMP) is a method of monitoring congestion on the entire transportation network and planning for ways to alleviate identified issues. Knowing where, when, and what type of congestion occurs along areas streets and roads is only part of the process. Developing a range of mitigating strategies to address any issues is the key to managing the Tulare County's growing congestion problem. This is a performance based planning process that is ongoing and required of Tulare County Association of Governments (TCAG) as part of the metropolitan transportation planning process in regions with an Urbanized Area (UZA) with a population over 200,000 (the Visalia UZA).

The ability to recognize and manage congestion of the transportation system has improved dramatically over the past 20 years. With the advent of technology that can provide real time monitoring of travel conditions, such as traffic volume, speed, travel time, and roadway video surveillance systems, the ability to capture data and respond in a timely manner provides a whole host of management tools as never before.

The CMP is meant to be part of the continuing, coordinated transportation planning process that examines all aspects of the regional transportation system, such as roadway, transit, bicycle, and pedestrian options, in conjunction with local land use policies and their overall

impact to a wide range of environmental and social factors. Experience has shown that metropolitan areas have not been able to build enough roads and streets to permanently eliminate congestion. Funding limitations or priorities at the Federal, State and local level have a profound impact on what congestion solutions are attempted. The most recent Federal legislation guiding the metropolitan transportation planning process now requires a continuous measurement of congested areas and requires the consideration of operational alternatives prior to new construction.

Transportation Safety

The TCAG regional project selection process since the 1998 STIP has included scoring criteria that provides an incentive for agencies to develop safety projects. The scoring criteria is based on the Caltrans safety criteria used for ranking the State of California safety projects. As specified in the Public Participation Plan, safety stakeholders are part of the public participation process. Safety stakeholders such as the CHP, Fire Department Chiefs, Police chiefs have been a part of the planning process for not only the 2018 RTP but the development of prior RTPs.

MAP-21/FAST Act Performance Measures

Federal transportation legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21, Public Law 112-141) was signed into law on July 6, 2012. Among other things, MAP-21 amended Title 23, United States Code, Section 150 to include a national goal of "Safety to achieve a significant reduction in traffic fatalities and injuries on all public roads." On March 22, 2014 the Federal Highway Administration (FHWA) began the rule making process to develop the regulations necessary to implement these provisions of MAP-21. The rulemaking process ended on March 15, 2016 with the publication of 23 Code of Federal Regulations Part 490. The final rule became effective on April 14, 2016. The final rule required state departments of transportation (DOTs) to adopt targets by August 31, 2017. Caltrans adopted their targets on August 31, 2017.

The regulations require MPOs such as TCAG to adopt the performance measure targets within 180 day of adoption of targets by Caltrans. MPOs can either: a) agree to plan and program projects so that they contribute toward the establishment of the state DOT safety target for that performance measure; or b) committing to a quantifiable target for that performance measure for their metropolitan planning area.

In February 2018, TCAG staff hosted a workshop relative to the adoption of the performance measure targets. The audience was the engineering and public works staff of TCAG member agencies. TCAG staff presented information in regards to the safety performance measure target setting. At that time staff advised those in attendance that staff would be recommending that the Board adopt the state established targets and support Caltrans in their achievement of the targets. On February 26, 2018, the TCAG Board approved supporting the safety performance targets approved by Caltrans and agreed to plan and program projects that contribute to these goals.

The five performance measures for the purpose of carrying out the Highway Safety Improvement Program are:

- Number of fatalities;
- Rate of fatalities;
- Number of serious injuries;
- Rate of serious injuries; and,
- Number of non-motorized fatalities and non-motorized serious injuries.

Each performance measure is based on a 5-year rolling average. The regulations require that Caltrans targets be identical to targets established by State Highway Safety Office for common measures. In the case of California, this would be the Office of Traffic Safety (OTS) and applies to the first three performance measures.

Table A-8 below identifies the performance targets, the data source used to establish the targets, and 5-Year Rolling Average targets set for 2018 by Caltrans.

Table A-8 Caltrans Safety Performance Targets

Performance Target	Data Source	5-Year Rolling Average (2018)
Number of Fatalities	FARS	3,590.8
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.029
Number of Serious Injuries	SWITRS	12,823.4
Rate of Serious Injuries (per 100M VMT)	SWITRS and HPMS	3.831
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4,271.1
FARS – Fatality Analysis Reporting System HPMS – Highway Performance Monitoring System SWITRS – Statewide Integrated Traffic Records System Shaing indicates target must be established in cooperation with the Office of Traffic Safety		

Caltrans was required to adopt targets for all public highways regardless of ownership or classification. Caltrans is responsible to FHWA for the achievement of targets on roadways over which they have no authority – city and county streets and highways. In a similar fashion, TCAG must adopt targets over a roadway system for which it has no control. In the case the Tulare County metropolitan planning area TCAG has no control over the city streets, the county roadways or the state highways. There is a penalty in federal regulation to the states if they do not achieve the targets or make substantial progress towards achievement of the targets. There is no penalty identified in federal regulation to the MPO.

See Appendix 2 for information regarding how Caltrans developed their safety performance management targets for 2018.

- Other Performance Measures

In addition to the Safety Performance Measures discussed above, other transportation performance measures are currently being developed. These include: Pavement and Bridge Condition Performance Measures (PM2) and System Performance/Freight/CMAQ Performance Measures (PM3). Caltrans will is required to establish targets for both PM2 and PM3 by May 20, 2018. Similar to the Safety Performance Measures, MPOs will have an additional 180 days to either: a) agree to plan and program projects so that they contribute toward the establishment of the state DOT targets for these performance measures; or b) commit to a quantifiable target for these performance measures for their metropolitan planning area.

Transit Safety and Security

TCAG hosts and coordinates a Regional Transit Agency Forum (Transit Forum) that meets at least monthly. One of the goals of the Transit Forum is to improve coordination between transit agencies. Another goal is to provide ideas for each agency on safety and security improvements.

TCAG has been encouraging member transit agencies to focus on security measures. Transit agencies in Tulare County have installed emergency buttons in their buses that allow quick notification to authorities if there is an occurrence. Most transit vehicles are equipped with Advanced Vehicle Locaters (AVL) which allow agencies to monitor a vehicles location at anytime. The agencies are transitioning to electronic fareboxes and fare software to increase fare security and reduce theft and payment shortfalls.

The transit forum provides an important coordination activity for safety. It allows for all transit agencies to develop coordinated ideas and provide TCAG joint transit safety projects for funding consideration.

The State of California recognized the importance of safety in 2006 with the inclusion of $1 billion bond funding in the Transit System Safety, Security and Disaster Response Account (TSSDRA), now called California Transit Security Grant Program (CTSGP) from the California Transit Assistance Fund (CTAF).

Under MAP-21 the Federal Transit Administration (FTA) established the Transit Safety and Oversight Program to enforce safety standards on public transportation; all recipients of FTA funding will be required to develop an agency safety plan and certify that it meets FTA requirements.

Fiscal Constraint

The 2018 RTP includes the use of a revised template for revenues and expenditures as desired by FHWA. Costs associated with operations and maintenance for both transportation and transit is shown in Table A-16. These operations costs were based on information provided by our member agencies.

Due to the significant shortfall of funding for road rehabilitation, estimates of the shortage are extremely difficult and very costly to determine. The 2018 RTP will identify a

rough figure of over $600 million for the County of Tulare. As a result, TCAG provided funding to assist with a statewide assessment of transportation needs. The survey was conducted through the County Engineer's Association of California (CEAC) in combination with the League of Cities.

Environmental Mitigation Activities

Environmental mitigation activities are part of the 2018 RTP (and prior RTPs) and are included in the goals and policies section and the EIR. Environmental mitigation activities address aesthetics, scenic resources, visual character of the existing landscape, new sources of lighting/glare, changes in land use patterns, loss of agricultural land, air quality (including point source impacts and long-term regional impacts), biotic resources, wildlife movement, historic resources, archaeological resources, paleontological resources, geology, water quality, noise, regional population growth, utilities and greenhouse gas emissions. Specific mitigation measures are detailed in the EIR. The EIR will include discussion related to the National Environmental Policy Act (NEPA) process.

Tribal Consultation

TCAG continues consultation efforts with the Tule River Indian Reservation in Tulare County. TCAG strives to have at least one formal consultation a year and other staff-level or informal meetings as needed. A member of the Tule River Indian Reservation has been on the TCAG Technical Advisory Committee since 2001. Further, TCAG is one of only a few MPOs in the state that has had a MOU with a Tribe to develop and construct a state-funded transportation safety project. An important safety project, for Reservation Road, was completed in 2007. In 2009 TCAG participated in the Valleywide Tribal Collaboration effort made possible with a Caltrans Planning Grant for transportation planning and mapping. The grant was awarded to the eight Valley MPOs, and completed in September in 2009. Collaboration efforts with Valley tribes continue. In December 2012 the City of Porterville started a fixed route service between the city and the Tule River Reservation. Other information regarding TCAG's ongoing tribal consultation efforts is located in Appendix 11 – Tribal Outreach.

Coordinated Public Transit - Human Services Transportation Plan

TCAG in consultation with its member agencies and regional social services created and adopted a Coordinated Public Transit - Human Services Transportation Plan (Appendix G). The purpose of the plan is to provide strategy to improve mobility, access to transportation, ensure the transportation needs of all Tulare County residents are met, and to satisfy the requirements of federal funding sources for coordinated transportation and positions Tulare County to receive grant funds under the FAST Act. The plan created seven implementation strategies which provide guidance and outline for fulfilling needs and identifying gaps of the County's senior population, people with disabilities, and low-income populations. Under the FAST Act many grants available through the Federal Transit Administration (FTA) will have to be for projects that were derived from the Coordinated Plan.

Figure A-12

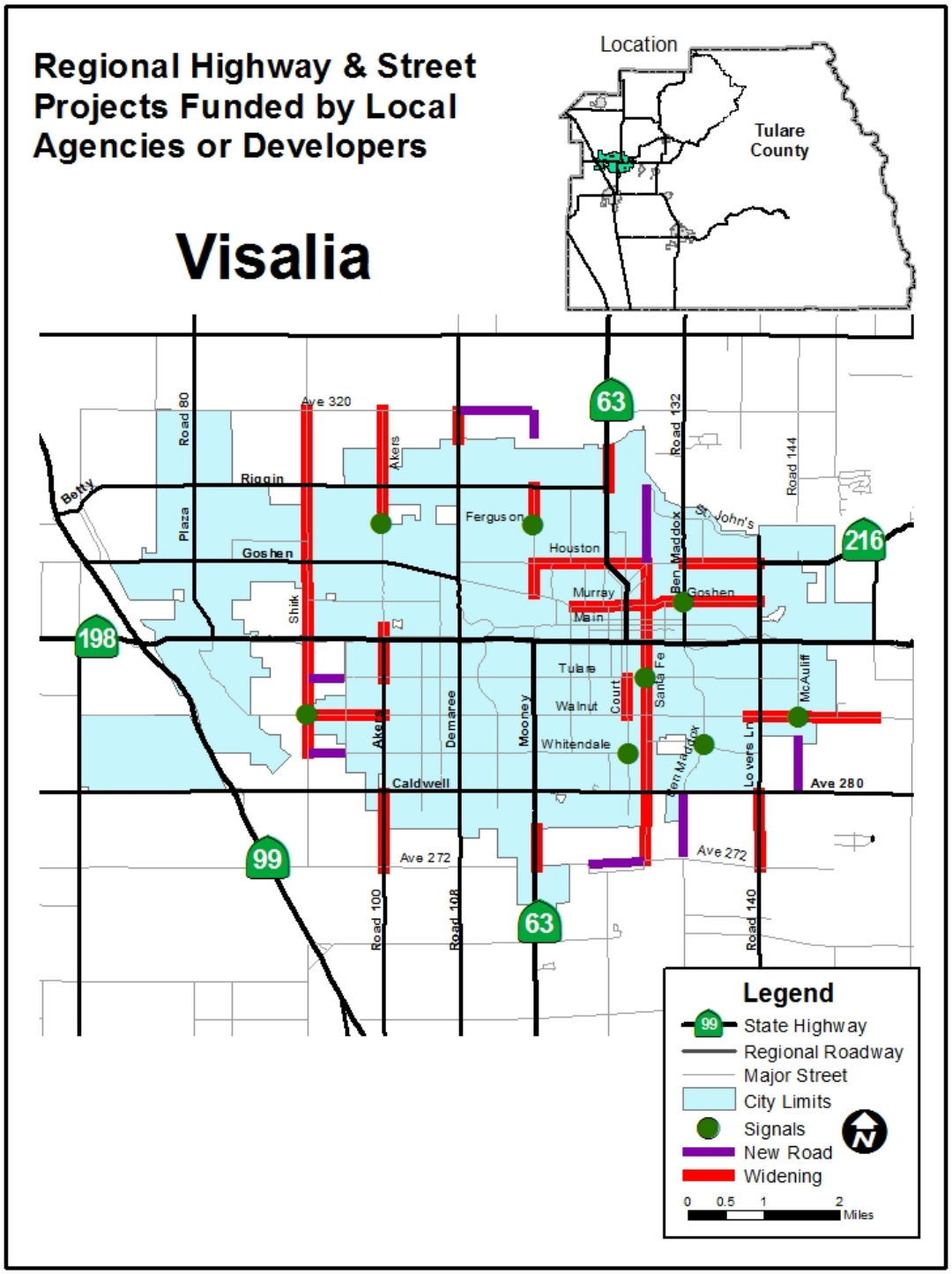

Regional Highway & Street Projects Funded by Local Agencies or Developers
Visalia
Location
Tulare County
Road 80
Ave 320
Akers
Road 132
Road 144
Riggin
Plaza
Ferguson
Houston
St. John's
Goshen
Murray
Main
Ben Maddox
Shirk
Tulare
Court
Santa Fe
McAuliff
Walnut
Demaree
Mooney
Whitendale
Lovers Ln
Caldwell
Ave 280
Ave 272
Road 100
Road 108
Road 140
63
198
99
216
Legend
State Highway
Regional Roadway
Major Street
City Limits
Signals
New Road
Widening
0 0.5 1 2
Miles

Figure A-13

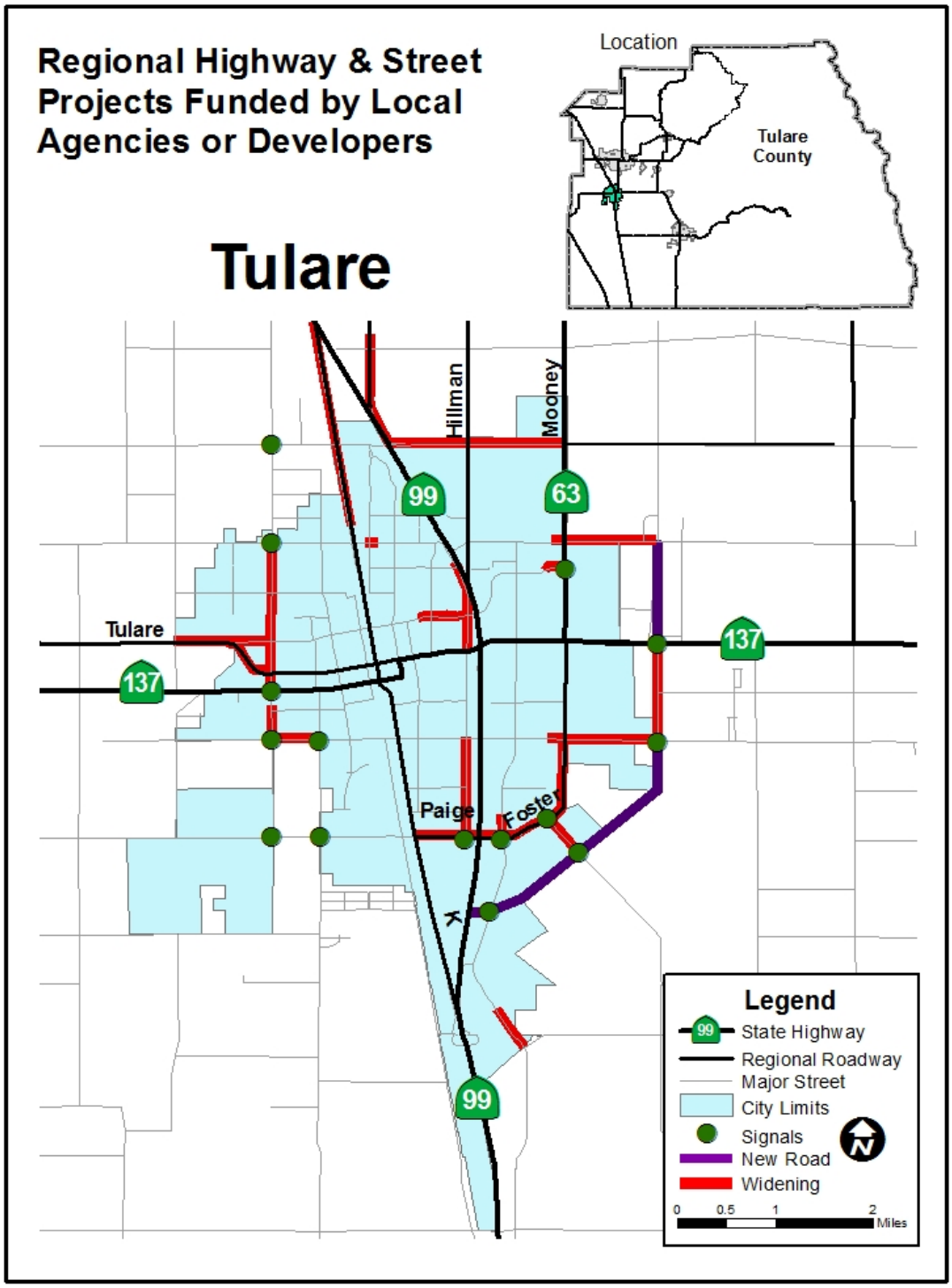

Regional Highway & Street Projects Funded by Local Agencies or Developers
Location
Tulare County
Tulare
Hillman
Mooney
99
63
137
Tulare
137
Paige
Foster
K
99
Legend
99 State Highway
Regional Roadway
Major Street
City Limits
Signals
New Road
Widening
N
0 0.5 1 2
Miles

Figure A-14

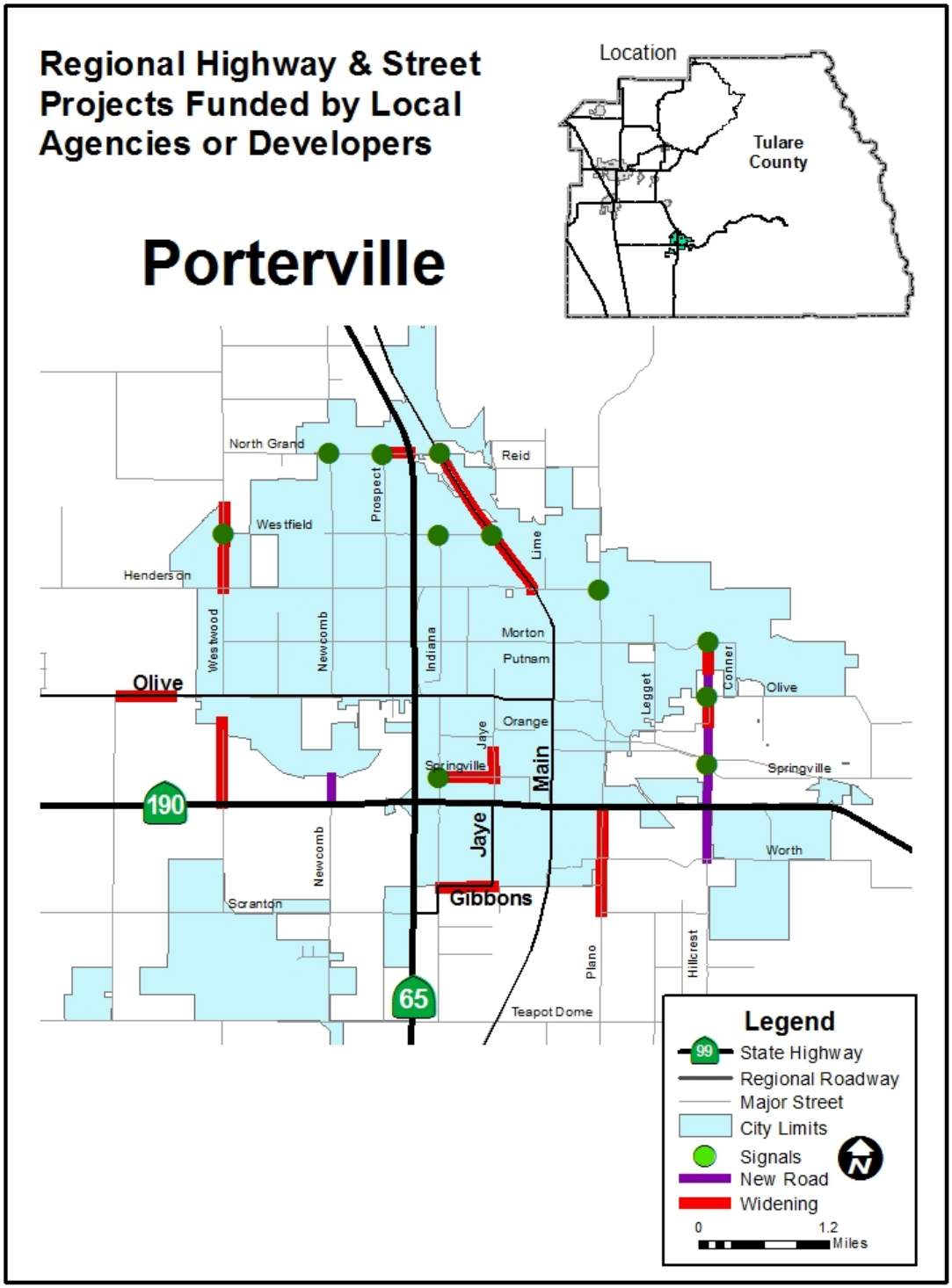

Regional Highway & Street Projects Funded by Local Agencies or Developers
Location
Tulare County
Porterville
North Grand
Reid
Prospect
Westfield
Lime
Henderson
Westwood
Newcomb
Indiana
Morton
Putnam
Olive
Legget
Conner
Olive
Orange
Jaye
Springville
Springville
Main
190
Jaye
Worth
Newcomb
Scrantgn
Gibbons
Plano
Hillcrest
65
Teapot Dome
Legend
99
State Highway
Regional Roadway
Major Street
City Limits
Signals
New Road
Widening
0
1.2
Miles

Figure A-15

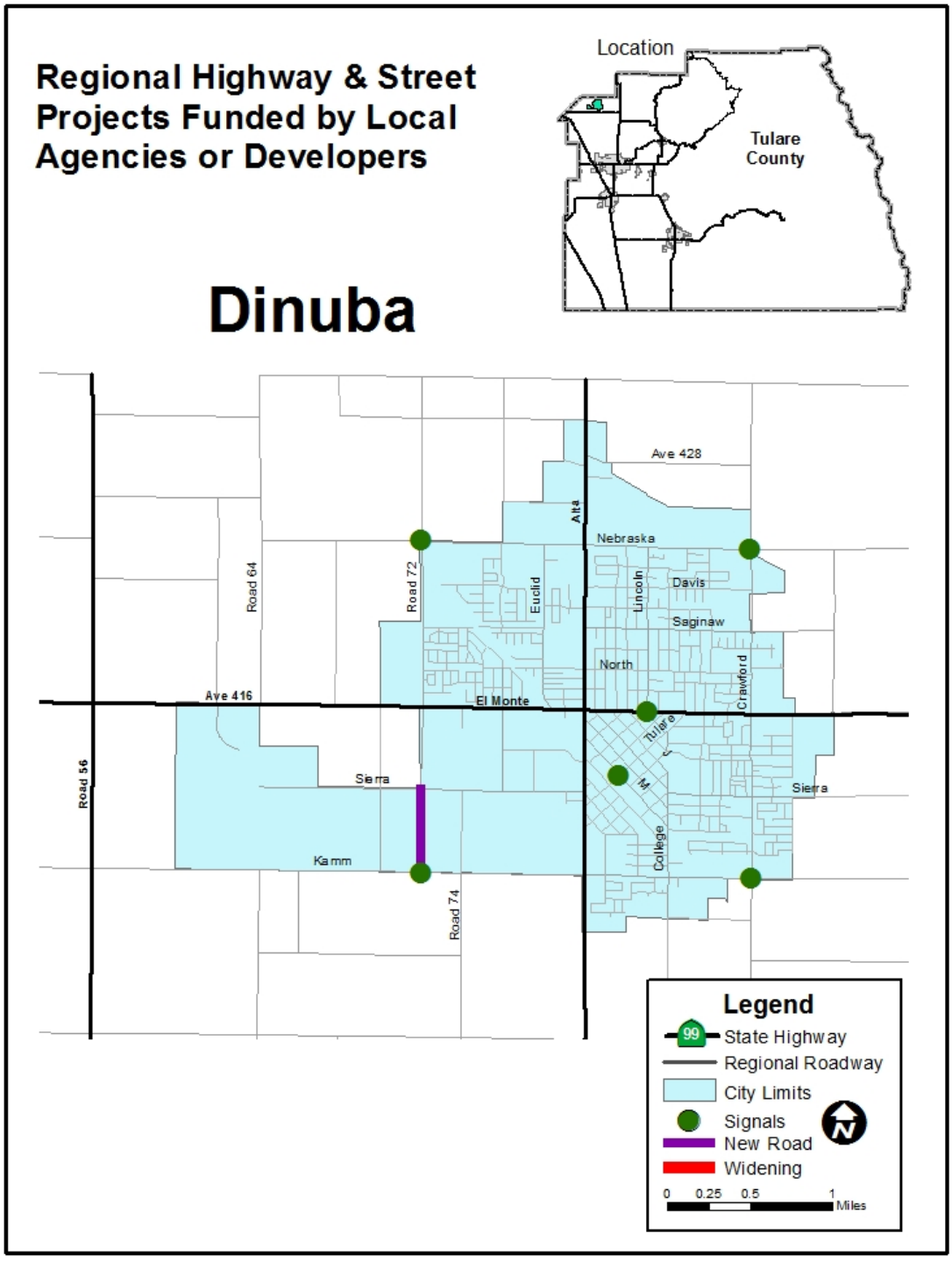
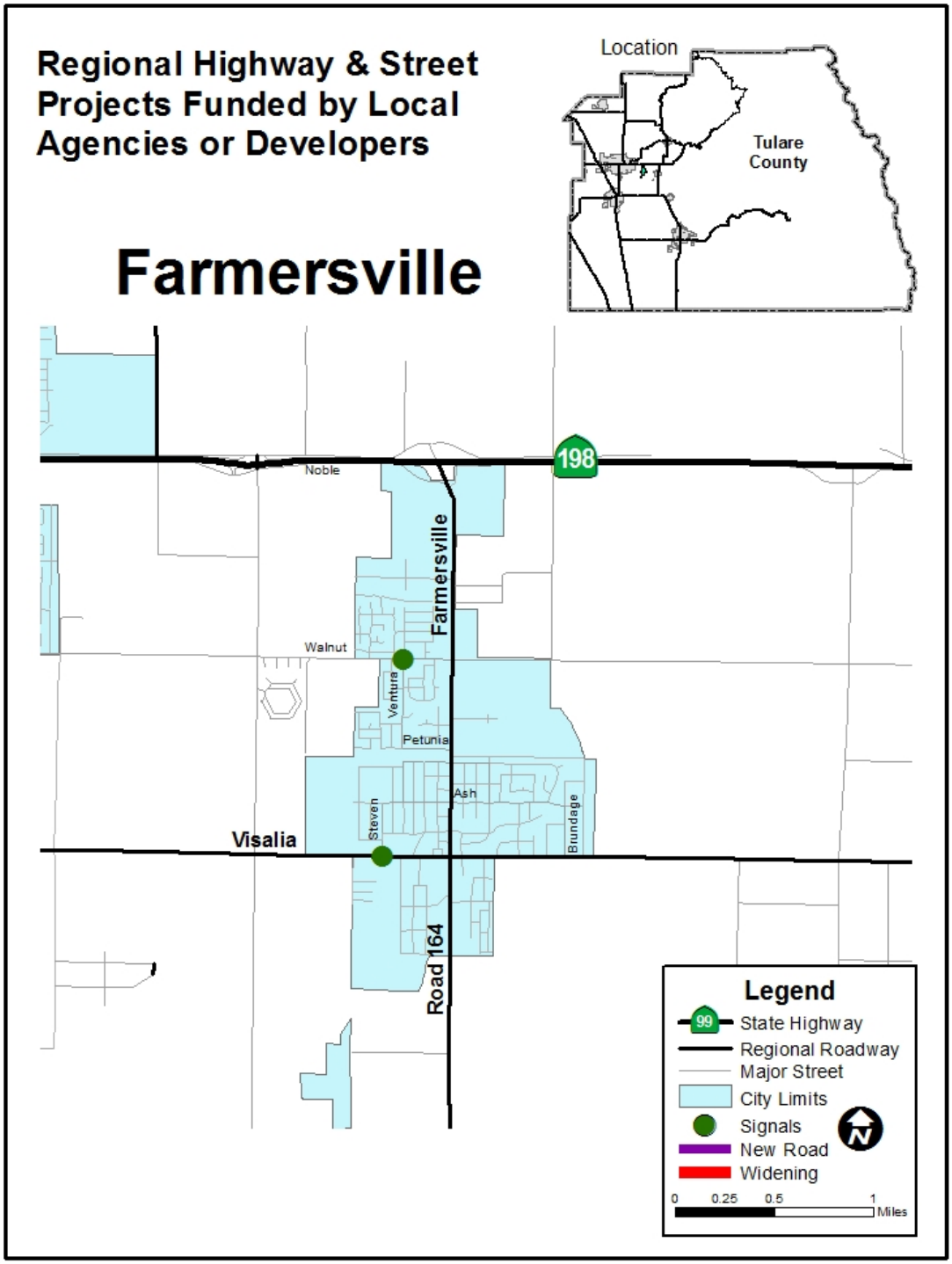

Regional Highway & Street Projects Funded by Local Agencies or Developers
Location
Tulare County
Dinuba
Ave 428
Alta
Nebraska
Road 64
Road 72
Euclid
Lincoln
Davis
Saginaw
North
Crawford
Ave 416
El Monte
Tulare
M
College
Sierra
Sierra
Road 56
Kamm
Road 74
Legend
99
State Highway
Regional Roadway
City Limits
Signals
New Road
Widening
N
0 0.25 0.5 1
Miles

Figure A-16


Regional Highway & Street Projects Funded by Local Agencies or Developers
Location
Tulare County
Farmersville
198
Noble
Farmersville
Walnut
Ventura
Petunia
Ash
Steven
Brundage
Visalia
Road 164
Legend
99
State Highway
Regional Roadway
Major Street
City Limits
Signals
New Road
Widening
N
0
0.25
0.5
1
Miles

AIR QUALITY REQUIREMENTS

State of Air Quality

▪ Causes and Sources

Tulare County is centrally located statewide, and in the southern section of the San Joaquin Valley. The San Joaquin Valley Air Basin (SJVAB) is composed of eight counties: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and a large portion of Kern. These counties represent approximately 16% of California's geographic area. The SJVAB is surrounded by the Coastal Mountain Ranges on the west; the Sierra Nevadas on the east; the Tehachapis on the south; and the Sacramento Valley to the north. For many years, this basin has been the subject of concern for air quality.

Due to the Basin's light wind patterns and surrounding mountains, air quality problems occur throughout the year. Particle Matter (PM) pollution is particularly a problem in winter months and ground-level ozone pollution a problem in the summer. These conditions, coupled with the continuing increase in population, congestion, and existing agricultural production have led to significant air quality problems.

The SJVAB topography and climate are two factors that create poor air quality conditions. When an upper layer of warm air forms over the Valley, it traps cooler air along with pollutants at ground level within this natural basin, creating a temperature inversion. When there are long periods of stable air, temperature inversions form at elevations between 2,500 and 3,000 feet. Pollutants that are trapped under these inversions cannot rise and subsequently cannot be removed/dissipated from the SJVAB through upper air circulation. Thus they remain near the Valley floor continuing to build. Contributors to the deterioration of air quality include: ambient air from adjacent air basins, the agricultural industry, industrial factors, travel characteristics of residents, and vehicle trips through the Valley, including high diesel truck volumes. Concentrations of gaseous pollutants are largely generated by identified mobile and stationary sources, although some pollutants, especially ozone, are naturally occurring.

The conditions described above cause the SJVAB to have some of the worst air quality in the nation. Cloudless, hot, dry summers create conditions for the ozone causing pollutants to react and form ozone. Stagnant air in the winter also allows for the build-up of particulate matter (PM). As population levels continue to increase in the San Joaquin Valley, air quality will continue to be a problem.

Major pollutants that contribute to the Valley's non-attainment of air quality standards include: Volatile Organic Compounds (VOC), Reactive Organic Gases (ROG), Nitrogen Oxides (NO_X), Sulfer Oxides (SO_X), Ozone (O_3) and Particulate Matter ($PM_{2.5}$).
There are primarily two pollutants found in unacceptably high amounts within the air basin: Ozone and Particulate Matter. Ozone is a colorless, toxic gas produced by a photochemical reaction of volatile organic compounds (VOCs) and nitrogen oxides (NO_X) in the presence of sunlight and is a major pollutant primarily in summer months. In Tulare County, peak ozone levels occur in the mid-afternoon and can be the cause of a variety of health problems, crop damage, and even materials damage.

Particulate Matter is airborne particles of 2.5 microns or less in size. These particles may be either in liquid or solid form and include particles of sulfur, nitrogen, carbon, and an array of other materials. PM is formed from a variety of sources, including agricultural and mining activities and vehicle traffic, and the effects include reduction in visibility and human respiratory problems.

Particulate Matter can be traced to agricultural activities, mining, planned and unplanned fires, fuel combustion, solvent use, industrial processes, waste burning, petroleum process, landfills, and pesticides.

The Valley has made great strides in the reduction of PM_{10} (Particulate Matter of 10 microns or less in size- primarily dust) due to reductions in wood burning, controlled construction dust, reduced agricultural burning and disking of fields, and other regulations. The SJVAB is now classified as a maintenance area for larger particulate matter and continues to monitor those levels.

- Standards

Air Quality standards are set by the State and Federal governments. TCAG encourages the use of hybrid vehicles, zero emission vehicles, alternative fueled vehicles (such as Compressed Natural Gas (CNG)) and the replacement of Heavy Duty Diesel motors with newer and cleaner models or the retrofitting of diesel engines when replacement is not an option.

Air Quality is a regional problem that requires the attention of the 8 counties in the San Joaquin Valley Air Basin. The California Air Resources Board (CARB) has created a Pollutant Standard Index (PSI) based on research related to pollutant levels. This PSI is used to both measure air quality and set air quality standards. The PSI in simplest terms is a scale from zero to 500 designed to measure air pollution episode levels. Any measurement on the PSI that is greater than 100 is considered non-attainment for California and federal clean air standards. The PSI also measures 1st through 3rd stage smog alerts from 200 up to 500 on the index. The PSI measurement provides a method of quantifying pollution levels.

Due to the air quality conditions of the San Joaquin Valley, the San Joaquin Valley Air Pollution Control District (SJVAPCD) was created to aid in dealing with these conditions by reducing stationary emissions. The SJVAPCD has implemented goals and regulations to reduce the most damaging pollutants threatening agricultural and human health in the San Joaquin Valley.

The air quality attainment standards for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter, sulfates, lead, hydrogen sulfide, vinyl chloride, and visibility reducing particles are located on Table A-7. The pollutants that the San Joaquin Valley is in attainment or non-attainment are displayed on Table A-8. For more information on air quality standards, contact the SJVAPCD.

Federal and State Legislation

The Federal Clean Air Act, coupled with the FAST Act, requires that the RTP integrate transportation and air quality during the planning process. The 1990 California Clean Air Act (CCAA) Amendment requires the following stipulations in order to receive federal funding:

- Establish a permitting program that achieves no net increase in stationary source emissions;
- Develop a strategy to reduce vehicle trips, use and miles traveled;
- Increase average vehicle ridership to 1.5 persons per vehicle during commute hours;
- Establish Best Available Retrofit Control Technology (BARCT) requirements for all permitted sources; and
- Develop indirect and area source programs.

Failure to meet Federal and State requirements of the CAAA may result in the following disciplinary actions:

- Limitations on the use of federal funds for highway construction; and
- Cut off of federal grants for construction of sewage treatment plants; and
- Prohibition of development of new stationary sources of air pollution.

Table A-9
State of California Air Resources Board
Ambient Air Quality Standards

Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards [1]		National Standards [2]		
		Concentration [3]	Method [4]	Primary [3,5]	Secondary [3,6]	Method [7]
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM10)[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
Fine Particulate Matter (PM2.5)[9]	24 Hour	—	—	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[11]	—	
Lead[12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

See footnotes on next page ...

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (5/4/16)

Table A-9 (continued)

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.

8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM10 standards (primary and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

    Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 $\mu g/m^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

For more information please call ARB-PIO at (916) 322-2990 **California Air Resources Board (5/4/16)**

Table A-10 San Joaquin Valley Air Basin Ambient Air Quality Standards and Valley Attainment Status

Pollutant	Designation/Classification	
	Federal Standards	State Standards
Ozone- One Hour	No Federal Standard	Nonattainment/Severe
Ozone- Eight Hour	Nonattainment/Extreme	Nonattainment
PM 10	Attainment	Nonattainment
PM 2.5	Nonattainment	Nonattainment
Carbon Monoxide	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfer Dioxide	Attainment/Unclassified	Attainment
Lead (Particulate)	No Designation/Classification	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment

Source: SJVAPCD http://www.valleyair.org/aqinfo/attainment.htm (Accessed December 2017)

TRANSPORTATION MANAGEMENT TOOLS AND CHOICES

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) strategies work through changing human behavior, including how people travel to work, school, shopping, and other services. Transit systems, bicycles, pedestrian facilities, and vanpools are a priority with the state and county in reducing congestion. TDM consists of managing behavior regarding how, when and where people travel. TDM strategies are designed to reduce vehicular trips during peak hours by shifting trips to other modes of transportation and reduce trips by providing jobs and housing balance. TDM is specifically targeted at the work force that generates the majority of peak hour traffic. Tulare County Association of Governments and its agencies regularly partner with adjacent counties to implement TDM strategies. TCAG is a supporter and member of the California Vanpool Authority (CalVans). CalVans is a service that provides vanpooling vehicles to people who work in various places where public transit may not go, such as to agricultural field working locations. Through outreach and education, TDM strategies can be implemented and utilized in the circulation system. However, in order to change traveling habits, employers must suggest and enable transportation alternatives that will accommodate the elimination or reduction of single vehicle occupant trips. Some of the TDM strategies TCAG participates in or encourages include the following techniques:

- rideshare programs;
- transit usage;
- flex hours;
- emergency ride home programs;

- vanpools;
- bicycling & walking, including providing bicycle storage;
- telecommuting;
- economic incentives;
- locker rooms and showers;
- satellite work stations; and
- subsidized transit.

In Tulare County, the areas with the most severe traffic congestion and have the most potential candidates for TDM strategies include the Cities of Visalia, Tulare and Porterville. The City of Visalia, with a population of 133,151 in January 2017 (Department of Finance), has the highest peak hour congestion in the County. The City of Tulare has a population of 64,661 in 2013. Trips generated between residence and employment in Visalia and Tulare contribute to the congestion on the SR-63 (Mooney Boulevard) and the Demaree/ Hillman Corridors during peak hours. Both of these corridors have been widened to accommodate congestion and will require further monitoring in the future. The City of Visalia continues to experience traffic congestion with a hand-full of city streets having a LOS of F during peak hours. The City of Porterville, with a population of 59,908, is also beginning to show signs of congestion on portions of the street network. The regions in the county have the highest potential to experience severe traffic congestion and are prime candidates to utilize TDM strategies. TCAG currently encourages these cities to study TDM strategies and take advantage of available programs to implement such strategies in their communities. One TDM that TCAG encourages participation in is Rule 9410 Employer Based Trip Reduction, or eTRIP, adopted by the San Joaquin Valley Air Pollution Control District.

Transportation Control Measures (TCMs)

Transportation Control Measures (TCMs) are also being utilized to reduce vehicle trips, improve air quality, and relieve congestion. The SJVAPCD, in compliance with the California Clean Air Act (CCAA) to reduce vehicle trips, are enforcing the TCMs. Listed in the appendix under the Air Quality Conformity findings is a thorough analysis and description of the implemented TCMs in Tulare County. There are many sources of funding that can be used to implement TCMs. Some primary sources for TCM implementation are the Congestion Mitigation and Air Quality (CMAQ) Program, Federal Transit Administration (FTA) funding, Active Transportation Program (ATP) funds, and eligible local sales tax funds.

Transportation System Management (TSM)

Transportation System Management (TSM) is designed to identify short-range, low-cost capital projects that improve the operational efficiency of existing infrastructure. An effective TSM program using appropriate techniques can improve circulation and reduce automobile emissions. TSMs are an important tool endorsed by the SJVAPCD and state to meet air quality standards and congestion management levels-of-service. TSMs are used in coordination with TDMs and TCMs to improve the local and regional environment. Additional population concentrations and accelerated residential, commercial and industrial development will result in

more automobiles within urban areas. Additional industrial and commercial development may result in increased emissions at and near such sites.

The Cities of Visalia, Tulare, Dinuba and Lindsay have the most congested corridors (or segments of corridors) in Tulare County and are candidates for TSM strategies. Based on the 2017 CMP Annual Monitoring Program, the following are presently experiencing traffic congestion with some streets or highways operating at capacity (LOS F):

- a portion of State Route 65 south of the City of Porterville;
- a portion of State Route 65/State Route 137 west of the City of Lindsay;
- a portion of State Route 99 South of Prosperity Ave in the City of Tulare;
- portions of east bound State Route 198 thru the City of Visalia;
- a portion of Locust/south bound State Route 63 in the City of Visalia;
- a portion of State Route 63 north of the City of Visalia;

Some of the roadways operating near capacity (LOS E) are identified below:

- a portion of SR 137 west of the City of Lindsay;
- SR 99 between Prosperity in the City of Tulare to the Avenue 200 exit south of Tulare;
- portions of State Route 198 thru the City of Visalia;
- a portion of north bound State Route 63 in the City of Visalia; and
-

TCAG encourages these cities and the county to study TSM strategies and take advantage of the programs available and implement them into their communities.

TCAG encourages the following TSM strategies in the 2018 RTP:

- traffic signal synchronization;
- traffic engineering and flow improvements;
- turning and bus pocket bays;
- removal of on street parking;
- limit arterial street access;
- street widening;
- bicycle facilities.

Recently, development of new industrial facilities and distribution centers has occurred throughout Tulare County. The uses associated with industrial and commercial facilities require a delivery system to receive and transport goods. The Cities of Lindsay, Dinuba, and Porterville currently have enterprise zones set up. The City of Porterville has attracted the Walmart Distribution Center and the City of Dinuba has attracted Best Buy.

With increased industrial and commercial land uses in Tulare County, there may be a need to designate truck routes and carefully manage the number and intensity of trucks entering and leaving the road system. Developments that generate more than 100 peak hour trips and that create a significant impact on the Regional Road System are recommended for further analysis. The decision to conduct a traffic study is up to local agencies.

Intelligent Transportation Systems (ITS)

Intelligent transportation systems improves transportation safety and mobility through the integration of advanced communications technologies into the transportation infrastructure and in vehicles. ITS encompass a broad range of wireless and wire line communications-based information and electronics technologies.

An Urbanized Area ITS Plan was developed in 2001 for the Visalia Urbanized Area. The update of this plan is scheduled for completion in 2018 and may include additional cities in Tulare County.

Active Transportation

Non-vehicle modes of transportation in Tulare County are also called Active Transportation. Active Transportation includes pedestrian walkways and bikeways. As discussed previously, in Tulare County's populated centers, bicycle commuting is a viable transportation alternative. This is due to the generally flat topography and the moderate year round climate. Many of the roadways throughout the County can accommodate bicyclists. However, there is a need for striping improvements and adequate separation from vehicles on the circulation system. In addition to conventional bicycle and pedestrian projects, agencies in the County continue to actively pursue funding for Safe Routes to School (SRTS) projects. SRTS projects aim to create safe, convenient, and fun opportunities for students to bicycle and walk to and from school. There is a significant need for these types of projects in the County. In 2016, TCAG adopted its first Regional Active Transportation Plan, which identifies the highest-priority pedestrian and bicycle improvements and safe routes to school projects for the County's cities and unincorporated areas. The 2016 Regional Active Transportation Plan is included in the RTP (see Appendix 14).

The main source of funding for active transportation projects is the State of California's Active Transportation Program. Over the past four years, agencies in the County have been awarded over $11 million in ATP funds for projects totaling over $14 million.

New Technologies

TCAG has encouraged retrofitting and/or replacing heavy duty diesel engines with either the newest cleaner burning diesel technology or Compressed Natural Gas (CNG) in public vehicles and fleets. Congestion Mitigation & Air Quality (CMAQ) funds are available to offset the cost of these replacement engines that will work to improve air quality. The County, Cities of Porterville, Exeter, Tulare, Dinuba, and Visalia currently run a majority of their active public transit fleet with CNG vehicles and have their own CNG stations, some of which are open to the public. Porterville and Visalia have begun procurement of electric buses that are scheduled to operational in 2018. TCAG has and will continue to obtain grant funding to improve air quality by supporting and funding these types of projects.

IMPLEMENTATION BY TRANSPORTATION MODE

The following describes the actions that are being taken by Tulare County and the cities to improve transportation on the regional circulation system. This section looks at highways, local streets, public transit, active transportation (e.g. bicycle and pedestrian), rail, and aviation.

Highways, Streets, and Roads

The purpose of the highway, streets and roads section is to identify the existing regional circulation system and determine both feasible short-term and long-term improvements. Tulare County's planned circulation system consists of an extensive network of regional streets and roads, local streets, and State Highways. The system is designed to provide an adequate LOS that satisfies the transportation needs of County residents. However, Tulare County has experienced a large increase in population and is beginning to outgrow portions of the circulation system. The need for major improvements to the State Highways, streets, and roads network is an important issue.

The existing State Highway system was completed in the 1950's and 60's. The average design life of a State Highway is approximately 20 years and many Tulare County's highways were constructed 50 years ago. The agricultural and commercial industries continue to utilize the circulation system to get products to market. With industry intensification and other development, many facilities are beginning to show structural fatigue (e.g., surface cracks, potholes, and broken pavement).

▪ Corridor Preservation

Caltrans and the Tulare County region will be placing more emphasis on corridors as an important element of the transportation system. The analysis of the regional circulation system in this 2018 RTP emphasizes people movement through transportation corridors. Caltrans defines a corridor as a "broad geographic area that includes various modes of transportation, local roads and State Highways." Corridors may be defined as terms of the number of people or tonnage of freight moved in any particular direction, regardless of the facility.

Caltrans, Regional Transportation Planning Agencies (RTPAs), local transit agencies and local governments develop an analysis of corridor needs. Caltrans develops a System Management Plan to reflect individual corridors and the relationship to each other. The emphasis on corridor planning will require open communication between the District and locals in order to develop a common database and consistent planning practices.

The 2018 RTP contains goals aimed at protecting and enhancing various corridors. The objective provides guidance toward coordination of local planning processes along the corridors. The policy supports limitation of direct access along regionally significant corridors. The data to be analyzed will include volume, length, type, destination, and modal split of person trips. Analysis of this data will help TCAG determine transportation corridor conditions and needs. In Tulare County major travel corridors often closely mirror regionally significant roadways. Major corridors identified by Caltrans and TCAG include:

- SR- 99 (including UP rail line);
- SR-43 (including BNSF rail line);
- City of Visalia to the City of Tulare including Mooney Boulevard, Demaree/Blackstone/Hillman, and Akers Street;
- SR-65 from SR-198 to the City of Lindsay;
- City of Lindsay to City of Porterville, including SR-65 and Orange Belt Dr.;
- SR-65 from the City of Porterville to the Kern County line;
- SR-198/Sequoia National Park/Exeter/Hanford;
- SR-190/Road 152 from the Kings County line to the City of Porterville; and
- SR-137 from the Kings County line to the City of Lindsay.

To aid in the study of corridors, the facilities mentioned above are included in the Tulare County Regional Transportation Model; developed by TCAG. The model allows staff to analyze scenarios based on proposed development as well as proposed changes to the system. For proposals that might impact the system, staff runs the model software with appropriate changes to the system. The resulting data will then be compared with existing conditions and recommendations will be made for mitigation of significant impacts along the system.

For Tulare County residents, access to Amtrak lines is available at the Hanford Station in Kings County. Transportation to the Hanford Station is provided by Amtrak bus connections or individuals may drive to the station.

▪ Interregional Connectivity

Tulare County has interregional connections along the SR 198 corridor with Kings County, SR 99 with Kern and Fresno Counties, SR 65 with Kern County, and Ave 416 with Fresno County. These corridors are currently running at capacity or near capacity. TCAG has coordinated with surrounding counties to improve these significant corridors. By way of Proposition 1B funds, and other local and state funds, the SR-198 corridor has been widened between the cities of Visalia and Hanford. Segments of SR-99 have been widened at the north end of Tulare County and are being widened south through the City of Tulare. TCAG will continue to move forward on these major projects, in close partnership with Caltrans and neighboring jurisdictions.

Public Transit

A clean alternative to adding additional lanes to highways, streets, and roads is to provide mass transit systems. Mass transportation provides transportation to large numbers of people to designated destinations by bus or train. In Tulare County, buses are the primary mode of public transportation. Fixed Route and Dial-A-Ride services are provided by Visalia Transit, Tulare Intermodal Express (TIME), Porterville Transit, Dinuba Transit, and Tulare County Area Transit (TCaT). The City of Woodlake also operates a Dial-a-Ride only service.

In 2016, Visalia Transit began the V-LINE- bus service between Visalia (from the transit center and Visalia Municipal Airport) to various locations in Fresno County (the Fresno Yosemite International Airport, California State University, Fresno, and Courthouse Park). Intercounty connections are also provided by Dinuba Transit (to Reedley) and TCaT (to Delano and Kingsburg).

Amtrak, California's only operating interregional passenger rail service, doesn't directly serve Tulare County. The closest Amtrak stations are in the Cities of Hanford and Corcoran in Kings County. However, Amtrak does coordinate with Visalia Transit to provide a feeder bus linking Visalia from the city's transit center with the Hanford Station in Kings County. Greyhound and Orange Belt Stages also operate in Tulare County.

Public transportation in Tulare County also takes the form of shared-ride companies, carpools, and vanpools. Fixed route transit is generally used in the more populated urban areas while demand responsive transit and blended paratransit are often used in rural areas and communities.

Several regional programs and service exist in Tulare County. All transit providers participate in the T-Pass, which provides unlimited monthly fixed route rides, College of Sequoias Student Pass, which provided unlimited fixed route rides for students with their paid student fees, and the Greenline call center.

Mass transportation has the capability to reduce a large number of single vehicle occupancy trips and reduce emissions. All fixed-route providing public transit agencies in Tulare County have fleets of Compressed Natural Gas (CNG) vehicles and CNG fueling stations. Porterville and Visalia have begun procurement of electric buses that are scheduled to operational in 2018.

Goals for all transit agencies are to integrate transit into the growth and development of their cities and communities. As developments and road designs occur, transit shall be integrated when possible. High and medium density neighborhoods, commercial, medical, educational, and employment areas can all benefit from transit. Arterials and transit friendly corridors should be identified in cities and communities to serve the anticipated population growth to become transit users or transit dependent. Transit Plans and General Plans shall determine the feasibility and steps to implement express bus service and bus rapid transit, where demands exist or will exist in the future.

▪ Social Service Transportation

Social service transportation in Tulare County is being guided in a direction consistent with the Social Service Improvement Act of 1979 (AB 120). The law was enacted to promote the consolidation of such transportation services. The Act was established to improve efficient social service transportation by:

- Combining purchasing of necessary equipment
- Ensuring adequate training of vehicle drivers for reduced insurance rates

- Centralizing dispatching of vehicles
- Centralizing maintenance of vehicles
- Centralized administration
- Identifying and consolidating all existing sources of funding

In Tulare County, social service transportation is provided by the following: local transit agencies, demand responsive operators and city/county special programs, Veterans' programs, mental health organizations, programs for senior, and more. TCAG reaches out to transportation providers identified in the Coordinated Public Transit – Human Services Transportation Plan and ensures that calls for projects are communicated with social service providers. Many of these programs are funded and subsidized through state and federal grants.

▪ Tulare County Regional Long Range Transit Plan (LRTP)

In September 2017, TCAG approved the first-ever Tulare County Regional Long Range Transit Plan. Public outreach, evaluation of the existing system, and technical analysis resulted in comprehensive Action and Financial Plans. The LRTP is included as an appendix to this RTP. A selection of recommendations for the future expansion and coordination of transit services includes:

<u>Fares</u>
- Implement a simplified countywide fare structure
- Enhance and establish new regional pass programs
- Implement guidelines for fare increases

<u>Operations</u>
- Establish joint procurement procedures
- Conduct a maintenance/operations facility study
- Implement electric bus service and autonomous bus service

<u>Flexible Transit</u>
- Consider partnerships with transportation network companies
- Study the feasibility of volunteer driver programs and community shuttles
- Implement demand-response zones

<u>Governance and Organization</u>
- Consider creation of a Joint Powers Authority between Tulare County transit providers
- Further consolidate operations and governance

As of the adoption of the LRTP, TCAG has begun to implement many recommendations from the plan. Of those listed above, TCAG is assisting in planning for implementation of electric bus fleets, participating in an upcoming microtransit pilot program, and will be sponsoring a Transit Coordination Study.

▪ Transportation Development Act (TDA)

The responsibility for administering a number of regulations under the state Transportation Development Act fall to Regional Transportation Planning Agencies (RTPAs), such as TCAG. Two major funding sources are part of TDA: the Local Transportation Fund (LTF), and State Transit Assistance (STA) funds. TCAG administers these funds, releasing funds available to agencies after all TDA requirements are met. Two notable requirements of the TDA are the Unmet Needs requirement and the Triennial Performance Audits.

Each year TCAG performs extensive public outreach and holds a public hearing to solicit unmet transit needs requests from residents throughout Tulare County. The Social Services Transportation Advisory Council (SSTAC) reviews these requests and makes recommendations to the TCAG Board regarding which requests fall under the criteria of an Unmet Transit Need Reasonable to Meet. All Unmet Needs Reasonable to Meet, as approved by the TCAG Board, must be met (or acceptable explanation provided if not fully implemented) by transit providers before TDA funds can be distributed.

TCAG procures an independent consultant every three years to perform a Triennial Performance Audit of all agencies that receive TDA funds, as well as TCAG. Audit findings, more specifically agency responses and finding resolutions, are one requirement necessary for an agency to meet in order to receive TDA funds.

Active Transportation

▫ Bicycles

Bicycling is a popular activity in Tulare County, and a very viable mode of transportation. This is due to both the generally flat topography and the moderate year round climate of the area.

In 2000, TCAG prepared the first Regional Bicycle Plan. As part of implementation of the 2014 RTP/SCS developed the Regional Active Transportatio Plan (RATP) which incorporated the purview of the Regional Bicycle Plan and looks more broadly at active transportation and the interactions with other modes such as transit and autos. TCAG adopted the RATP on May 16, 2016 (See Appendix 14). The goal of the plan, called “Walk ‘n Bike Tulare County” for public-outreach purposes, is to make walking and biking throughout the county safer and more convenient. Toward that end, the plan identifies the highest-priority pedestrian and bicycle improvements for the county’s eight cities and its unincorporated areas. The plan will be the foundation for the pedestrian and bicycle component of the Tulare County Regional Transportation Plan. The RATP is intended to help secure outside funding for pedestrian and bicycle improvements under the statewide Active Transportation Program (ATP). Walk ‘n Bike Tulare County tries to increase the chances that member agency priority projects will be funded by establishing that all the projects are part of an adopted plan, providing an additional layer of outreach and engagement with the public, and coalescing evidence of the benefits of these projects for public health and in disadvantaged communities.

The first of Tulare County's major cross-jurisdictional regional bicycle path projects is the Santa Fe Trail Connection. The trail would connect the cities of Visalia and Tulare by preserving the abandoned Santa Fe railroad corridor.

Tulare County cities have become more aggressive in developing their bicycle facilities by pursing various funding sources. The City of Visalia has a Trails and Waterways committee and the city aggressively pursues air quality grant funds for bike project implementation. Other cities aggressively pursue bike funds as well and numerous projects are underway and scheduled for the near future.

In addition to the RATP, the County of Tulare has prepared Complete Streets Plans for several of its unincorporated communities. The aim of Complete Streets plans are to create a comprehensive and uniform vision for the County with respect to development of a transportation network that supports all modes of travel. Copies of the Complete Streets Plans are available in Appendix 28.

▫ Pedestrians

See comments above relating to the RATP. The County and local agencies are planning pedestrian access in response to the Americans with Disabilities Act (ADA). As a region, encouragement should be given for local agencies to implement transportation demand management strategies in an effort to increase pedestrian activity as an alternative to single occupancy vehicle commuting.

Passenger Rail

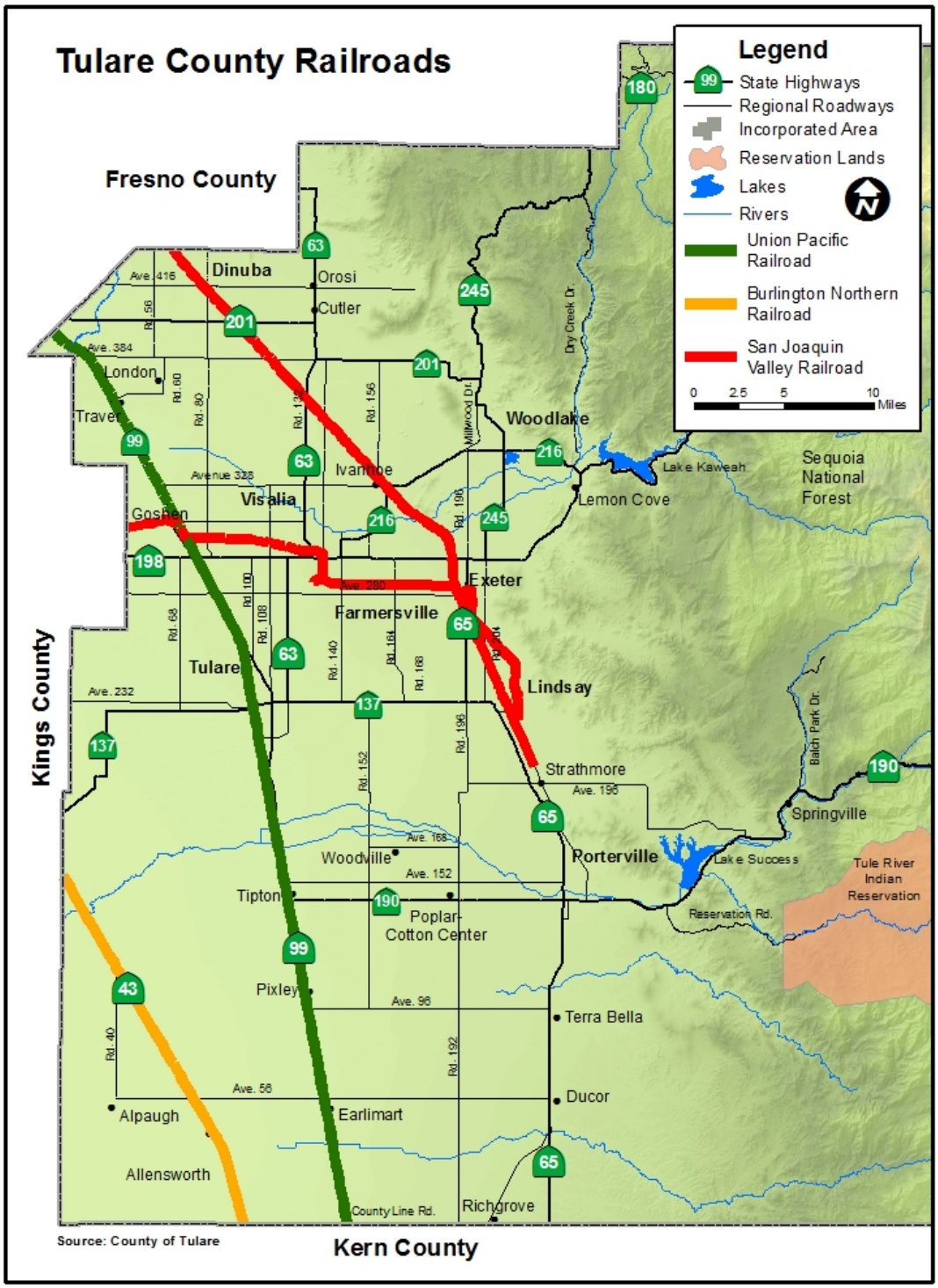
In 2014, the California High-Speed Rail Authority (Authority) examined and environmentally cleared a high-speed rail (HSR) station for future construction in the Kings and Tulare Counties (Kings/Tulare) region.

The planned HSR station will be located near the intersection of State Routes (SR) 198 and 43. The location is just east of the City of Hanford and about 20 miles west of the City of Visalia. Bus transit systems, centers, and the existing Cross Valley Corridor will potentially serve as multimodal connectors to the Kings/Tulare regional highspeed train (HST) station and other HSR destinations throughout the state. The communities along the Cross Valley Corridor will serve as transit hubs to the statewide HSR services for the surrounding communities and their residents, which include Lemoore, Visalia, Tulare, Dinuba, Porterville and Hanford.

Currently the Authority is working with the Tulare County Association of Governments (TCAG) to develop the Cross Valley Corridor Plan, a regional vision identifying how the Kings/Tulare Regional HST Station will serve as a transit hub for the two counties and how the Cross Valley Corridor may act as a connector to surrounding communities and their residents. As the Metropolitan Planning Organization of Tulare County, TCAG is responsible for comprehensive transportation planning in Tulare County. The goal of the vision will be to provide surrounding communities with transit connections convenient access to the HST station. The Cross Valley Corridor and associated transit centers will not be the

only consideration when looking at connectivity of the HST station. Planning efforts will also take into consideration planning for various other modes of transportation such as walking, cycling, and automobiles to ensure that the planned Cross Valley Corridor and HST stations are equally accessible for all communities and their residents. In addition to supporting planning efforts for the HSR system and the Cross Valley Corridor, this effort will enable communities and cities in the planning area to promote Transit Oriented Development (TOD), encourage revitalization and economic development, and facilitate growth in support of the HSR investment. The end result of the Cross Valley Corridor Plan will be to identify how the HST station will be accessed by surrounding communities using a variety of multimodal transportation options.

Figure A-17


Tulare County Railroads
Legend
State Highways
Regional Roadways
Incorporated Area
Reservation Lands
Lakes
Rivers
Union Pacific Railroad
Burlington Northern Railroad
San Joaquin Valley Railroad
0 2.5 5 10 Miles
Fresno County
Kings County
Kern County
Dinuba
Orosi
Cutler
London
Traver
Woodlake
Ivanhoe
Visalia
Goshen
Exeter
Farmersville
Tulare
Lindsay
Strathmore
Porterville
Springville
Lake Kaweah
Lemon Cove
Sequoia National Forest
Woodville
Tipton
Poplar-Cotton Center
Pixley
Terra Bella
Ducor
Alpaugh
Earlimart
Allensworth
Richgrove
Lake Success
Tule River Indian Reservation
Reservation Rd.
County Line Rd.
Dry Creek Dr.
Millwood Dr.
Balch Park Dr.
Source: County of Tulare

The Cross Valley Corridor Plan will be completed in three phases:

- **Phase I – Develop the Cross Valley Corridor Plan Vision**

Extensive community engagement will be completed to develop a vision for the Cross Valley Corridor. Discussion items will include the potential increase in ridership for existing transit services, potential improvements to areas surrounding current transit centers, and the potential for additional housing, businesses, and services with the proximity to HSR services.

- **Phase II – Identify Three Vision Options Including Land Use, Economic, and Transportation Recommendations**

Recommended visions will identify land use and economic development strategies that will attract growth to existing city centers and promote development of other communities within the region. Regional transit and transportation facilities and services will be evaluated with recommendations to not only facilitate access to the planned regional HST station, but to also include active transportation alternatives. Future improvements such as Bus Rapid Transit and light-rail passenger services will also be evaluated.

- **Phase III – Provide an Implementation Strategy for Recommended Vision Options**

Provide a detail report of the findings, recommendations and strategies for implementation.

Light Rail:

In 2006 a Tulare County Light Rail Feasibility was conducted by a consultant to determine if a sustainable system could be established between Visalia and Tulare. The results determined three alternatives potentially existed, but more importantly revealed that land use along any of the routes would have to be intensified over many years. This will take agreement, coordination, and implementation by the three agencies where the line will travel. Other cross jurisdictional routes in the county will also be considered for BRT and/or light rail. The Regional Long Range Transit Plan made further recommendations and re-analyzed the potential for light rail. Bus Rapid Transit would likely be put in place in the interim period before Light Rail is running in Tulare County.

Amtrak:

Amtrak provides bus service linking the Visalia Transit Center and Goshen Junction to the Amtrak station in Hanford. Amtrak's San Joaquin route links Hanford to Sacramento to the north and Bakersfield to the south. An Amtrak bus can be taken from Bakersfield to Los Angeles Union station where Amtrak's interstate routes can be accessed along with California's Pacific Surfliner route. In Sacramento, additional interstate routes can be accessed along with the Capital Corridor route linking Sacramento to the Bay Area.

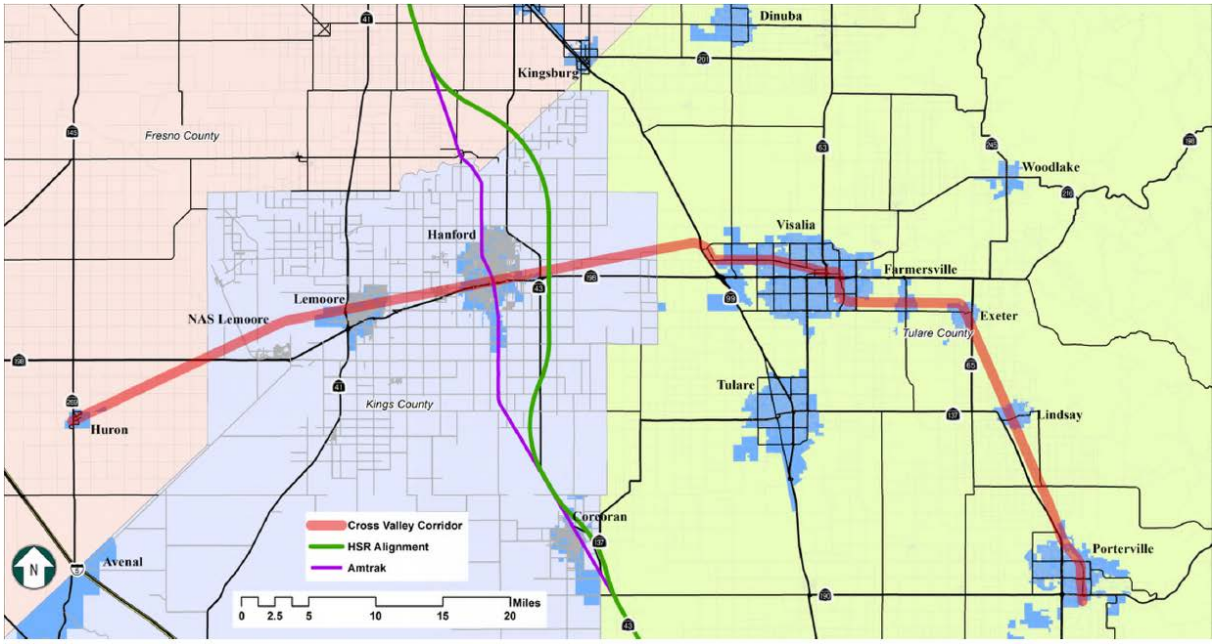
Figure A-18


CALIFORNIA
High-Speed Rail Authority
PROPOSED STATEWIDE ALIGNMENT
SACRAMENTO
STOCKTON
TRANSBAY TRANSIT CENTER
MODESTO
MILLBRAE BFO
MERCED
MID-PENINSULA OPTION
SAN JOSE
GILROY
FRESNO
KINGS/TULARE (WEST ALTERNATIVE OPTION)
KINGS/TULARE (EAST ALTERNATIVE OPTION)
BAKERSFIELD
PALMDALE EAST OR WEST
VICTORVILLE
EAST SAN GABRIEL VALLEY
SAN FERNANDO VALLEY OPTION
BRANFORD STREET OPTION
BURBANK VISTA OPTION
SAN BERNARDINO
ONTARIO AIRPORT
LOS ANGELES UNION STATION
NORWALK OPTION
RIVERSIDE
FULLERTON OPTION
ANAHEIM
CORONA
MURRIETA
ESCONDIDO
SAN DIEGO
LIMITED
HSR Alignments - Phase 1
HSR Alignments - Phase 2
Xpresswest
Proposed HSR Station
Proposed HSR Station (Option)
Source: 2012 Business Plan
N
0
30
60
Miles
MAY - 2013

Figure A-19


CALIFORNIA
High-Speed Rail Authority
FRESNO TO BAKERSFIELD SECTION
FRESNO
FRESNO STATION
BNSF ALTERNATIVE
FRESNO COUNTY
TULARE COUNTY
HANFORD WEST BYPASS
ALTERNATIVES 1&2
FRESNO COUNTY
KINGS COUNTY
HANFORD
KINGS/TULARE REGIONAL STATION
EAST ALTERNATIVE (OPTION)
KINGS/TULARE REGIONAL STATION
WEST ALTERNATIVE (OPTION)
CORCORAN ELEVATED
CORCORAN BYPASS
KINGS COUNTY
TULARE COUNTY
KINGS COUNTY
KERN COUNTY
TULARE COUNTY
KERN COUNTY
ALLENSWORTH BYPASS
BNSF ALTERNATIVE
WASCO-SHAFTER BYPASS
BAKERSFIELD STATION
BAKERSFIELD HYBRID
BAKERSFIELD
BAKERSFIELD SOUTH
LEGEND
Proposed HSR Station
Proposed HSR Station (Option)
BNSF Alternative
Hanford West Bypass Alternative 1&2
Corcoran Elevated
Corcoran Bypass
Allensworth Bypass
Wasco-Shafter Bypass
Bakersfield South
Bakersfield Hybrid
Source: Fresno to Bakersfield Draft EIR
Supplmental Draft EIS July 2012
Miles
MAY 2013

Figure A-20 Proposed Cross Valley Corridor Route



Aviation

Tulare County's airport system can be divided into three components: publicly-owned and operated airports; privately owned airports open to public general aviation use; and private "special use" airfields and airstrips. There are five public airports in operation Countywide. Tulare County owns and maintains Sequoia Field. Harmon Field (Pixley), formerly owned and maintained by the County, was shut down in 1995. The Cities of Tulare (Mefford Field), Porterville, Woodlake, and Visalia own the other four. The two privately owned public use airports are Eckert and Thunderhawk (Exeter). The remaining airstrips that presently exist throughout the County are used for agricultural or other private aviation activities [Figure A-21]. Out of the airports mentioned above, only Visalia Municipal Airport has regularly scheduled commercial passenger service, intermittently.

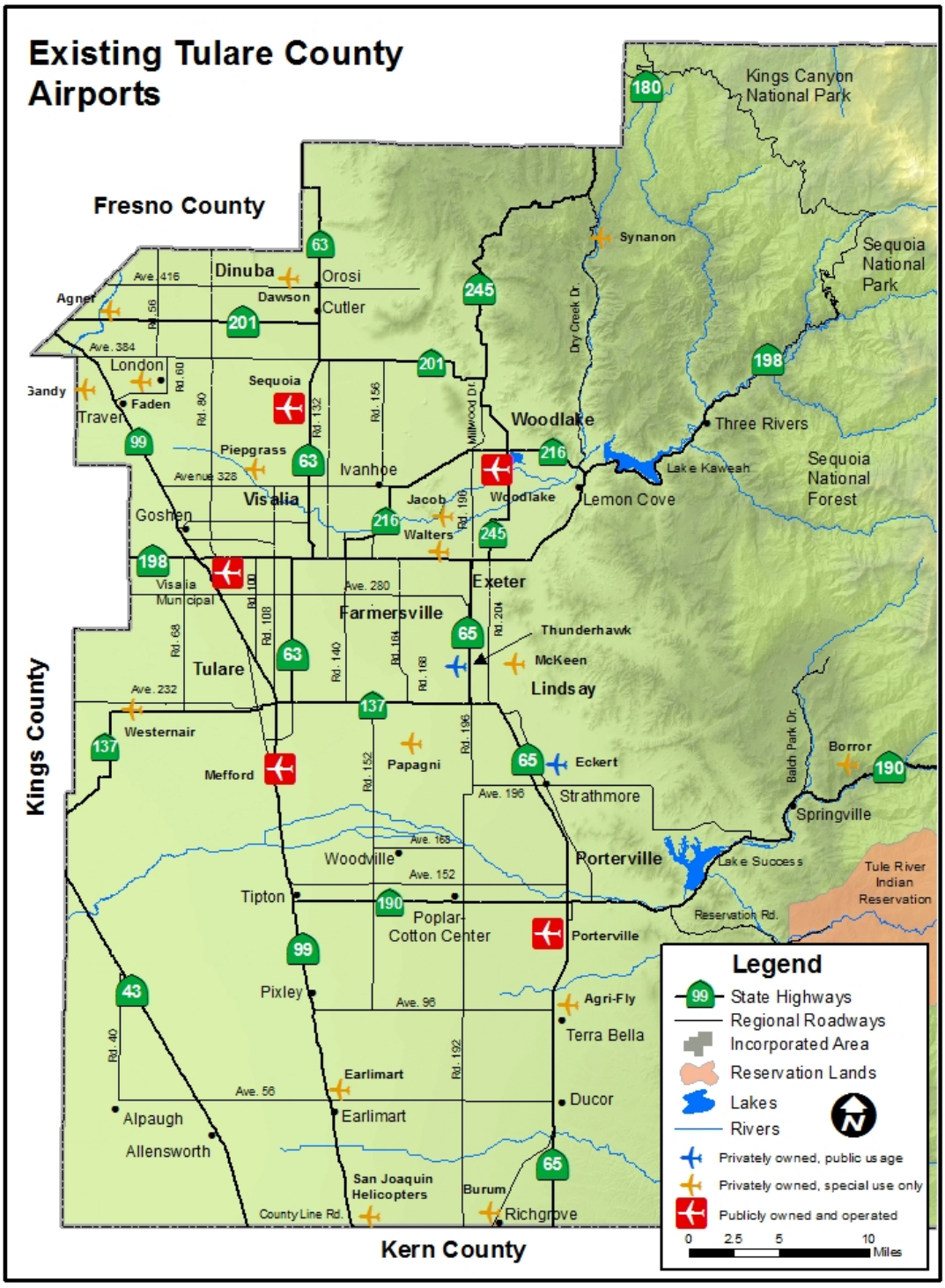
Table A-11
Tulare County Public Use Airports

Airport	Owner	FAA Ident
Eckert Field	Private	1Q1
Mefford Field	Tulare	TLR
Porterville Municipal	Porterville	PTV
Sequoia Field	County	D86
Thunderhawk (Exeter)	Private	O63
Visalia Municipal	Visalia	VIS
Woodlake Municipal	Woodlake	O42

Ground access to each of the airports is currently by auto with bus service also available to most of the public use airports. The volume of commodity movement by air in Tulare County is insignificant, compared to other modes (trucks and trains).

Aviation has seen a small increase in both annual aircraft operations and total base aircraft throughout the County. The increases are attributed to steady population and employment growth throughout Tulare County. The four largest and most active airports in the region are Visalia Municipal Airport, Porterville Municipal Airport, Woodlake Airport and Mefford Field (Tulare). Many of the smaller airports located near other cities have plans for expansion and improvement. Considering growth trends, typical types of operations and plans for capital and other improvements at each airport site, the region-wide capacity is currently adequate and should remain so for the near future.

Figure A-21


Existing Tulare County Airports
Fresno County
Kings County
Kern County
Kings Canyon National Park
Sequoia National Park
Sequoia National Forest
Synanon
Dinuba
Orosi
Dawson
Cutler
Agner
London
Sandy
Traver
Faden
Sequoia
Piepgrass
Ivanhoe
Woodlake
Three Rivers
Lake Kaweah
Lemon Cove
Visalia
Goshen
Jacob
Walters
Exeter
Farmersville
Visalia Municipal
Tulare
Thunderhawk
McKeen
Lindsay
Westernair
Mefford
Papagni
Eckert
Strathmore
Springville
Borror
Woodville
Porterville
Lake Success
Tule River Indian Reservation
Tipton
Poplar-Cotton Center
Pixley
Agri-Fly
Terra Bella
Earlimart
Ducor
Alpaugh
Allensworth
San Joaquin Helicopters
Burum
Richgrove
County Line Rd.
Reservation Rd.
Dry Creek Dr
Millwood Dr
Balch Park Dr.
Legend
State Highways
Regional Roadways
Incorporated Area
Reservation Lands
Lakes
Rivers
Privately owned, public usage
Privately owned, special use only
Publicly owned and operated
0 2.5 5 10
Miles

▫ Plans

Capital Improvement Plan

The Capital Improvement Plan (CIP) is an element of the California Aviation System Plan (CASP) that is developed by the Caltrans Division of Aeronautics. The CIP is a ten-year compiled listing of capital projects submitted to Caltrans for inclusion in the CASP, predominately based on general aviation master plans or other comparable long-range planning documents. The list of projects is financially unconstrained. However, the projects must be included in the CIP to be eligible for state funding. Tulare County airport projects are listed in Table F-18 of the Financial Element.

Comprehensive Airport Land Use Plan (CALUP) and the Airport Land Use Commission (ALUC)

The Tulare County Airport Land Use Commission (ALUC) assesses land use suitability around the seven public use airports in Tulare County. ALUC prepares the Comprehensive Airport Land Use Plan (CALUP), last updated in 2012. The Tulare County CALUP is prepared in order to protect public health, safety and welfare. According to the CALUP draft, under State Aeronautics Act, Article 3.5 of the California Utilities Code, the ALUC has the authority to adopt land use measures that benefit the public by limiting exposure to aircraft hazards and excessive noise, as well as to ensure orderly expansion of public use airports. Based upon this authority, the Tulare County CALUP serves three major functions:

1. To ensure that no structures adversely effect aircraft operations and navigable airspace;
2. To reduce the number of people exposed to the hazards caused by aircraft accidents and to protect people from aircraft noise; and
3. To protect Tulare County's public use airports from the encroachment of land uses incompatible with safe and efficient airport operation. (Proposed land use changes within two miles of public use airports are reviewed by ALUC.)

The Tulare County CALUP establishes planning boundaries for each public-use airport within Tulare County and defines land uses that are compatible with each of the three functions of the plan. The plan only applies to the relationship between an airport and the land uses surrounding it, not to the operation of the airport.

Goods Movement

TCAG recently participated on two goods movement studies in partnership with the eight SJV MPOs in 2017. The San Joaquin Valley I-5/SR 99 Goods Movement Corridor Study identified major freight clusters, congested segments, and collision hot spots. The study also conducted freight demand analysis on several SJV East-West corridors. I-5 and SR 99 are major freight movement corridors identified as part of the United States Department of Transportation (USDOT) National Primary Freight Network and vital to Valley's economy.

The San Joaquin Valley Goods Movement Sustainable Implementation Plan (SJVGMSIP) will build upon the 2013 San Joaquin Valley Interregional Goods Movement Plan which identified “first and last mile connectivity” (e.g. to-and-from freight hubs located within proximity of highways or agricultural processing centers, distribution centers, intermodal facilities, and industrial and commercial zoned land and other freight hubs), truck routing and parking needs, rural priority corridors, and developing a goods movement performance and modeling framework for the San Joaquin Valley as critical needs steps for further evaluation and development.

There are three primary railroad companies that provide freight service within Tulare County. There are two long-haul railroads; Union Pacific (UP) and Burlington Northern & Santa Fe (BN&SF) and one short-haul railroad; the San Joaquin Valley Railroad (SJVRR). The railroads connect the County to all major west coast markets and destinations. Figure A-17 (Existing Railroad Lines) displays principle rail lines within the County. In addition to these, there are rail service spurs and freight terminals throughout the County to serve specific industries.

During the past thirty years, several factors have caused a shift from the largest proportion of commodities being shipped by rail to the largest proportion being shipped by the trucking industry. Deregulation of the rail and shipping industries, the completion of major highway networks, flexibility and speed of truck operations are some of the factors responsible for this shift. According to a Caltrans District 6 report entitled, "Freight Movement in the San Joaquin Valley," Statewide Truck Vehicle Miles Traveled (VMT) is growing faster than total VMT.

Major generators of goods movement in the region include agriculture, but increasingly, a diversified range of raw materials and products are also generating trips on the network and rail system. In an agriculturally based economy, much of the goods movement would be seasonal; in a diversified economy, the flow of goods is year round.

The impacts from heavy duty trucks are disproportionately higher within the San Joaquin Valley. High truck volumes such as those found in Tulare County cause higher maintenance costs due to reduced pavement life. Level-of-service (LOS) is also reduced due to increased truck proportions. Safety is reduced due to conflicts with passenger vehicles as well as pavement failures. Other types of economic losses in the form of damaged produce occur as a result of congestion, diminished air quality and pavement failure. All of these factors, as well as others, lead to a strong case of increased funding for maintenance and rehabilitation, as well as geometric and capacity improvements to accommodate truck operations.

The use of rail for goods movement is growing as rail operators improves efficiency and supply. TCAG supports the use of rail and other alternative transportation methods such as aviation to alleviate conditions resulting from truck transport. Train movements are most efficient with durable goods and long distance travel. The service benefits the region by

reducing congestion, helping to reduce air pollution and making safe, efficient use of the transportation corridors.

Pass Through Movements

In Tulare County, the corridor that is most impacted by pass through movements is State Route 99 corridor which includes two railroads. Products are being transported between the Bay Area (including Sacramento) to the Los Angeles and San Diego areas. The movements have a significant impact on local facilities in the form of reduced pavement life, air quality degradation, increased congestion and reduced safety.

A Union Pacific Railroad representative estimated that up to two dozen trains per day pass through this corridor. Similarly, the Santa Fe Railroad can run more than 20 trains per day through our region, including Amtrak. Excess rail capacity will be monitored in this corridor. With planning and new facilities, some of the congestion on SR-99 could be diverted to rail.

Terminals

Types and locations of freight terminals in Tulare County are as diverse as the commodities that are produced. Many of the terminals are agriculture based in the form of packing and processing plants. The terminals are spread throughout the County. The County contains citrus-related facilities in the eastern and northern portions of the Valley floor and many are located along rail lines or spurs. Cotton gins and other grain facilities are located in the Western County.

Porterville industry consists of a Wal-Mart distribution center that was planned for exclusive truck delivery and distribution and generates several hundred truck trips each day. Regardless of the type of terminal, each incoming trip has an associated outgoing trip. Trips may consist of empty trucks arriving and full trucks leaving or a more efficient example might be for raw materials to be delivered to a site and finished products to ship out on the same truck. Economics dictate the most efficient use of trucks, but cooperation and communication between operators, terminals, trucking associations and transportation planners ensures the most efficient use of resources.

OPERATIONS AND MAINTENANCE

An estimated $2.7 billion will be spent in the operations, maintenance and preservation of roads and transit in Tulare County. Tulare County has 4,903 miles of publicly maintained roads [Table A-17]. Of this total, 3,180 miles are rural (3rd most in the State) and 1,723 miles are urban. While the County is the 18th most populous in the state, it has the 9th most publicly maintained road mileage.

While state-maintained roads account for 7.3% (358 miles) of the publicly maintained road mileage in the County, almost 50% of daily vehicle miles of travel in the County are on state-maintained roads [Table A-18]. The operations and maintenance of the state highway

network is primarily funded through the State Highway Operation and Protection Program (SHOPP) and SHOPP Minor Program.

A variety of federal, state and local funds are used for maintaining the existing transportation network. These sources of revenue are reviewed in detail in the Financial Element. Table A-19 lists the federal functional classification for the rural and urban roads in Tulare County. Roads have to be of a certain functional class to be eligible for federal funding. 1,335 miles of public roadway are eligible for federal funding while 3,568 miles are not. The operations and maintenance of the non-federal eligible roads are paid from state and local revenue sources.

Conditions of streets and roads are typically graded using the Pavement Condition Index (PCI). The PCI was developed by the Construction Engineering Research Laboratory of the United States Army Corps of Engineers.

The ratings are as follows:

70 – 100	Good/Excellent
50 – 70	Fair (at risk)
25 – 50	Poor
0 – 25	Failed

Tulare County is responsible for the maintenance of over 3,200 miles of roadway. The County uses StreetSaver pavement management system (PMS) software. Deduction curves and data collection methods are based upon Caltrans, APWA Paver and the MTC systems. The overall PCI of County roads is 66. The PMS estimates that it would take $660 million to bring all Tulare County roads to a PCI of 75 in 10 years. To maintain the existing PCI of 66, the County estimates that an additional $7 million per year is needed. With current funding, the County estimates that the PCI would drop to 57 by 2027. Maintenance needs are determined by a combination of PCI and distress type. Maintenance begins when the PCI is at 92 or below with priorities determined by the PCI and ADT.

The three largest cities (Visalia, Tulare and Porterville) are responsible for the maintenance of over900 miles of roadway. The other five incorporated cities have 200 miles of roadway.

In 2013 the City of Visalia hired a pavement consultant to perform a complete pavement condition survey of the City street network and develop a pavement management program. The City is now using Lucity software to manage the City street system and direct maintenance activities. A significant amount of pavement maintenance activities will be completed in the spring/summer of 2014 using the guidance from the new program. The results from the pavement survey showed that the overall PCI (pavement condition index) of the street system is a 60 which is at the low end of the "good" scale of the 7 section condition index. Nationwide the average score for similar cities is between 60 and 65. The survey determined it will take an annual budget of $7.5M (construction cost only) to maintain the current PCI at a level of 60. With the City's current budget of $2.5M per year for street maintenance, the condition of the

City street system will continue to decline if additional funding can't be found. The City is currently investigating any funding opportunities available to fill this funding shortfall.

The City of Tulare uses the Street Saver Online Pavement Management Program to identify the pavement condition of City streets and to determine the most economical type of treatment strategy necessary to improve the street. Priority for street improvements is based on factors including the Pavement Condition Index (PCI), functional classification and cost effectiveness. The City's overall PCI in January 2009 was 66. The City's pavement management goal is to bring the PCI to an average rating of 70. The City estimates that there is roughly $60 million in deferred maintenance with an ongoing annual expenditure of approximately $4.5 million to maintain a PCI of 70.

The City of Porterville's current PCI is 55 with a goal PCI of 75. The City estimates that there is a $13.15 million shortfall for road maintenance to achieve a PCI of 75.

Table A-12

Project Justification for Local Funded Roads

Tulare County 2018 Regional Transportation Plan

Agency	Facility	Scope	Limits	Improvement	Purpose	Need
Dinuba	Ventura St.	Construct new roadway	M St. to Uruapan Dr.; .1 mi.	New 2-lane/signal/RR xing	Improve Circulation	Relieve Congestion
Dinuba	Saginaw St.	Construct new roadway	Lyndsay to Viscaya; .1 mi.	New 2-lane/signal/RR xing	Improve Circulation	Relieve Congestion
Dinuba	Rd. 72	Construct new roadway	Sierra to Kamm Ave; .6 mi.	New 2-lane	Improve Circulation	Relieve Congestion
Dinuba	Kamm/Rd 72	Kamm at Rd 72	Kamm at Rd 72	Traffic Signal	Improve Circulation	Safety
Dinuba	Kamm/Crawford	Kamm at Crawford	Kamm at Crawford	Traffic Signal	Improve Circulation	Safety
Dinuba	Crawford/Nebraska	Crawford at Nebraska	Crawford at Nebraska	Traffic Signal	Improve Circulation	Safety
Dinuba	Nebraska/Rd. 72	Nebraska at Rd. 72	Nebraska at Rd. 72	Traffic Signal	Improve Circulation	Safety
Dinuba	M St./Tulare	M St. at Tulare	M St. at Tulare	Traffic Signal	Improve Circulation	Safety
Dinuba	Lincoln/H St. at El Monte	Lincoln/H St. at El Monte Way	El Monte Way	Traffic Signal	Improve Circulation	Safety
Farmersville	Walnut Ave. & Freedom Dr.	Walnut Ave. & Freedom Dr.	Walnut Ave. & Freedom Dr.	Traffic Signal	Improve Circulation	Safety
Farmersville	Visalia Road & Steven	Visalia Road & Steven	Visalia Road & Steven	Traffic Signal	Improve Circulation	Safety
Farmersville	Walnut Ave. & Ventura	Walnut Ave. & Ventura	Walnut Ave. & Ventura	Traffic Signal	Improve Circulation	Safety
Lindsay	Sierra View St	Construct New Roadway	Foothill Ave to Strathmore Ave, 0.5mi	New 2-ln collector	Improve Circulation	Relieve Congestion
Lindsay	Fir St	Construct New Roadway	Sequoia Ave to Bellah Ave	New 2-ln collector	Improve Circulation	Relieve Congestion
Porterville	Westwood St.	Widen existing roadway	Henderson Ave. to Friant-Kern Canal	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Porterville	Gibbons Ave.	Widen existing roadway	Jaye St. to Indiana St.; 0.5 mi	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Porterville	Hillcrest St.	Construct new roadway	Worth to SR190; 0.5mi	New Construction	Improve Circulation	Relieve Congestion
Porterville	Hillcrest St.	Construct new roadway	SR190 to Roby; 0.75mi	New Construction	Improve Circulation	Relieve Congestion
Porterville	Hillcrest St.	Widen existing roadway	Roby Ave to Olive Ave 0.25mi	Widen to 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Hillcrest St.	Construct new roadway	Olive Ave to Putnam Ave 0.25mi	New Construction	Improve Circulation	Relieve Congestion
Porterville	Hillcrest St.	Widen existing roadway	Putnam Ave to Morton Ave 0.25mi	Complete 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Worth Ave	Construct new roadway	Crystal to Scranton Ave	New Construction	Improve Circulation	Relieve Congestion
Porterville	Main St.	Widen existing roadway	Henderson Ave. to Linda Vista	Widen to 4-lane Arteriral	Increase Capacity	Relieve Congestion
Porterville	Olive Ave.	Widen existing roadway	Friant-Kern Canal to Tule River	Widen to 4-lane Arteriral	Increase Capacity	Relieve Congestion
Porterville	Plano St.	Widen existing roadway	Scranton Ave. to SR 190	Widen to 4-lane Arteriral	Increase Capacity	Relieve Congestion
Porterville	Westwood St.	Widen existing roadway	SR 190 to Tule River	Widen to 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Westwood St.	Widen existing roadway	Tule River to Roby Ave.	Widen to 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Westwood St	Widen existing roadway	Westwood St Bridge at Porter Slough	Bridge Widening	Increase Capacity	Relieve Congestion
Porterville	Morton Ave.	Morton at Mathew St	Morton at Mathew St	Traffic Signal	Improve Circulation	Safety
Porterville	Henderson Ave.	Henderson at Mathew St	Henderson at Mathew St	Traffic Signal	Improve Circulation	Safety
Porterville	Henderson Ave.	Henderson At Plano St	Henderson At Plano St	Traffic Signal	Improve Circulation	Safety
Porterville	Mulberry Ave	Mulberry at Newcomb St	Mulberry at Newcomb St	Traffic Signal	Improve Circulation	Safety
Porterville	Westfield Ave	Westfield at Westwood St	Westfield at Westwood St	Traffic Signal	Improve Circulation	Safety
Porterville	Westfield Ave	Westfield at Mathew St	Westfield at Mathew St	Traffic Signal	Improve Circulation	Safety
Porterville	Westfield Ave	Westfield at Indiana St	Westfield at Indiana St	Traffic Signal	Improve Circulation	Safety
Porterville	Westfield Ave	Westfield at Main St	Westfield at Main St	Traffic Signal	Improve Circulation	Safety
Porterville	North Grand Ave	North Grand at Newcomb St	North Grand at Newcomb St	Traffic Signal	Improve Circulation	Safety
Porterville	North Grand Ave	North Grand at Prospect	North Grand at Prospect	Traffic Signal	Improve Circulation	Safety
Porterville	North Grand Ave	North Grand at Main St	North Grand at Main St	Traffic Signal	Improve Circulation	Safety
Porterville	Newcomb St.	Newcbomb St at Pioneer Ave	Newcomb St at Pioneer Ave	Traffic Signal	Improve Circulation	Safety
Porterville	Prospect St.	Prospect St at Pioneer Ave	Prospect St at Pioneer Ave	Traffic Signal	Improve Circulation	Safety
Porterville	Westfield Ave	Westfield Ave at Plano St	Westfield Ave at Plano St	Traffic Signal	Improve Circulation	Safety
Porterville	Morton Ave.	Morton Ave at Hillcrest St	Morton Ave at Hillcrest St	Traffic Signal	Improve Circulation	Safety
Porterville	Olive Ave.	Olive Ave at Hillcrest St	Olive Ave at Hillcrest St	Traffic Signal	Improve Circulation	Safety
Porterville	Indiana St	Indiana St at Springville Dr	Indiana St at Springville Dr	Traffic Signal	Improve Circulation	Safety
Porterville	Hillcrest St.	Hillcrest St at Springville Dr	Hillcrest St at Springville Dr	Traffic Signal	Improve Circulation	Safety
Tulare	Blackstone Drive	Construct new roadway	south of Industrial Ave. to "K" St.; .4 mi.	New Construction	Improve Circulation	Relieve Congestion
Tulare	Bardsley Ave.	Widen existing roadway	West St. to Pratt St.; .5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Bardsley Ave.	Widen existing roadway	Irwin St. to Mooney Blvd.; .3 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Bardsley Ave.	Widen existing roadway	Mooney Blvd. to Oakmore St.; 1.0 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Cross Ave.	Widen existing roadway	"O" St. to Blackstone St.; .7 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Cross Ave.	Widen existing roadway	Tulare Drive to West St.; .5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Prosperity Ave.	Widen existing roadway	Oaks St. to West William St.; .2 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Prosperity Ave.	Widen existing roadway	Solaria St. to Mooney Blvd.; .1 mi	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Tulare	Prosperity Ave.	Widen existing roadway	Mooney Blvd. to Oakmore St.; 1.0 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Cartmill Ave.	Widen existing roadway	Akers St. to Mooney Blvd.; 1.5mi	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Paige Ave.	Widen existing roadway	K St. to Laspina St.; .75 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Foster Drive	Widen existing roadway	Laspina St. to Mooney Blvd.; .6 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	West St.	Widen existing roadway	Bardsley Ave. to Sonora Ave.; .3 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	West St.	Widen existing roadway	Inyo Ave. to Prosperity Ave.; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	"E" St.	Widen existing roadway	Pleasant Ave. to Elster Ave.; 1.25 mi	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	"J" St.	Widen existing roadway	Lynn Ave. to Cartmill Ave.; .8 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Blackstone St.	Widen existing roadway	Paige Ave. to Bardsley Ave.; 1 mi. (partial)	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Laspina St.	Widen existing roadway	Paige Ave. to Aspen Ave.; .2 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Mooney Blvd.	Widen existing roadway	Foster Drive to Bardsley Ave.; .7 mi. (partial)	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Tulare Dr	Widen existing roadway	Cross Ave. to West St.; .7 mi. (partial)	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Levin Ave.	Construct new roadway	Mooney Blvd. to Oakmore St; 1.0 mi.	New Construction	Improve Circulation	Relieve Congestion
Tulare	Blackstone St.	Widen existing roadway	Tulare Ave. to Merritt Ave.; .8 mi	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Pleasant Ave.	Construct new roadway	SPRR at Grade Crossing	New Construction	Improve Circulation	Relieve Congestion
Tulare	Kern Ave. / TID Canal	Construct new roadway	Bridge over TID Canal	New Construction	Improve Circulation	Relieve Congestion
Tulare	Akers St.	Construct new roadway	Corvina Ave. to Cartmill Ave.; .5 mi	New Construction	Improve Circulation	Relieve Congestion
Tulare	Commercial Ave.	Widen existing roadway	"K" St. to Hwy 99; .4 mi	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion

Table A-12
Project Justification for Local Funded Roads
Tulare County 2018 Regional Transportation Plan

Agency	Facility	Scope	Limits	Improvement	Purpose	Need
Tulare	Commercial Ave.	Construct new roadway	Laspina St. to Turner Dr.; .75 mi	New 4-lane roadway	Improve Circulation	Relieve Congestion
Tulare	Commercial Ave.	Construct new roadway	Turner Dr. to Oakmore St.; .75 mi	New 4-lane roadway	Improve Circulation	Relieve Congestion
Tulare	Corvina Ave.	Construct new roadway	Akers St. to Hillman St. .125 mi	New 2-lane roadway	Improve Circulation	Relieve Congestion
Tulare	"E" St.	Construct new roadway	Elster Ave. to Cartmill Ave.; .5 mi	New Construction	Improve Circulation	Relieve Congestion
Tulare	"H" St.	Construct new roadway	Paige Ave. to Bardsley Ave.; 1.0 mi	New 2-lane roadway	Improve Circulation	Relieve Congestion
Tulare	"J" St.	Widen existing roadway	Cartmill Ave. to Pacific Ave.; .5 mi	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	"J" St.	Widen existing roadway	Pacific Ave. to Hwy 99; .5 mi	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Laspina St.	Widen existing roadway	Ave. 200 to Tulare Golf Course; .5 mi	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Oakmore St.	Construct new roadway	Commercial Ave. to Bardsley Ave.; .5 mi	New 2-lane roadway	Improve Circulation	Relieve Congestion
Tulare	Tulare Ave.	Widen existing roadway	Enterprise St. to Tulare Dr.; .5 mi	Reconstruct to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Corvina Ave./Retherford St.	Corvina Ave. at Retherford St.	Corvina Ave. @ Retherford St.	Roundabout	Improve Circulation	Safety
Tulare	E St. / Maple Ave.	E St. at Maple Ave.	"E" St. at Maple Ave.	Traffic Signal	Improve Circulation	Safety
Tulare	Laspina St. / Paige Ave.	Laspina St. / Paige Ave.	Laspina St. at Paige Ave.	Traffic Signal	Improve Circulation	Safety
Tulare	Inyo Ave. / West St.	Inyo Ave. at West St.	Inyo Ave. @ West St.	Traffic Signal	Improve Circulation	Safety
Tulare	Cross Ave. / Mooney Blvd	Cross Ave. at Mooney Blvd	Cross Ave. @ Mooney Blvd (SR 63)	Traffic Signal	Improve Circulation	Safety
Tulare	Prosperity Ave. / West St.	Prosperity Ave. at West St.	Prosperity Ave. @ West St.	Traffic Signal	Improve Circulation	Safety
Tulare	Cartmill Ave. / De La Vina St.	Cartmill Ave. at De La Vina St.	Cartmill Ave. @ De La Vina	Traffic Signal	Improve Circulation	Safety
Tulare	Pleasant Ave. / "E" St.	Pleasant Ave. at "E" St.	Pleasant Ave. @ "E" St.	Traffic Signal	Improve Circulation	Safety
Tulare	Bardsley Ave. / West St.	Bardsley Ave. at West St.	Bardsley Ave. @ West St.	Traffic Signal	Improve Circulation	Safety
Tulare	Tulare Ave. / Oakmore St.	Tulare Ave. at Oakmore St.	Tulare Ave. @ Oakmore St.	Traffic Signal	Improve Circulation	Safety
Tulare	Paige Ave. / Blackstone St.	Paige Ave. at Blackstone St.	Paige Ave. @ Blackstone St.	Traffic Signal	Improve Circulation	Safety
Tulare	Prosperity Ave. / Oaks St.	Prosperity Ave. at Oaks St.	Prosperity Ave. @ Oaks St.	Traffic Signal	Improve Circulation	Safety
Tulare	Merritt Ave. / Cherry St.	Merritt Ave. at Cherry St.	Merritt Ave. @ Cherry St.	Traffic Signal	Improve Circulation	Safety
Tulare	Merritt Ave. / M St.	Merritt Ave. at M St.	Merritt Ave. @ "M" St.	Traffic Signal	Improve Circulation	Safety
Tulare	Alpine Ave. / Mooney Blvd.	Alpine Ave. at Mooney Blvd,	Alpine Ave. @ Mooney Blvd.	Traffic Signal	Improve Circulation	Safety
Tulare	Bardsley Ave./"H" St.	Bardsley Ave. at "H" St.	Bardsley Ave. @ "H" St.	Traffic Signal	Improve Circulation	Safety
Tulare	Bardsley Ave. / Oakmore St.	Bardsley Ave. at Oakmore St.	Bardsley Ave. @ Oakmore St.	Traffic Signal	Improve Circulation	Safety
Tulare	Bardsley Ave./Pratt St.	Bardsley Ave. at Pratt St.	Bardsley Ave. @ Pratt St.	Traffic Signal	Improve Circulation	Safety
Tulare	Bella Oaks Ave. / Hwy 63	Bella Oaks Ave. at Hwy 63	Bella Oaks Ave. @ Hwy 63	Traffic Signal	Improve Circulation	Safety
Tulare	Cartmill Ave./West St.	Cartmill Ave. at West St.	Cartmill Ave. @ West St.	Traffic Signal	Improve Circulation	Safety
Tulare	Cartmill Ave./Retherford St.	Cartmill Ave. at Retherford St.	Cartmill Ave. @ Retherford St.	Traffic Signal	Improve Circulation	Safety
Tulare	Commercial Ave./"K" St.	Commercial Ave. at "K" St.	Commercial Ave. @ "K" St.	Traffic Signal	Improve Circulation	Safety
Tulare	Commercial Ave./Laspina St.	Commercial Ave. at Laspina St.	Commercial Ave. @ Laspina St.	Traffic Signal	Improve Circulation	Safety
Tulare	Commercial Ave./Turner Dr.	Commercial Ave. at Turner Dr.	Commercial Ave. @ Turner Dr.	Traffic Signal	Improve Circulation	Safety
Tulare	Cross Ave. / "H" St.	Cross Ave. at "H" St.	Cross Ave. @ "H" St.	Traffic Signal	Improve Circulation	Safety
Tulare	Foster Dr. / Turner Dr.	Foster Dr. at Turner Dr.	Foster Dr. @ Turner Dr.	Traffic Signal	Improve Circulation	Safety
Tulare	Levin Ave./Mooney Blvd.	Levin Ave. at Mooney Blvd.	Levin Ave. @ Mooney Blvd.	Traffic Signal	Improve Circulation	Safety
Tulare	Paige Ave. / "H" St.	Paige Ave. at "H" St.	Paige Ave. @ "H" St.	Traffic Signal	Improve Circulation	Safety
Tulare	Paige Ave. / Laspina St.	Paige Ave. at Laspina St.	Paige Ave. @ Laspina St.	Traffic Signal	Improve Circulation	Safety
Tulare	Paige Ave. / Pratt St.	Paige Ave. at Pratt St.	Paige Ave. @ Pratt St.	Traffic Signal	Improve Circulation	Safety
Tulare	Paige Ave. / West St.	Paige Ave. at West St.	Paige Ave. @ West St.	Traffic Signal	Improve Circulation	Safety
Tulare	Pleasant Ave. / West St.	Pleasant Ave. at West St.	Pleasant Ave. @ West St.	Traffic Signal	Improve Circulation	Safety
Tulare	Hwy 137 / Morrison St.	Hwy 137 at Morrison St.	Hwy 137 @ Morrison St.	Traffic Signal	Improve Circulation	Safety
Tulare	Seminole Ave. / Hwy 63	Seminole Ave. at Hwy 63	Seminole Ave. @ Hwy 63	Traffic Signal	Improve Circulation	Safety
Visalia	Houston Ave.	Widen existing roadway	Ben Maddox to Lovers Lane; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Houston Ave.	Widen existing roadway	Mooney to Santa Fe; 1.5mi	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Murray Ave.	Widen existing roadway	Giddings to Santa Fe; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Santa Fe St.	Construct new roadway	Riggin to Shannon Parkway; 0.25 mi.	New 4-lane; arterial	Improve Circulation	Relieve Congestion
Visalia	Santa Fe St.	Construct new roadway	Houston to Riggin; 1 mi.	New 4-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Santa Fe St.	Widen existing roadway	Tulare to Houston; 1.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Santa Fe St.	Widen existing roadway	K St to Tulare; .8 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Santa Fe St.	Widen existing roadway	Caldwell to "K"; 0.7 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Akers Street	Widen existing roadway	Riggin to Avenue 320; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Akers Street	Widen existing roadway	Ferguson to Riggin; 0.5 mi.	Widen from 3 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Akers Street	Widen existing roadway	Caldwell to Visalia Pkwy (Ave. 276); 0.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Akers Street	Widen existing roadway	Tulare to Hillsdale; 0.7mi	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Visalia	Cain Street	Construct new roadway	Goshen to Douglas; 0.2 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Court St.	Widen existing roadway	Walnut to Tulare; .5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Ferguson Ave.	Construct new roadway	east of Plaza to Kelsey; .2 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Ferguson Ave.	Construct new roadway	American (Rd 76) to west of Plaza; 0.1 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Goshen Avenue	Widen existing roadway	Santa Fe to Lovers Lane; 1.6 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Kelsey Street	Construct new roadway	Doe to Riggin; 0.7 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Mooney Blvd (SR 63)	Widen existing roadway	Avenue 272 to Avenue 276; 0.5 mi.	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Visalia	Mooney Blvd.	Widen existing roadway	Goshen to Houston; .4mi	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Mooney Blvd.	Widen existing roadway	Ferguston to Riggin; 0.5mi	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Mooney Blvd.	Construct new roadway	Riggin to Avenue 320; 1 mi.	New 4-lane; arterial	Improve Circulation	Relieve Congestion
Visalia	Sunnyview Avenue	Construct new roadway	Kelsey to Clancy; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Virmargo Street	Construct new roadway	Goshen to Houston; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Chinowth Street	Construct new roadway	Goshen to Houston; 0.2 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Chinowth Street	Construct new roadway	Ave 272 to Ave 276; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Court Street	Construct new roadway	Ave 272 to Ave 276; 0.5 mi.	New 4-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Linwood Street	Construct new roadway	Ave 272 to Ave 276; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion

Table A-12
Project Justification for Local Funded Roads
Tulare County 2018 Regional Transportation Plan

Agency	Facility	Scope	Limits	Improvement	Purpose	Need
Visalia	Linwood Street	Construct new roadway	Riggin to Avenue 320 ; 1 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Pinkham Street	Construct new roadway	Avenue 272 to Caldwell; 0.9 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Roeben Street	Construct new roadway	Caldwell to Whitendale ; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Shirk Road	Widen existing roadway	SR198 to Goshen Ave; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Shirk Street	Widen existing roadway	Goshen to Riggin; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Stonebrook Street	Construct new roadway	Caldwell to Cameron; .25 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Stonebrook Street	Construct new roadway	Avenue 272 to Avenue 276; .5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Tulare Avenue	Construct new roadway	Shirk to Roeben; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Walnut Avenue	Widen existing roadway	Cedar to McAuliff; 0.7 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Walnut Avenue	Widen existing roadway	McAuliff to Rd 148; 0.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Walnut Avenue	Widen existing roadway	Shirk to Roeben; .5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Avenue 320	Construct new roadway	Demaree to Mooney; 1 mi.	New 2-lane; 1/2 arterial	Improve Circulation	Relieve Congestion
Visalia	Ben Maddox Way	Construct new roadway	Avenue 272 to Caldwell; 0.9 mi.	New 4-lane; arterial	Improve Circulation	Relieve Congestion
Visalia	County Center Drive	Construct new roadway	Avenue 272 to Visalia Pkwy; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	County Center Drive	Construct new roadway	Pratt to Avenue 320; 0.4 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Demaree St.	Widen existing roadway	Pratt to Avenue 320; 0.4 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Hurley Avenue	Construct new roadway	Kelsey to Shirk; 1 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Hurley Avenue	Construct new roadway	Road 76 to Plaza; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Kelsey Street	Construct new roadway	Riggin to Avenue 320; 1 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	McAuliff Street	Construct new roadway	Avenue 272 to Caldwell; 1 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	McAuliff Street	Construct new roadway	Walnut to Caldwell; 1 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Road 76 (American)	Construct new roadway	Ferguson (Ave 308) to Riggin; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Road 76 (American)	Construct new roadway	Hurley to Legacy; 0.2 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Road 88	Construct new roadway	Riggin to Avenue 320; 1 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Road 96 (Roeben St)	Construct new roadway	Riggin to Avenue 320; 1 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Road 148 (Tower St.)	Construct new roadway	Houston (SR 216) to St. John Pkwy; 0.2 mi.	New 4-lane; Arterial	Improve Circulation	Relieve Congestion
Visalia	Road 148 (Tower St.)	Construct new roadway	Mineral King to Houston; .9 mi.	New 4-lane; Arterial	Improve Circulation	Relieve Congestion
Visalia	Road 148 (Tower St.)	Construct new roadway	Walnut to Noble; 0.9 mi.	New 4-lane; Arterial	Improve Circulation	Relieve Congestion
Visalia	Shannon Parkway	Construct new roadway	Dinuba Blvd. (SR 63) to Santa Fe; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	St Johns Parkway	Construct new roadway	McAuliff to Rd 148; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Whitendale Avenue	Construct new roadway	Shirk to Roeben; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Burke Street	Construct new roadway	Roosevelt to Houston; 0.1 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Avenue 316	Construct new roadway	Linwood to Roeben; 1.0 mi.	New 2-lane; local	Improve Circulation	Relieve Congestion
Visalia	Avenue 316	Construct new roadway	Roeben to Road 88; 1.0 mi.	New 2-lane; local	Improve Circulation	Relieve Congestion
Visalia	Avenue 316	Construct new roadway	Road 88 to Road 80; 1.0 mi.	New 2-lane; local	Improve Circulation	Relieve Congestion
Visalia	Court St at Whitendale Ave	Court St at Whitendale Ave	Court St at Whitendale Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Ben Maddox Way at K Ave	Ben Maddox Way at K Ave	Ben Maddox Way at K Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Burke St at Main St	Burke St at Main St	Burke St at Main St	Traffic Signal	Improve Circulation	Safety
Visalia	College Ave at Lovers Lane	College Ave at Lovers Lane	College Ave at Lovers Lane	Traffic Signal	Improve Circulation	Safety
Visalia	Bridge St at Main St	Bridge St at Main St	Bridge St at Main St	Traffic Signal	Improve Circulation	Safety
Visalia	Cain St at Main St	Cain St at Main St	Cain St at Main St	Traffic Signal	Improve Circulation	Safety
Visalia	Bridge St at Center Ave	Bridge St at Center Ave	Bridge St at Center Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Burke St at Tulare Ave	Burke St at Tulare Ave	Burke St at Tulare Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Court St at Paradise Ave	Court St at Paradise Ave	Court St at Paradise Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Divisadero St at Walnut Ave	Divisadero St at Walnut Ave	Divisadero St at Walnut Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Bridge St at Murray Ave	Bridge St at Murray Ave	Bridge St at Murray Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Chinowth St at Goshen Ave	Chinowth St at Goshen Ave	Chinowth St at Goshen Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Center Ave at Conyer St	Center Ave at Conyer St	Center Ave at Conyer St	Traffic Signal	Improve Circulation	Safety
Visalia	Cypress Ave at Linwood St	Cypress Ave at Linwood St	Cypress Ave at Linwood St	Traffic Signal	Improve Circulation	Safety
Visalia	County Center at Houston Ave	County Center at Houston Ave	County Center at Houston Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Grape St at NE 3rd	Grape St at NE 3rd	Grape St at NE 3rd	Traffic Signal	Improve Circulation	Safety
Visalia	Houston Ave at Rinaldi St	Houston Ave at Rinaldi St	Houston Ave at Rinaldi St	Traffic Signal	Improve Circulation	Safety
Visalia	Bridge St at Tulare Ave	Bridge St at Tulare Ave	Bridge St at Tulare Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Acequia Ave at Bridge St	Acequia Ave at Bridge St	Acequia Ave at Bridge St	Traffic Signal	Improve Circulation	Safety
Visalia	Visalia Mall entrance at Walnut	Visalia Mall entrance at Walnut Ave	Visalia Mall entrance at Walnut Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Jacob St at Main St.	Jacob St at Main St.	Jacob St at Main St.	Traffic Signal	Improve Circulation	Safety
Visalia	Shirk St at Walnut Ave	Shirk St at Walnut Ave	Shirk St at Walnut Ave	Traffic Signal	Improve Circulation	Safety
Visalia	West St at Whitendale Ave	West St at Whitendale Ave	West St at Whitendale Ave	Traffic Signal	Improve Circulation	Safety
Visalia	County Center at Ferguson Ave	County Center at Ferguson Ave	County Center at Ferguson Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Main St at Mineral King Ave	Main St at Mineral King Ave	Main St at Mineral King Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Giddings St at Riggin Ave	Giddings St at Riggin Ave	Giddings St at Riggin Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Central St at Tulare Ave	Central St at Tulare Ave	Central St at Tulare Ave	Traffic Signal	Improve Circulation	Safety
Visalia	McAuliff St at Walnut Ave	McAuliff St at Walnut Ave	McAuliff St at Walnut Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Doe Ave at Shirk St	Doe Ave at Shirk St	Doe Ave at Shirk St	Traffic Signal	Improve Circulation	Safety
Visalia	Beech Ave at Court St	Beech Ave at Court St	Beech Ave at Court St	Traffic Signal	Improve Circulation	Safety
Visalia	Roeben St at Walnut Ave	Roeben St at Walnut Ave	Roeben St at Walnut Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Ferguson Ave at Mooney Blvd	Ferguson Ave at Mooney Blvd	Ferguson Ave at Mooney Blvd	Traffic Signal	Improve Circulation	Safety
Visalia	Cain St at Mineral King Ave	Cain St at Mineral King Ave	Cain St at Mineral King Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Damsen Ave at Demaree St	Damsen Ave at Demaree St	Damsen Ave at Demaree St	Traffic Signal	Improve Circulation	Safety
Visalia	University St at Whitnedale Ave	University St at Whitnedale Ave	University St at Whitnedale Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Crenshaw St at Whitendale Ave	Crenshaw St at Whitendale Ave	Crenshaw St at Whitendale Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Ferguson Ave at Linwood St	Ferguson Ave at Linwood St	Ferguson Ave at Linwood St	Traffic Signal	Improve Circulation	Safety

Table A-12

Project Justification for Local Funded Roads

Tulare County 2018 Regional Transportation Plan

Agency	Facility	Scope	Limits	Improvement	Purpose	Need
Visalia	K Ave at Pinkham St	K Ave at Pinkham St	K Ave at Pinkham St	Traffic Signal	Improve Circulation	Safety
Visalia	Burke St at Center Ave	Burke St at Center Ave	Burke St at Center Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Court St at Ferguson Ave	Court St at Ferguson Ave	Court St at Ferguson Ave	Traffic Signal	Improve Circulation	Safety
Visalia	County Center at Packwood Ave	County Center at Packwood Ave	County Center at Packwood Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Burke St at Goshen Ave	Burke St at Goshen Ave	Burke St at Goshen Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Burke St at St Johns Pkwy	Burke St at St Johns Pkwy	Burke St at St Johns Pkwy	Traffic Signal	Improve Circulation	Safety
Visalia	County Center at Riggin Ave	County Center at Riggin Ave	County Center at Riggin Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Cameron Ave at County Center	Cameron Ave at County Center	Cameron Ave at County Center	Traffic Signal	Improve Circulation	Safety

Table A-13
Project Justification for Regional Funded Roads
Tulare County 2018 Regional Transportation Plan

Agency	Facility	Scope	Limits	Improvement	Purpose	Need
Caltrans	SR 99	Widen existing roadway	30.6/35.2 Tulare/Tagus - Prosperity Ave to 1.2m S of Ave 280	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 99	Widen existing roadway	25.5/30.6 Tulare - Avenue 200 to Prosperity Ave	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 99	Widen existing roadway	16.0/25.5 South of Tipton to Avenue 200	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 65	Widen existing roadway	10.9/15.6 Terra Bella - Ave 88 to Ave 124	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 65	Widen existing roadway	6.1/11.4 Ducor - Orris UP to Ave 92	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 65	Widen existing roadway	0.0/6.6 County Line to Ave 56	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 65	Widen existing roadway	29.5/32.3 Near Lindsay-from Hermosa Rd to Ave 244	Realignment and widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 190	Widen existing roadway	8.5/15.0 Poplar/Porterville - Rte 65 to Road 184	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR198	Widen existing roadway	Exeter - Spruce to Yokohl Valley Rd	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 216 (Houston)	Widen existing roadway	Rd 144 to Rd 148; 0.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 216 (Houston)	Widen existing roadway	Rd 148 to Rd 152; 0.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 99	Major I/C improvements	SR-99 at Caldwell Avenue	Widen on/off ramps and bridge structure	Improve Circulation	Relieve Congestion
Caltrans	SR 99	Construct new I/C	SR-99 at AgriCenter (Commercial)	Construct new Interchange	Improve Circulation	Relieve Congestion
Caltrans	SR 99	Major I/C improvements	SR-99 at Paige Ave.	Widen on/off ramps and bridge structure	Improve Circulation	Relieve Congestion
Caltrans	SR 198	Construct new I/C	SR-198 at Road 148	Construct new interchange	Improve Circulation	Relieve Congestion
Caltrans	SR 190	Major I/C improvements	SR-190 at Main Street	Widen bridge structure, new ramps	Improve Circulation	Relieve Congestion
Dinuba	Alta Avenue	Widen existing roadway	Sequoia to Avenue 432	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Dinuba	Ave 416 (El Monte)	Widen existing roadway	Road 80 to Road 92*	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Farmersville	Farmersville Blvd.	Farmersville Blvd.	Walnut Ave to Noble Ave. - 1 mi	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Porterville	Westwood St	Widen existing road/bridge	South of Orange Ave to South of Tule River	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Porterville	Newcomb St	New crossing over SR190	North of Tule River to south of Poplar Ditch	New 4 lane overcrossing	Improve Circulation	Relieve Congestion
Visalia	Riggin Avenue	Widen existing roadway	Road 80 to SR-63 (various sections)	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare Co.	Avenue 280	Widen existing roadway	Santa Fe (Visalia) to Lovers Ln (Visalia)	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare Co.	Avenue 280	Widen existing roadway	Lovers Ln (Visalia) to Virginia (Farmsersville)	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare Co.	Avenue 280	Widen existing roadway	Brundage (Farmersville) to Elberta (Exeter)	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare Co.	SR 99	Operational I/C improve.	SR-99 south county interchanges	Turn lane, intersection, ramp improvements	Improve Circulation	Safety
Tulare Co.	SR 99	Operational I/C improve.	SR-99 at Caldwell Ave (Ave 280)	Ramp signalization and intersection improv.	Improve Circulation	Safety
Porterville	SR 190	Operational I/C improve.	SR-190 at Main St and SR-65	WB Aux lane and ramp improvements	Improve Circulation	Safety
Visalia	SR 198	Operational I/C improve.	SR-198 at Shirk Street	Turn lane, intersection, ramp improvements	Improve Circulation	Safety
Visalia	SR 198	Operational I/C improve.	SR-198 at Akers Street	minor widening & safety improvements	Improve Circulation	Safety
Visalia	SR 198	Operational I/C improve.	SR-198 downtown corridor interchanges	Turn lane, intersection, ramp improvements	Improve Circulation	Safety
Visalia	SR 198	Operational I/C improve.	SR-198 at Lovers Lane	Turn lane, intersection, ramp improvements	Improve Circulation	Safety
Farmersville	SR 198	Operational I/C improve.	SR-198 at Road 164 (Farmersville Blvd.)	Add roundabouts at westbound on/off ramps	Improve Circulation	Safety
Tulare Co.	SR 198/SR 65	Intersection Improvements	SR-198 at SR-65	Turn lanes, intersection improvements	Improve Circulation	Safety
Tulare Co.	SR 198	Intersection Improvements	SR-198 at Spruce Rd	Turn lanes, intersection improvements	Improve Circulation	Safety
Lindsay	SR 65	Intersection Improvements	SR-65 at Tulare Ave	Roundabout and local street improvements	Improve Circulation	Safety
Porterville	SR 190	Intersection Improvements	SR-190 at Westwood	Roundabout and intersection improvements	Improve Circulation	Safety
Porterville	SR 190	Intersection Improvements	SR-190 at Plano	Roundabout and intersection improvements	Improve Circulation	Safety
Dinuba	Nebraska/Alta	Intersection Improvements	Nebraska at Alta	Roundabout at intersection	Improve Circulation	Safety
Visalia	Santa Fe/Tulare	Intersection Improvements	Santa Fe at Tulare Ave	Roundabout at intersection	Improve Circulation	Safety
Porterville	Plano/College	Intersection Improvements	Plano at College	Roundabout at intersection	Improve Circulation	Safety

Table A-14
Project Justification for Unconstrained Projects
Tulare County 2018 Regional Transportation Plan

Agency	Facility	Scope	Limits	Improvement	Purpose	Need
Caltrans	SR 137	Widen existing roadway	Lindsay to Tulare	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 99	Widen existing roadway	0.0/16.0 Kern Co. Line to south of Tipton	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 99	Major I/C improvements	SR-99 at Mendocino Ave (Road 12)	Interchange Modifications	Improve Circulation	Relieve Congestion
Caltrans	SR 99	Operational Improvements	Bardsley to Hillman/Prosperity	Add Auxilliary Lanes	Improve Circulation	Relieve Congestion
Caltrans	SR 190	Widen existing roadway	Road 184 to SR-99	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 63	Widen existing roadway	Visalia to SR-201	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 63	Widen existing roadway	Tulare to Visalia	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 198	Widen existing roadway	SR-99 to Lovers Ln	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Dinuba	Crawford	Widen/reconstruct existing roadway	Nebraska to Ave. 428, .5 mi.	Widen/Reconstruct	Increase Capacity	Relieve Congestion
Dinuba	Kamm Ave	Widen/reconstruct existing roadway	Rd. 80 to Rd. 56, 3 mi.	Widen/Reconstruct	Increase Capacity	Relieve Congestion
Dinuba	Nebraska	Widen/reconstruct existing roadway	Rd. 80 to Rd. 64, 2 mi.	Widen/Reconstruct	Increase Capacity	Relieve Congestion
Dinuba	Sierra Way	Widen/reconstruct existing roadway	Rd. 72 to Rd. 70, .25 mi.	Widen/Reconstruct	Increase Capacity	Relieve Congestion
Dinuba	Sierra Way	Widen existing roadway	Arkona to Rd. 72, .75 mi.	Widen	Increase Capacity	Relieve Congestion
Dinuba	Rd. 72	Widen/reconstruct existing roadway	El Monte Way to Nebraska, 1 mi.	Widen/Reconstruct	Increase Capacity	Relieve Congestion
Dinuba	Rd. 64	Widen/reconstruct existing roadway	El Monte Way to Nebraska, 1 mi.	Widen/Reconstruct	Increase Capacity	Relieve Congestion
Dinuba	East Crawford	Widen existing roadway	Nebraska to Davis; .3 mi.	Widen	Increase Capacity	Relieve Congestion
Dinuba	Nebraska	Widen existing roadway	Marks Drive to Crawford; .4 mi.	Widen	Increase Capacity	Relieve Congestion
Dinuba	Crawford	Widen/reconstruct existing roadway	San Antonio to Kamm; .2 mi.	Widen/Reconstruct	Increase Capacity	Relieve Congestion
Dinuba	Kamm Ave	Widen/reconstruct existing roadway	Crawford to Railroad; .25 mi.	Widen/Reconstruct	Increase Capacity	Relieve Congestion
Farmersville	Hacienda Ave. & Visalia Rd.	Hacienda Ave. & Visalia Rd.	Hacienda Ave. & Visalia Rd.	Traffic Signal	Improve Circulation	Safety
Farmersville	Hacienda Ave. & Walnut Ave.	Hacienda Ave. & Walnut Ave.	Hacienda Ave. & Walnut Ave.	Traffic Signal	Improve Circulation	Safety
Farmersville	Hacienda Avenue	Construct new Roadway	Noble Avenue to Visalia Road	new 4- lane arterial	Improve Circulation	Relieve Congestion
Farmersville	Railroad crossing	Railroad crossing	Hacienda Ave.	Railroad crossing	Improve Circulation	Relieve Congestion
Porterville	Henderson Ave.	Widen existing roadway	Friant-Kern Canal to Newcomb St. 0.56mi	Complete 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Henderson Ave.	Widen existing roadway	Prospect St. to Indiana St. 0.5mi	Widen to 6-lane Major Arterial	Increase Capacity	Relieve Congestion
Porterville	Hillcrest St.	Widen existing roadway	Teapot Dome Ave. to Ave 140 1.5mi	Complete 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Indiana Ave.	Widen existing roadway	Ave 128 to Poplar Ave 1.75mi	Complete 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Indiana Ave.	Construct new roadway	Bridge over Tule River	New Construction	Improve Circulation	Relieve Congestion
Porterville	Indiana Ave.	Widen existing roadway	Vandalia Ave to Springville Ave	Widen to 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Indiana Ave.	Widen existing roadway	Union Ave to Olive Ave	Widen to 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Newcomb St.	Widen existing roadway	Teapot Dome Ave. to SR190	Complete 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Newcomb St.	Construct new roadway	SR190 to Tule River	New Construction	Improve Circulation	Relieve Congestion
Porterville	Newcomb St.	Construct new roadway	Bridge over Tule River	New Construction	Improve Circulation	Relieve Congestion
Porterville	North Grand Ave./Reid Ave.	Widen existing roadway	SR 65 to Plano St.	Widen to 4-lane Arteriral	Increase Capacity	Relieve Congestion
Porterville	Olive Ave.	Construct new roadway	Bridge over Tule River	New Construction	Improve Circulation	Relieve Congestion
Porterville	Olive Ave.	Widen existing roadway	Tule River to Elderwood St	Widen to 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Olive Ave.	Widen existing roadway	Prospect St. to Indiana St.	Widen to 6-lane Major Arterial	Increase Capacity	Relieve Congestion
Porterville	Plano St.	Widen existing roadway	Henderson Ave. to Reid Ave.	Complete 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Prospect St.	Widen existing roadway	Mulberry Ave. to Westfield Ave.	Widen to 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Teapot Dome Ave.	Widen existing roadway	Newcomb St. to S. Main St	Widen to 4-lane Arterial	Increase Capacity	Relieve Congestion
Porterville	Foothill Parkway	Construct new roadway	Reid Ave to Road 184	New Construction	Improve Circulation	Relieve Congestion
Porterville	Hillcrest Parkway	Construct new roadway	Foothill Parkway to Ave 176	New Construction	Improve Circulation	Relieve Congestion
Porterville	Mentz Ave. Extension	Construct new roadway	Newcomb St. to Hillcrest St.	New Construction	Improve Circulation	Relieve Congestion
Porterville	Teapo Dome Parkway	Construct new roadway	Hillcrest St. to Road 284	New Construction	Improve Circulation	Relieve Congestion
Porterville	North Grand Ave.	Widen existing roadway	Prospect St. to SR 65	Widen to 4-lane Arteriral	Increase Capacity	Relieve Congestion
Porterville	Reid Ave	Reid Ave at Lime St	Reid Ave at Lime St	Traffic Signal	Improve Circulation	Safety
Porterville	Reid Ave	Reid Ave at Plano St	Reid Ave at Plano St	Traffic Signal	Improve Circulation	Safety
Porterville	Westfield Ave	Westfield Ave at Foothill Parkway	Westfield Ave at Foothill Parkway	Traffic Signal	Improve Circulation	Safety
Porterville	Morton Ave.	Morton Ave at Foothill Parkway	Morton Ave at Foothill Parkway	Traffic Signal	Improve Circulation	Safety
Porterville	Foothill Parkway	Foothill Parkway at Doyle St	Foothill Parkway at Doyle St	Traffic Signal	Improve Circulation	Safety
Porterville	Success Dr	Success Dr at Doyle St	Success Dr at Doyle St	Traffic Signal	Improve Circulation	Safety
Porterville	Foothill Parkway	Foothill Parkway at Rd 284	Foothill Parkway at Rd 284	Traffic Signal	Improve Circulation	Safety
Porterville	Indiana St	Indiana St at Gibbons Ave	Indiana St at Gibbons Ave	Traffic Signal	Improve Circulation	Safety
Porterville	Gibbons Ave.	Gibbons at Jaye St	Indiana St at Jaye St	Traffic Signal	Improve Circulation	Safety
Porterville	Gibbons Ave.	Gibbons Ave at Main St	Gibbons Ave at Main St	Traffic Signal	Improve Circulation	Safety
Porterville	Plano St.	Plano St at Worth Ave	Plano St at Worth Ave	Traffic Signal	Improve Circulation	Safety
Porterville	Hillcrest St.	Hillcrest St at Worth Ave	Hillcrest St at Worth Ave	Traffic Signal	Improve Circulation	Safety
Porterville	Scranton Ave.	Scranton Ave at West St	Scranton Ave at West St	Traffic Signal	Improve Circulation	Safety
Porterville	Scranton Ave.	Scranton Ave at Westwood St	Scranton Ave at Westwood St	Traffic Signal	Improve Circulation	Safety
Porterville	Scranton Ave.	Scranton Ave at Newcomb St	Scranton Ave at Newcomb St	Traffic Signal	Improve Circulation	Safety
Porterville	Scranton Ave.	Scranton Ave at Indiana St	Scranton Ave at Indiana St	Traffic Signal	Improve Circulation	Safety
Porterville	Scranton Ave.	Scranton Ave at Plano St	Scranton Ave at Plano St	Traffic Signal	Improve Circulation	Safety
Porterville	Scranton Ave.	Scranton Ave at Hillcrest St	Scranton Ave at Hillcrest St	Traffic Signal	Improve Circulation	Safety
Porterville	Teapot Dome Ave.	Teapot Dome Ave at West St	Teapot Dome Ave at West St	Traffic Signal	Improve Circulation	Safety
Porterville	Teapot Dome Ave.	Teapot Dome Ave at Westwood St	Teapot Dome Ave at Westwood St	Traffic Signal	Improve Circulation	Safety
Porterville	Teapot Dome Ave.	Teapot Dome Ave at Newcomb St	Teapot Dome Ave at Newcomb St	Traffic Signal	Improve Circulation	Safety
Porterville	Teapot Dome Ave.	Teapot Dome Ave at Indiana St	Teapot Dome Ave at Indiana St	Traffic Signal	Improve Circulation	Safety
Porterville	Teapot Dome Ave.	Teapot Dome Ave at Plano St	Teapot Dome Ave at Plano St	Traffic Signal	Improve Circulation	Safety
Porterville	Teapot Dome Ave.	Teapot Dome Ave at Hillcrest St	Teapot Dome Ave at Hillcrest St	Traffic Signal	Improve Circulation	Safety
Porterville	Teapot Dome Parkway	Teapot Dome Parkway at Tulsa St	Teapot Dome Parkway at Tulsa St	Traffic Signal	Improve Circulation	Safety
Porterville	Teapot Dome Parkway	Teapot Dome Parkway at Doyle St	Teapot Dome Parkway at Doyle St	Traffic Signal	Improve Circulation	Safety
Porterville	Prospect St.	Widen existing roadway	Prospect St Bridge at Porter Slough	Bridge Widening	Increase Capacity	Relieve Congestion
Porterville	Villa St	Widen existing roadway	Villa St Bridge at Porter Slough	Bridge Widening	Increase Capacity	Relieve Congestion
Porterville	Putnam Ave.	Widen existing roadway	Putnam Ave Bridge at Porter Slough	Bridge Widening	Increase Capacity	Relieve Congestion
Porterville	Plano St.	Widen existing roadway	Plano St Bridge at Porter Slough	Bridge Widening	Increase Capacity	Relieve Congestion
Porterville	Leggett St.	Widen existing roadway	Leggett St Bridge at Porter Slough	Bridge Widening	Increase Capacity	Relieve Congestion
Porterville	Park St.	Widen existing roadway	Park St Bridge at Porter Slough	Bridge Widening	Increase Capacity	Relieve Congestion
Porterville	Cottage Ave.	Widen existing roadway	Cottage Ave Bridge at Porter Slough	Bridge Widening	Increase Capacity	Relieve Congestion
Tulare	Ave. 184	@ Hwy 99	Ave. 184 @ Hwy 99	Interchange Mods	Improve Circulation	Relieve Congestion
Tulare	Ave. 200	@ Hwy 99	Ave. 200 @ Hwy 99	Interchange Mods	Improve Circulation	Relieve Congestion
Tulare	Bardsley Ave.	@ Hwy 99	Bardsley Ave. @ Hwy 99	Interchange Mods	Improve Circulation	Relieve Congestion
Tulare	Pacific Ave.	@ Hwy 99	Pacific Ave. @ Hwy 99	New Overcrossing	Improve Circulation	Relieve Congestion
Tulare	Paige Ave	Grade separation	Paige Ave @ UP Railroad	New bridge structure	Improve Circulation	Relieve Congestion
Tulare	Commercial Ave	Grade separation	Commercial Ave @ UP Railroad	New bridge structure	Improve Circulation	Relieve Congestion
Tulare	Oakmore St.	Widen existing roadway	Tulare Ave. to Prosperity Ave.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Oakmore St.	Widen existing roadway	Prosperity Ave. to Cartmill Ave.	Reconstruct to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Cartmill Ave.	Widen existing roadway	Enterprise St. to West St.	Reconstruct to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Prosperity Ave.	Widen existing roadway	Enterprise St. to "J" St.; 1.8 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Paige Ave.	Widen existing roadway	West St. to K St.; 2.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion

Table A-14
Project Justification for Unconstrained Projects
Tulare County 2018 Regional Transportation Plan

Agency	Facility	Scope	Limits	Improvement	Purpose	Need
Tulare	"K" St.	Widen existing roadway	Rankin Ave to Paige Ave.; 1.3 mi. (partial)	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Turner Drive	Widen existing roadway	Foster Drive to Southern CL; .5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Cartmill Ave.	Widen existing roadway	Mooney Blvd. to Oakmore; .9 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Cartmill Ave.	Widen existing roadway	West St. to "J" St.; .6 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Akers St.	Widen existing roadway	Pacific Ave. to Oakdale Ave.	Reconstruct to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Enterprise St.	Widen existing roadway	S.of Bardsley Ave. to Prosperity Ave.; 2.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Bardsley Ave.	Widen existing roadway	Enterprise St. to West St.; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Pratt St.	Widen existing roadway	Paige Ave. to Bardsley Ave.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Bardsley Ave.	Widen existing roadway	Oakmore St. to Road 132	Reconstruct to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Enterprise St.	Widen existing roadway	Prosperity Ave. to Cartmill Ave.	Reconstruct to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	"H" St.	Construct new roadway	Rankin Ave. to Paige Ave.	New 2-lane roadway	Improve Circulation	Relieve Congestion
Tulare	Oakmore St.	Widen existing roadway	Bardsley Ave. to Tulare Ave.	Reconstruct to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Oakmore St.	Construct new roadway	Tulare Ave. to Prosperity Ave.	New 2-lane roadway	Improve Circulation	Relieve Congestion
Tulare	Paige Ave.	Widen existing roadway	Enterprise St. to West St.	Reconstruct to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	West St.	Widen existing roadway	Paige Ave. to Bardsley Ave.; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	West St.	Widen existing roadway	Prosperity Ave. to Cartmill Ave.	Reconstruct to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Hosfield Dr./Laspina St.	Hosfield Dr. at Laspina St.	Hosfield Dr. @ Laspina St.	Traffic Signal	Improve Circulation	Safety
Visalia	Houston Avenue	Widen existing roadway	Mooney to Santa Fe; 1.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Akers Street	Widen existing roadway	Tulare to Hillsdale; 0.7 mi.	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Visalia	SR-198 Corridor	Widen existing roadway	Noble - Johnson to Encina	Widen from 3 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	SR-198 Corridor	Widen existing roadway	Noble - Encina to Garden	Widen from 3 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	SR-198 Corridor	Widen existing roadway	Mineral King - Encina to Bridge	Widen from 3 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	SR-198 Corridor	Widen existing roadway	Mineral King/Noble - Mooney to Johnson	Widen bridge from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Visalia	Avenue 276 (Visalia Pkwy)	Construct new roadway	Ben Maddox to Rd 148; 2 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Avenue 276 (Visalia Pkwy)	Construct new roadway	Demaree to Ben Maddox; 3 mi.	New 4-lane; Arterial	Improve Circulation	Relieve Congestion
Visalia	Avenue 316	Construct new roadway	Plaza to Chinowth; 3.2 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Shirk Road	Widen existing roadway	Whitendale to SR198; 1.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Santa Fe Street	Widen existing roadway	Avenue 272 to Caldwell; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Akers Street	Widen existing roadway	Avenue 276 to Avenue 272; 0.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Avenue 272	Construct new roadway	Rd 122 to Santa Fe; 0.8 mi.	New 2-lane; 1/2 arterial	Improve Circulation	Relieve Congestion
Visalia	Avenue 320	Construct new roadway	Plaza to Demaree; 3.5 mi.	New 2-lane; 1/2 arterial	Improve Circulation	Relieve Congestion
Visalia	Hwy 63 (Dinuba Blvd)	Widen existing roadway	Riggin to St Johns River; 0.6 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Road 148 (Tower St.)	Widen existing roadway	Ave 272 to Ave 276; 0.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Road 148 (Tower St.)	Widen existing roadway	Ave 276 to Walnut; 1.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Shirk Street	Widen existing roadway	Riggin to Ave 320; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Tulare Avenue	Construct new roadway	Rd 148 to Rd 152; 0.6 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Walnut Avenue	Widen existing roadway	Rd 148 to Rd 152; 0.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Lovers Lane	Widen existing roadway	Ave 272 to Caldwell; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Giddings St at Prospect Ave	Giddings St at Prospect Ave	Giddings St at Prospect Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Divisadero At at Whitendale Ave	Divisadero At at Whitendale Ave	Divisadero At at Whitendale Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Ashland Ave at County Center	Ashland Ave at County Center	Ashland Ave at County Center	Traffic Signal	Improve Circulation	Safety
Visalia	Cameron Ave at Court St	Cameron Ave at Court St	Cameron Ave at Court St	Traffic Signal	Improve Circulation	Safety
Visalia	Acequia Ave at Burke St	Acequia Ave at Burke St	Acequia Ave at Burke St	Traffic Signal	Improve Circulation	Safety
Visalia	McAuliff St at Noble Ave	McAuliff St at Noble Ave	McAuliff St at Noble Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Main St at Mill Creek Drive	Main St at Mill Creek Drive	Main St at Mill Creek Drive	Traffic Signal	Improve Circulation	Safety
Visalia	Court St at Granite/Pearl St	Court St at Granite/Pearl St	Court St at Granite/Pearl St	Traffic Signal	Improve Circulation	Safety
Visalia	County Center at Royal Oaks Ave	County Center at Royal Oaks Ave	County Center at Royal Oaks Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Roeben St at Tulare Ave	Roeben St at Tulare Ave	Roeben St at Tulare Ave	Traffic Signal	Improve Circulation	Safety
Woodlake	W. Bravo	New Construction	Ave 204 to Ave 196	Construct 2 lane road	Improve Circulation	Relieve Congestion
Woodlake	Ave. 200	New Construction	W. Naranjo to W. Bravo	Construct 2 lane road	Improve Circulation	Relieve Congestion
Tulare Co	Road 140	Widen existing roadway	Ave 280 to Ave 256	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion

Table A-15
LOCAL FUNDED ROADS
Constrained Capacity Increasing Projects for Inclusion in the
Tulare County 2018 Regional Transportation Plan

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year(s) Modeled										Fund Type	Cost Constant	Cost Year of Expend.
1	2	3	4	5	6	7	8	9	10	11											13	14	15
											2018	2019	2020	2021	2023	2024	2027	2030	2031	2035	2042			
CITY OF DINUBA																							
DI-RTP07-001	NA	Dinuba	SJV	Ventura St.	Construct new roadway	M St. to Uruapan Dr.; .1 mi.	New 2-lane/signal/RR xing	0	Y	2021				x	x	x	x	x	x	x	Local	$650	$680
DI-RTP07-002	NA	Dinuba	SJV	Saginaw St.	Construct new roadway	Lyndsay to Viscaya; .1 mi.	New 2-lane/signal/RR xing	0	Y	2021				x	x	x	x	x	x	x	Pvt	$650	$680
DI-RTP07-003	NA	Dinuba	SJV	Rd. 72	Construct new roadway	Sierra to Kamm Ave; .6 mi.	New 2-lane	0	Y	2020			x	x	x	x	x	x	x	x	Local/Pvt	$3,900	$3,982
DI-RTP07-009	NA	Dinuba	SJV	Kamm/Rd 72	Kamm at Rd 72	Kamm at Rd 72	Traffic Signal			2035											Local/Pvt	$500	$797
DI-RTP07-010	NA	Dinuba	SJV	Kamm/Crawford	Kamm at Crawford	Kamm at Crawford	Traffic Signal			2030											City/Pvt	$500	$688
DI-RTP07-011	NA	Dinuba	SJV	Crawford/Nebraska	Crawford at Nebraska	Crawford at Nebraska	Traffic Signal			2030											City/Pvt	$500	$688
DI-RTP07-012	NA	Dinuba	SJV	Nebraska/Rd. 72	Nebraska at Rd. 72	Nebraska at Rd. 72	Traffic Signal			2035											City/Pvt	$500	$797
DI-RTP07-013	NA	Dinuba	SJV	M St./Tulare	M St. at Tulare	M St. at Tulare	Traffic Signal			2025											City/Pvt	$500	$593
DI-RTP07-014	NA	Dinuba	SJV	Lincoln/H St. at El Monte	Lincoln/H St. at El Monte Way	El Monte Way	Traffic Signal			2025											MR	$500	$593
																						$8,200	**$9,498**
CITY OF FARMERSVILLE																							
FA-RTP07-002	NA	Farmersville	SJV	Walnut Ave. & Freedom Dr.	Walnut Ave. & Freedom Dr.	Walnut Ave. & Freedom Dr.	Traffic Signal			2022											Measure R	$500	$543
FA-RTP07-004	NA	Farmersville	SJV	Visalia Road & Steven	Visalia Road & Steven	Visalia Road & Steven	Traffic Signal			2025											Pvt /Local	$500	$593
FA-RTP07-005	NA	Farmersville	SJV	Walnut Ave. & Ventura	Walnut Ave. & Ventura	Walnut Ave. & Ventura	Traffic Signal			2027											Pvt/Local	$500	$629
																						$1,500	**$1,765**
CITY OF LINDSAY																							
LI-RTP011-002	NA	Lindsay	SJV	Sierra View St	Construct New Roadway	Foothill Ave to Strathmore Ave, 0.5mi	New 2-ln collector	0	Y	2025							x	x	x	x	Local	$3,250	$3,818
LI-RTP011-003	NA	Lindsay	SJV	Fir St	Construct New Roadway	Sequoia Ave to Bellah Ave	New 2-ln collector	0	Y	2030								x	x	x	Local	$3,250	$4,427
																						$6,500	**$8,245**
CITY OF PORTERVILLE																							
PO-RTP07-001	NA	Porterville	SJV	Westwood St.	Widen existing roadway	Henderson Ave. to Friant-Kern Canal	Widen from 2 to 4 lanes	0	Y	2023					x	x	x	x	x	x	Local	$3,250	$3,599
PO-RTP07-005	NA	Porterville	SJV	Gibbons Ave.	Widen existing roadway	Jaye St. to Indiana St.; 0.5 mi	Widen from 2 to 4 lanes	0	Y	2019		x	x	x	x	x	x	x	x	x	Local	$1,625	$1,625
PO-RTP14-002	NA	Porterville	SJV	Hillcrest St.	Construct new roadway	Worth to SR190; 0.5mi	New Construction	0	Y	2035									x	x	Local	$3,250	$5,132
PO-RTP14-003	NA	Porterville	SJV	Hillcrest St.	Construct new roadway	SR190 to Roby; 0.75mi	New Construction	0	Y	2035									x	x	Local	$12,875	$20,329
PO-RTP14-006	NA	Porterville	SJV	Hillcrest St.	Widen existing roadway	Roby Ave to Olive Ave 0.25mi	Widen to 4-lane Arterial	0	Y	2035									x	x	Local	$1,625	$2,566
PO-RTP14-007	NA	Porterville	SJV	Hillcrest St.	Construct new roadway	Olive Ave to Putnam Ave 0.25mi	New Construction	0	Y	2035									x	x	Local	$1,625	$2,566
PO-RTP14-008	NA	Porterville	SJV	Hillcrest St.	Widen existing roadway	Putnam Ave to Morton Ave 0.25mi	Complete 4-lane Arterial	0	Y	2035									x	x	Local	$1,625	$2,566
PO-RTP18-006	NA	Porterville	SJV	Worth Ave	Construct new roadway	Crystal to Scranton Ave	New Construction	0	Y	2030								x	x	x	Local	$16,250	$22,133
PO-RTP18-007	NA	Porterville	SJV	Main St.	Widen existing roadway	Henderson Ave. to Linda Vista	Widen to 4-lane Arteriral	0	Y	2025							x	x	x	x	Local	$11,375	$13,365
PO-RTP14-013	NA	Porterville	SJV	Olive Ave.	Widen existing roadway	Friant-Kern Canal to Tule River	Widen to 4-lane Arteriral	0	Y	2036										x	Local	$6,500	$10,571
PO-RTP14-014	NA	Porterville	SJV	Plano St.	Widen existing roadway	Scranton Ave. to SR 190	Widen to 4-lane Arteriral	0	Y	2040										x	Local	$6,500	$11,898
PO-RTP14-016	NA	Porterville	SJV	Westwood St.	Widen existing roadway	SR 190 to Tule River	Widen to 4-lane Arterial	0	Y	2040										x	Local	$4,875	$8,924
PO-RTP14-017	NA	Porterville	SJV	Westwood St.	Widen existing roadway	Tule River to Roby Ave.	Widen to 4-lane Arterial	0	Y	2040										x	Local	$650	$1,190
PO-RTP14-038	NA	Porterville	SJV	Westwood St	Widen existing roadway	Westwood St Bridge at Porter Slough	Bridge Widening	0	Y	2023					x	x	x	x	x	x	Local	$1,500	$1,661
PO-RTP14-018	NA	Porterville	SJV	Morton Ave.	Morton at Mathew St	Morton at Mathew St	Traffic Signal			2022											Local	$500	$543
PO-RTP14-019	NA	Porterville	SJV	Henderson Ave.	Henderson at Mathew St	Henderson at Mathew St	Traffic Signal			2023											Local	$500	$559
PO-RTP14-020	NA	Porterville	SJV	Henderson Ave.	Henderson At Plano St	Henderson At Plano St	Traffic Signal			2035											Local	$500	$797
PO-RTP14-021	NA	Porterville	SJV	Mulberry Ave	Mulberry at Newcomb St	Mulberry at Newcomb St	Traffic Signal			2020											Local	$500	$513
PO-RTP14-022	NA	Porterville	SJV	Westfield Ave	Westfield at Westwood St	Westfield at Westwood St	Traffic Signal			2025											Local	$500	$593
PO-RTP14-023	NA	Porterville	SJV	Westfield Ave	Westfield at Mathew St	Westfield at Mathew St	Traffic Signal			2025											Local	$500	$593
PO-RTP14-024	NA	Porterville	SJV	Westfield Ave	Westfield at Indiana St	Westfield at Indiana St	Traffic Signal			2030											Local	$500	$688
PO-RTP14-025	NA	Porterville	SJV	Westfield Ave	Westfield at Main St	Westfield at Main St	Traffic Signal			2030											Local	$500	$688
PO-RTP14-026	NA	Porterville	SJV	North Grand Ave	North Grand at Newcomb St	North Grand at Newcomb St	Traffic Signal			2035											Local	$500	$797
PO-RTP14-027	NA	Porterville	SJV	North Grand Ave	North Grand at Prospect	North Grand at Prospect	Traffic Signal			2042											Local	$500	$981

Table A-15
LOCAL FUNDED ROADS
Constrained Capacity Increasing Projects for Inclusion in the
Tulare County 2018 Regional Transportation Plan

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year(s) Modeled										Fund Type	Cost Constant	Cost Year of Expend.
1	2	3	4	5	6	7	8	9	10	11											13	14	15
											2018	2019	2020	2021	2023	2024	2027	2030	2031	2035	2042			
CITY OF PORTERVILLE																							
PO-RTP14-028	NA	Porterville	SJV	North Grand Ave	North Grand at Main St	North Grand at Main St	Traffic Signal			2035												Local	$500	$797
PO-RTP14-029	NA	Porterville	SJV	Newcomb St.	Newcbomb St at Pioneer Ave	Newcomb St at Pioneer Ave	Traffic Signal			2030												Local	$500	$688
PO-RTP14-030	NA	Porterville	SJV	Prospect St.	Prospect St at Pioneer Ave	Prospect St at Pioneer Ave	Traffic Signal			2030												Local	$500	$688
PO-RTP14-031	NA	Porterville	SJV	Westfield Ave	Westfield Ave at Plano St	Westfield Ave at Plano St	Traffic Signal			2040												Local	$500	$924
PO-RTP14-032	NA	Porterville	SJV	Morton Ave.	Morton Ave at Hillcrest St	Morton Ave at Hillcrest St	Traffic Signal			2032												Local	$500	$730
PO-RTP14-033	NA	Porterville	SJV	Olive Ave.	Olive Ave at Hillcrest St	Olive Ave at Hillcrest St	Traffic Signal			2032												Local	$500	$730
PO-RTP14-034	NA	Porterville	SJV	Indiana St	Indiana St at Springville Dr	Indiana St at Springville Dr	Traffic Signal			2020												Local	$500	$513
PO-RTP14-037	NA	Porterville	SJV	Hillcrest St.	Hillcrest St at Springville Dr	Hillcrest St at Springville Dr	Traffic Signal			2035												Local	$500	$797
																							82,525	**120,742**
CITY OF TULARE																							
TU-RTP07-004	NA	Tulare	SJV	Blackstone Drive	Construct new roadway	south of Industrial Ave. to "K" St.; .4 mi.	New Construction	0	Y	2025							x	x	x	x		Local	$2,600	$3,055
TU-RTP07-007	NA	Tulare	SJV	Bardsley Ave.	Widen existing roadway	West St. to Pratt St.; .5 mi.	Widen from 2 to 4 lanes	0	Y	2025							x	x	x	x		Local	$3,250	$3,818
TU-RTP07-010	NA	Tulare	SJV	Bardsley Ave.	Widen existing roadway	Irwin St. to Mooney Blvd.; .3 mi.	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	x	x	x		Local	$1,950	$1,991
TU-RTP07-011	NA	Tulare	SJV	Bardsley Ave.	Widen existing roadway	Mooney Blvd. to Oakmore St.; 1.0 mi.	Widen from 2 to 4 lanes	0	Y	2025							x	x	x	x		Local	$4,875	$5,728
TU-RTP07-013	NA	Tulare	SJV	Cross Ave.	Widen existing roadway	"O" St. to Blackstone St.; .7 mi.	Widen from 2 to 4 lanes	0	Y	2035									x	x		Local	$4,550	$7,184
TU-RTP07-014	NA	Tulare	SJV	Cross Ave.	Widen existing roadway	Tulare Drive to West St.; .5 mi.	Widen from 2 to 4 lanes	0	Y	2030								x	x	x		Local	$3,250	$4,427
TU-RTP07-018	NA	Tulare	SJV	Prosperity Ave.	Widen existing roadway	Oaks St. to West William St.; .2 mi.	Widen from 2 to 4 lanes	0	Y	2025							x	x	x	x		Local	$650	$764
TU-RTP07-019	NA	Tulare	SJV	Prosperity Ave.	Widen existing roadway	Solaria St. to Mooney Blvd.; .1 mi	Widen from 4 to 6 lanes	0	Y	2025							x	x	x	x		Local	$325	$382
TU-RTP07-020	NA	Tulare	SJV	Prosperity Ave.	Widen existing roadway	Mooney Blvd. to Oakmore St.; 1.0 mi.	Widen from 2 to 4 lanes	0	Y	2035									x	x		Local	$6,500	$10,263
TU-RTP07-021	NA	Tulare	SJV	Cartmill Ave.	Widen existing roadway	Akers St. to Mooney Blvd.; 1.5mi	Widen from 2 to 4 lanes	0	Y	2021				x	x	x	x	x	x	x		Local	$7,800	$8,158
TU-RTP07-022	NA	Tulare	SJV	Paige Ave.	Widen existing roadway	K St. to Laspina St.; .75 mi.	Widen from 2 to 4 lanes	0	Y	2030							x	x	x	x		Local	$3,250	$4,427
TU-RTP07-023	NA	Tulare	SJV	Foster Drive	Widen existing roadway	Laspina St. to Mooney Blvd.; .6 mi.	Widen from 2 to 4 lanes	0	Y	2025							x	x	x	x		Local	$1,950	$2,291
TU-RTP07-024	NA	Tulare	SJV	West St.	Widen existing roadway	Bardsley Ave. to Sonora Ave.; .3 mi.	Widen from 2 to 4 lanes	0	Y	2025							x	x	x	x		Local	$1,950	$2,291
TU-RTP07-025	NA	Tulare	SJV	West St.	Widen existing roadway	Inyo Ave. to Prosperity Ave.; 1 mi.	Widen from 2 to 4 lanes	0	Y	2025							x	x	x	x		Local	$5,200	$6,110
TU-RTP07-026	NA	Tulare	SJV	"E" St.	Widen existing roadway	Pleasant Ave. to Elster Ave.; 1.25 mi	Widen from 2 to 4 lanes	0	Y	2035									x	x		Local	$6,500	$10,263
TU-RTP07-028	NA	Tulare	SJV	"J" St.	Widen existing roadway	Lynn Ave. to Cartmill Ave.; .8 mi.	Widen from 2 to 4 lanes	0	Y	2025							x	x	x	x		Local	$5,200	$6,110
TU-RTP07-031	NA	Tulare	SJV	Blackstone St.	Widen existing roadway	Paige Ave. to Bardsley Ave.; 1 mi. (partial)	Widen from 2 to 4 lanes	0	Y	2030								x	x	x		Local	$3,250	$4,427
TU-RTP07-032	NA	Tulare	SJV	Laspina St.	Widen existing roadway	Paige Ave. to Aspen Ave.; .2 mi.	Widen from 2 to 4 lanes	0	Y	2027							x	x	x	x		Local	$650	$810
TU-RTP07-034	NA	Tulare	SJV	Mooney Blvd.	Widen existing roadway	Foster Drive to Bardsley Ave.; .7 mi. (partial)	Widen from 2 to 4 lanes	0	Y	2025							x	x	x	x		Local	$3,250	$3,818
TU-RTP07-043	NA	Tulare	SJV	Tulare Dr	Widen existing roadway	Cross Ave. to West St.; .7 mi. (partial)	Widen from 2 to 4 lanes	0	Y	2030								x	x	x		Local	$3,900	$5,312
TU-RTP07-044	NA	Tulare	SJV	Levin Ave.	Construct new roadway	Mooney Blvd. to Oakmore St; 1.0 mi.	New Construction	0	Y	2025							x	x	x	x		Local	$6,500	$7,637
TU-RTP07-056	NA	Tulare	SJV	Blackstone St.	Widen existing roadway	Tulare Ave. to Merritt Ave.; .8 mi	Widen from 2 to 4 lanes	0	Y	2030								x	x	x		Local	$2,600	$3,541
TU-RTP07-059	NA	Tulare	SJV	Pleasant Ave.	Construct new roadway	SPRR at Grade Crossing	New Construction	0	Y	2035									x	x		Local	$2,000	$3,158
TU-RTP11-052	NA	Tulare	SJV	Kern Ave. / TID Canal	Construct new roadway	Bridge over TID Canal	New Construction	0	Y	2030								x	x	x		Local	$2,000	$2,724
TU-RTP11-001	NA	Tulare	SJV	Akers St.	Construct new roadway	Corvina Ave. to Cartmill Ave.; .5 mi	New Construction	0	Y	2023					x	x	x	x	x	x		Local	$3,250	$3,599
TU-RTP11-006	NA	Tulare	SJV	Commercial Ave.	Widen existing roadway	"K" St. to Hwy 99; .4 mi	Widen from 2 to 4 lanes	0	Y	2030								x	x	x		Local	$1,300	$1,771
TU-RTP11-007	NA	Tulare	SJV	Commercial Ave.	Construct new roadway	Laspina St. to Turner Dr.; .75 mi	New 4-lane roadway	0	Y	2042										x		Local	$6,825	$13,254
TU-RTP11-008	NA	Tulare	SJV	Commercial Ave.	Construct new roadway	Turner Dr. to Oakmore St.; .75 mi	New 4-lane roadway	0	Y	2042										x		Local	$8,531	$16,567
TU-RTP11-009	NA	Tulare	SJV	Corvina Ave.	Construct new roadway	Akers St. to Hillman St. .125 mi	New 2-lane roadway	0	Y	2023					x	x	x	x	x	x		Local	$406	$450
TU-RTP11-010	NA	Tulare	SJV	"E" St.	Construct new roadway	Elster Ave. to Cartmill Ave.; .5 mi	New Construction	0	Y	2035									x	x		Local	$3,250	$5,132
TU-RTP11-012	NA	Tulare	SJV	"H" St.	Construct new roadway	Paige Ave. to Bardsley Ave.; 1.0 mi	New 2-lane roadway	0	Y	2030								x	x	x		Local	$6,500	$8,853
TU-RTP11-014	NA	Tulare	SJV	"J" St.	Widen existing roadway	Cartmill Ave. to Pacific Ave.; .5 mi	Widen from 2 to 4 lanes	0	Y	2030								x	x	x		Local	$2,600	$3,541
TU-RTP11-015	NA	Tulare	SJV	"J" St.	Widen existing roadway	Pacific Ave. to Hwy 99; .5 mi	Widen from 2 to 4 lanes	0	Y	2030								x	x	x		Local	$3,250	$4,427
TU-RTP11-017	NA	Tulare	SJV	Laspina St.	Widen existing roadway	Ave. 200 to Tulare Golf Course; .5 mi	Widen from 2 to 4 lanes	0	Y	2027							x	x	x	x		Local	$3,250	$4,051
TU-RTP11-018	NA	Tulare	SJV	Oakmore St.	Construct new roadway	Commercial Ave. to Bardsley Ave.; .5 mi	New 2-lane roadway	0	Y	2035									x	x		Local	$4,063	$6,415

Table A-15
LOCAL FUNDED ROADS
Constrained Capacity Increasing Projects for Inclusion in the
Tulare County 2018 Regional Transportation Plan

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year(s) Modeled										Fund Type	Cost Constant	Cost Year of Expend.
1	2	3	4	5	6	7	8	9	10	11											13	14	15
											2018	2019	2020	2021	2023	2024	2027	2030	2031	2035	2042			
CITY OF TULARE																							
TU-RTP11-024	NA	Tulare	SJV	Tulare Ave.	Widen existing roadway	Enterprise St. to Tulare Dr.; .5 mi	Reconstruct to 4 lanes	0	Y	2040										x	Local	$3,250	$5,949
TU-RTP11-038	NA	Tulare	SJV	Corvina Ave./Retherford St.	Corvina Ave. at Retherford St.	Corvina Ave. @ Retherford St.	Roundabout			2020			x	x	x	x	x	x	x	x	Local	$2,000	$2,042
TU-RTP07-001	NA	Tulare	SJV	E St. / Maple Ave.	E St. at Maple Ave.	"E" St. at Maple Ave.	Traffic Signal			2027											Local	$500	$629
TU-RTP07-005	NA	Tulare	SJV	Laspina St. / Paige Ave.	Laspina St. / Paige Ave.	Laspina St. at Paige Ave.	Traffic Signal			2019											Local	$500	$500
TU-RTP07-035	NA	Tulare	SJV	Inyo Ave. / West St.	Inyo Ave. at West St.	Inyo Ave. @ West St.	Traffic Signal			2025											Local	$500	$593
TU-RTP07-036	NA	Tulare	SJV	Cross Ave. / Mooney Blvd	Cross Ave. at Mooney Blvd	Cross Ave. @ Mooney Blvd (SR 63)	Traffic Signal			2019											Local	$500	$500
TU-RTP07-037	NA	Tulare	SJV	Prosperity Ave. / West St.	Prosperity Ave. at West St.	Prosperity Ave. @ West St.	Traffic Signal			2020											Local	$500	$513
TU-RTP07-040	NA	Tulare	SJV	Cartmill Ave. / De La Vina St.	Cartmill Ave. at De La Vina St.	Cartmill Ave. @ De La Vina	Traffic Signal			2022											Local	$500	$543
TU-RTP07-041	NA	Tulare	SJV	Pleasant Ave. / "E" St.	Pleasant Ave. at "E" St.	Pleasant Ave. @ "E" St.	Traffic Signal			2035											Local	$500	$797
TU-RTP07-061	NA	Tulare	SJV	Bardsley Ave. / West St.	Bardsley Ave. at West St.	Bardsley Ave. @ West St.	Traffic Signal			2035											Local	$500	$797
TU-RTP07-063	NA	Tulare	SJV	Tulare Ave. / Oakmore St.	Tulare Ave. at Oakmore St.	Tulare Ave. @ Oakmore St.	Traffic Signal			2022											Local	$500	$543
TU-RTP07-064	NA	Tulare	SJV	Paige Ave. / Blackstone St.	Paige Ave. at Blackstone St.	Paige Ave. @ Blackstone St.	Traffic Signal			2025											Local	$500	$593
TU-RTP07-068	NA	Tulare	SJV	Prosperity Ave. / Oaks St.	Prosperity Ave. at Oaks St.	Prosperity Ave. @ Oaks St.	Traffic Signal			2020											Local	$500	$513
TU-RTP07-069	NA	Tulare	SJV	Merritt Ave. / Cherry St.	Merritt Ave. at Cherry St.	Merritt Ave. @ Cherry St.	Traffic Signal			2025											Local	$500	$593
TU-RTP07-072	NA	Tulare	SJV	Merritt Ave. / M St.	Merritt Ave. at M St.	Merritt Ave. @ "M" St.	Traffic Signal			2025											Local	$500	$593
TU-RTP11-026	NA	Tulare	SJV	Alpine Ave. / Mooney Blvd.	Alpine Ave. at Mooney Blvd,	Alpine Ave. @ Mooney Blvd.	Traffic Signal			2030											Local	$500	$688
TU-RTP11-027	NA	Tulare	SJV	Bardsley Ave./"H" St.	Bardsley Ave. at "H" St.	Bardsley Ave. @ "H" St.	Traffic Signal			2040											Local	$500	$924
TU-RTP11-029	NA	Tulare	SJV	Bardsley Ave. / Oakmore St.	Bardsley Ave. at Oakmore St.	Bardsley Ave. @ Oakmore St.	Traffic Signal			2022											Local	$500	$543
TU-RTP11-030	NA	Tulare	SJV	Bardsley Ave./Pratt St.	Bardsley Ave. at Pratt St.	Bardsley Ave. @ Pratt St.	Traffic Signal			2027											Local	$500	$629
TU-RTP11-031	NA	Tulare	SJV	Bella Oaks Ave. / Hwy 63	Bella Oaks Ave. at Hwy 63	Bella Oaks Ave. @ Hwy 63	Traffic Signal			2035											Local	$500	$797
TU-RTP11-032	NA	Tulare	SJV	Cartmill Ave./West St.	Cartmill Ave. at West St.	Cartmill Ave. @ West St.	Traffic Signal			2040											Local	$500	$924
TU-RTP11-034	NA	Tulare	SJV	Cartmill Ave./Retherford St.	Cartmill Ave. at Retherford St.	Cartmill Ave. @ Retherford St.	Traffic Signal			2020											Local	$500	$513
TU-RTP11-035	NA	Tulare	SJV	Commercial Ave./"K" St.	Commercial Ave. at "K" St.	Commercial Ave. @ "K" St.	Traffic Signal			2030											Local	$500	$688
TU-RTP11-036	NA	Tulare	SJV	Commercial Ave./Laspina St.	Commercial Ave. at Laspina St.	Commercial Ave. @ Laspina St.	Traffic Signal			2030											Local	$500	$688
TU-RTP11-037	NA	Tulare	SJV	Commercial Ave./Turner Dr.	Commercial Ave. at Turner Dr.	Commercial Ave. @ Turner Dr.	Traffic Signal			2042											Local	$500	$981
TU-RTP11-039	NA	Tulare	SJV	Cross Ave. / "H" St.	Cross Ave. at "H" St.	Cross Ave. @ "H" St.	Traffic Signal			2030											Local	$500	$688
TU-RTP11-040	NA	Tulare	SJV	Foster Dr. / Turner Dr.	Foster Dr. at Turner Dr.	Foster Dr. @ Turner Dr.	Traffic Signal			2022											Local	$500	$543
TU-RTP11-042	NA	Tulare	SJV	Levin Ave./Mooney Blvd.	Levin Ave. at Mooney Blvd.	Levin Ave. @ Mooney Blvd.	Traffic Signal			2030											Local	$500	$688
TU-RTP11-045	NA	Tulare	SJV	Paige Ave. / "H" St.	Paige Ave. at "H" St.	Paige Ave. @ "H" St.	Traffic Signal			2042											Local	$500	$981
TU-RTP11-046	NA	Tulare	SJV	Paige Ave. / Laspina St.	Paige Ave. at Laspina St.	Paige Ave. @ Laspina St.	Traffic Signal			2030											Local	$500	$688
TU-RTP11-047	NA	Tulare	SJV	Paige Ave. / Pratt St.	Paige Ave. at Pratt St.	Paige Ave. @ Pratt St.	Traffic Signal			2035											Local	$500	$797
TU-RTP11-048	NA	Tulare	SJV	Paige Ave. / West St.	Paige Ave. at West St.	Paige Ave. @ West St.	Traffic Signal			2035											Local	$500	$797
TU-RTP11-049	NA	Tulare	SJV	Pleasant Ave. / West St.	Pleasant Ave. at West St.	Pleasant Ave. @ West St.	Traffic Signal			2022											Local	$500	$543
TU-RTP11-050	NA	Tulare	SJV	Hwy 137 / Morrison St.	Hwy 137 at Morrison St.	Hwy 137 @ Morrison St.	Traffic Signal			2025											Local	$500	$593
TU-RTP11-051	NA	Tulare	SJV	Seminole Ave. / Hwy 63	Seminole Ave. at Hwy 63	Seminole Ave. @ Hwy 63	Traffic Signal			2025											Local	$500	$593
																						$138,925	**$206,732**
CITY OF VISALIA																							
VI-RTP07-002	NA	Visalia	SJV	Houston Ave.	Widen existing roadway	Ben Maddox to Lovers Lane; 1 mi.	Widen from 2 to 4 lanes	0	Y	2022							x	x	x	x	Local	$5,688	$6,115
VI-RTP14-002	NA	Visalia	SJV	Houston Ave.	Widen existing roadway	Mooney to Santa Fe; 1.5mi	Widen from 2 to 4 lanes	0	Y	2035									x	x	Local	$9,750	$15,395
VI-RTP07-005	NA	Visalia	SJV	Murray Ave.	Widen existing roadway	Giddings to Santa Fe; 1 mi.	Widen from 2 to 4 lanes	0	Y	2025							x	x	x	x	Local	$6,500	$7,637
VI-RTP11-062	NA	Visalia	SJV	Santa Fe St.	Construct new roadway	Riggin to Shannon Parkway; 0.25 mi.	New 4-lane; arterial	0	Y	2023					x	x	x	x	x	x	Local	$2,844	$3,149
VI-RTP11-021	NA	Visalia	SJV	Santa Fe St.	Construct new roadway	Houston to Riggin; 1 mi.	New 4-lane; collector	0	Y	2022					x	x	x	x	x	x	Local	$10,124	$10,921
VI-RTP07-007	NA	Visalia	SJV	Santa Fe St.	Widen existing roadway	Tulare to Houston; 1.5 mi.	Widen from 2 to 4 lanes	0	Y	2022					x	x	x	x	x	x	Local	$7,800	$8,387
VI-RTP07-006	NA	Visalia	SJV	Santa Fe St.	Widen existing roadway	K St to Tulare; .8 mi.	Widen from 2 to 4 lanes	0	Y	2025							x	x	x	x	Local	$5,200	$6,129
VI-RTP11-009	NA	Visalia	SJV	Santa Fe St.	Widen existing roadway	Caldwell to "K"; 0.7 mi.	Widen from 2 to 4 lanes	0	Y	2023					x	x	x	x	x	x	Local	$3,413	$3,792

Table A-15
LOCAL FUNDED ROADS
Constrained Capacity Increasing Projects for Inclusion in the
Tulare County 2018 Regional Transportation Plan

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year(s) Modeled										Fund Type	Cost Constant	Cost Year of Expend.
1	2	3	4	5	6	7	8	9	10	11											13	14	15
											2018	2019	2020	2021	2023	2024	2027	2030	2031	2035	2042			
CITY OF VISALIA																							
VI-RTP14-008	NA	Visalia	SJV	Akers Street	Widen existing roadway	Riggin to Avenue 320; 1 mi.	Widen from 2 to 4 lanes	0	Y	2035									x	x	Local	$5,200	$8,211
VI-RTP11-003	NA	Visalia	SJV	Akers Street	Widen existing roadway	Ferguson to Riggin; 0.5 mi.	Widen from 3 to 4 lanes	0	Y	2020			x	x	x	x	x	x	x	x	Local	$813	$830
VI-RTP07-026	NA	Visalia	SJV	Akers Street	Widen existing roadway	Caldwell to Visalia Pkwy (Ave. 276); 0.5 mi.	Widen from 2 to 4 lanes	0	Y	2025							x	x	x	x	Local	$813	$955
VI-RTP14-009	NA	Visalia	SJV	Akers Street	Widen existing roadway	Tulare to Hillsdale; 0.7mi	Widen from 4 to 6 lanes	0	Y	2023					x	x	x	x	x	x	Local	$2,275	$2,519
VI-RTP11-004	NA	Visalia	SJV	Cain Street	Construct new roadway	Goshen to Douglas; 0.2 mi.	New 2-lane; collector	0	Y	2030								x	x	x	Local	$1,300	$1,771
VI-RTP07-012	NA	Visalia	SJV	Court St.	Widen existing roadway	Walnut to Tulare; .5 mi.	Widen from 2 to 4 lanes	0	Y	2027							x	x	x	x	Local	$3,250	$4,051
VI-RTP07-013	NA	Visalia	SJV	Ferguson Ave.	Construct new roadway	east of Plaza to Kelsey; .2 mi.	New 2-lane; collector	0	Y	2020			x	x	x	x	x	x	x	x	Local	$1,300	$1,327
VI-RTP11-029	NA	Visalia	SJV	Ferguson Ave.	Construct new roadway	American (Rd 76) to west of Plaza; 0.1 mi.	New 2-lane; collector	0	Y	2020			x	x	x	x	x	x	x	x	Local	$650	$664
VI-RTP11-005	NA	Visalia	SJV	Goshen Avenue	Widen existing roadway	Santa Fe to Lovers Lane; 1.6 mi.	Widen from 2 to 4 lanes	0	Y	2027							x	x	x	x	Local	$9,750	$12,153
VI-RTP11-006	NA	Visalia	SJV	Kelsey Street	Construct new roadway	Doe to Riggin; 0.7 mi.	New 2-lane; collector	0	Y	2020			x	x	x	x	x	x	x	x	Local	$4,550	$4,646
VI-RTP11-008	NA	Visalia	SJV	Mooney Blvd (SR 63)	Widen existing roadway	Avenue 272 to Avenue 276; 0.5 mi.	Widen from 4 to 6 lanes	0	Y	2025							x	x	x	x	Local	$3,250	$3,818
VI-RTP14-004	NA	Visalia	SJV	Mooney Blvd.	Widen existing roadway	Goshen to Houston; .4mi	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	x	x	x	Local	$2,600	$2,655
VI-RTP14-005	NA	Visalia	SJV	Mooney Blvd.	Widen existing roadway	Ferguston to Riggin; 0.5mi	Widen from 2 to 4 lanes	0	Y	2023					x	x	x	x	x	x	Local	$1,625	$1,800
VI-RTP11-044	NA	Visalia	SJV	Mooney Blvd.	Construct new roadway	Riggin to Avenue 320; 1 mi.	New 4-lane; arterial	0	Y	2035									x	x	Local	$6,825	$10,777
VI-RTP11-010	NA	Visalia	SJV	Sunnyview Avenue	Construct new roadway	Kelsey to Clancy; 0.5 mi.	New 2-lane; collector	0	Y	2020			x	x	x	x	x	x	x	x	Local	$1,625	$1,659
VI-RTP11-011	NA	Visalia	SJV	Virmargo Street	Construct new roadway	Goshen to Houston; 0.5 mi.	New 2-lane; collector	0	Y	2020			x	x	x	x	x	x	x	x	Local	$3,250	$3,318
VI-RTP11-014	NA	Visalia	SJV	Chinowth Street	Construct new roadway	Goshen to Houston; 0.2 mi.	New 2-lane; collector	0	Y	2021				x	x	x	x	x	x	x	Local	$1,300	$1,360
VI-RTP11-013	NA	Visalia	SJV	Chinowth Street	Construct new roadway	Ave 272 to Ave 276; 0.5 mi.	New 2-lane; collector	0	Y	2035									x	x	Local	$3,250	$5,132
VI-RTP11-015	NA	Visalia	SJV	Court Street	Construct new roadway	Ave 272 to Ave 276; 0.5 mi.	New 4-lane; collector	0	Y	2035									x	x	Local	$5,688	$8,980
VI-RTP11-017	NA	Visalia	SJV	Linwood Street	Construct new roadway	Ave 272 to Ave 276; 0.5 mi.	New 2-lane; collector	0	Y	2035									x	x	Local	$3,250	$5,132
VI-RTP11-018	NA	Visalia	SJV	Linwood Street	Construct new roadway	Riggin to Avenue 320 ; 1 mi.	New 2-lane; collector	0	Y	2027							x	x	x	x	Local	$6,500	$8,102
VI-RTP11-019	NA	Visalia	SJV	Pinkham Street	Construct new roadway	Avenue 272 to Caldwell; 0.9 mi.	New 2-lane; collector	0	Y	2035									x	x	Local	$5,850	$9,237
VI-RTP11-020	NA	Visalia	SJV	Roeben Street	Construct new roadway	Caldwell to Whitendale ; 0.5 mi.	New 2-lane; collector	0	Y	2027							x	x	x	x	Local	$3,250	$4,051
VI-RTP07-024	NA	Visalia	SJV	Shirk Road	Widen existing roadway	SR198 to Goshen Ave; 1 mi.	Widen from 2 to 4 lanes	0	Y	2025							x	x	x	x	Local	$4,875	$5,728
VI-RTP11-055	NA	Visalia	SJV	Shirk Street	Widen existing roadway	Goshen to Riggin; 1 mi.	Widen from 2 to 4 lanes	0	Y	2028								x	x	x	Local	$5,200	$6,676
VI-RTP18-002	NA	Visalia	SJV	Stonebrook Street	Construct new roadway	Caldwell to Cameron; .25 mi.	New 2-lane; collector	0	Y	2023					x	x	x	x	x	x	Local	$1,625	$1,800
VI-RTP11-022	NA	Visalia	SJV	Stonebrook Street	Construct new roadway	Avenue 272 to Avenue 276; .5 mi.	New 2-lane; collector	0	Y	2030								x	x	x	Local	$3,250	$4,427
VI-RTP11-023	NA	Visalia	SJV	Tulare Avenue	Construct new roadway	Shirk to Roeben; 0.5 mi.	New 2-lane; collector	0	Y	2023					x	x	x	x	x	x	Local	$3,250	$3,599
VI-RTP18-003	NA	Visalia	SJV	Walnut Avenue	Widen existing roadway	Cedar to McAuliff; 0.7 mi.	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	x	x	x	Local	$2,925	$2,986
VI-RTP11-024	NA	Visalia	SJV	Walnut Avenue	Widen existing roadway	McAuliff to Rd 148; 0.5 mi.	Widen from 2 to 4 lanes	0	Y	2025						x	x	x	x	x	Local	$1,625	$1,909
VI-RTP11-057	NA	Visalia	SJV	Walnut Avenue	Widen existing roadway	Shirk to Roeben; .5 mi.	Widen from 2 to 4 lanes	0	Y	2022					x	x	x	x	x	x	Local	$813	$874
VI-RTP11-031	NA	Visalia	SJV	Avenue 320	Construct new roadway	Demaree to Mooney; 1 mi.	New 2-lane; 1/2 arterial	0	Y	2035									x	x	Local	$6,500	$10,263
VI-RTP11-032	NA	Visalia	SJV	Ben Maddox Way	Construct new roadway	Avenue 272 to Caldwell; 0.9 mi.	New 4-lane; arterial	0	Y	2035									x	x	Local	$10,238	$16,165
VI-RTP11-033	NA	Visalia	SJV	County Center Drive	Construct new roadway	Avenue 272 to Visalia Pkwy; 0.5 mi.	New 2-lane; collector	0	Y	2031									x	x	Local	$3,250	$4,559
VI-RTP11-034	NA	Visalia	SJV	County Center Drive	Construct new roadway	Pratt to Avenue 320; 0.4 mi.	New 2-lane; collector	0	Y	2035									x	x	Local	$2,600	$4,105
VI-RTP07-021	NA	Visalia	SJV	Demaree St.	Widen existing roadway	Pratt to Avenue 320; 0.4 mi.	Widen from 2 to 4 lanes	0	Y	2030								x	x	x	Local	$2,600	$3,541
VI-RTP11-037	NA	Visalia	SJV	Hurley Avenue	Construct new roadway	Kelsey to Shirk; 1 mi.	New 2-lane; collector	0	Y	2032									x	x	Local	$6,500	$9,392
VI-RTP11-038	NA	Visalia	SJV	Hurley Avenue	Construct new roadway	Road 76 to Plaza; 0.5 mi.	New 2-lane; collector	0	Y	2030								x	x	x	Local	$3,250	$4,427
VI-RTP11-041	NA	Visalia	SJV	Kelsey Street	Construct new roadway	Riggin to Avenue 320; 1 mi.	New 2-lane; collector	0	Y	2042										x	Local	$6,500	$12,623
VI-RTP11-042	NA	Visalia	SJV	McAuliff Street	Construct new roadway	Avenue 272 to Caldwell; 1 mi.	New 2-lane; collector	0	Y	2042										x	Local	$6,500	$12,623
VI-RTP11-043	NA	Visalia	SJV	McAuliff Street	Construct new roadway	Walnut to Caldwell; 1 mi.	New 2-lane; collector	0	Y	2028								x	x	x	Local	$4,875	$6,259
VI-RTP11-046	NA	Visalia	SJV	Road 76 (American)	Construct new roadway	Ferguson (Ave 308) to Riggin; 0.5 mi.	New 2-lane; collector	0	Y	2020				x	x	x	x	x	x	x	Local	$3,250	$3,318
VI-RTP11-047	NA	Visalia	SJV	Road 76 (American)	Construct new roadway	Hurley to Legacy; 0.2 mi.	New 2-lane; collector	0	Y	2030								x	x	x	Local	$1,300	$1,771
VI-RTP11-048	NA	Visalia	SJV	Road 88	Construct new roadway	Riggin to Avenue 320; 1 mi.	New 2-lane; collector	0	Y	2038										x	Local	$6,500	$11,215
VI-RTP11-049	NA	Visalia	SJV	Road 96 (Roeben St)	Construct new roadway	Riggin to Avenue 320; 1 mi.	New 2-lane; collector	0	Y	2035									x	x	Local	$6,500	$10,263
VI-RTP11-052	NA	Visalia	SJV	Road 148 (Tower St.)	Construct new roadway	Houston (SR 216) to St. John Pkwy; 0.2 mi.	New 4-lane; Arterial	0	Y	2030								x	x	x	Local	$2,240	$3,051

Table A-15
LOCAL FUNDED ROADS
Constrained Capacity Increasing Projects for Inclusion in the
Tulare County 2018 Regional Transportation Plan

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year(s) Modeled										Fund Type	Cost Constant	Cost Year of Expend.
1	2	3	4	5	6	7	8	9	10	11											13	14	15
											2018	2019	2020	2021	2023	2024	2027	2030	2031	2035	2042			
CITY OF VISALIA																							
VI-RTP11-053	NA	Visalia	SJV	Road 148 (Tower St.)	Construct new roadway	Mineral King to Houston; .9 mi.	New 4-lane; Arterial	0	Y	2030								x	x	x	x	Local	$5,850	$7,968
VI-RTP11-054	NA	Visalia	SJV	Road 148 (Tower St.)	Construct new roadway	Walnut to Noble; 0.9 mi.	New 4-lane; Arterial	0	Y	2030								x	x	x	x	Local	$5,850	$7,968
VI-RTP11-063	NA	Visalia	SJV	Shannon Parkway	Construct new roadway	Dinuba Blvd. (SR 63) to Santa Fe; 0.5 mi.	New 2-lane; collector	0	Y	2023					x	x	x	x	x	x	x	Local	$1,950	$2,160
VI-RTP11-064	NA	Visalia	SJV	St Johns Parkway	Construct new roadway	McAuliff to Rd 148; 0.5 mi.	New 2-lane; collector	0	Y	2023					x	x	x	x	x	x	x	Local	$813	$900
VI-RTP11-066	NA	Visalia	SJV	Whitendale Avenue	Construct new roadway	Shirk to Roeben; 0.5 mi.	New 2-lane; collector	0	Y	2030								x	x	x	x	Local	$3,250	$4,427
VI-RTP11-067	NA	Visalia	SJV	Burke Street	Construct new roadway	Roosevelt to Houston; 0.1 mi.	New 2-lane; collector	0	Y	2019		x	x	x	x	x	x	x	x	x	x	Local	$650	$650
VI-RTP18-004	NA	Visalia	SJV	Avenue 316	Construct new roadway	Linwood to Roeben; 1.0 mi.	New 2-lane; local	0	Y	2030								x	x	x	x	Local	$6,500	$8,853
VI-RTP18-005	NA	Visalia	SJV	Avenue 316	Construct new roadway	Roeben to Road 88; 1.0 mi.	New 2-lane; local	0	Y	2038											x	Local	$6,500	$11,215
VI-RTP18-006	NA	Visalia	SJV	Avenue 316	Construct new roadway	Road 88 to Road 80; 1.0 mi.	New 2-lane; local	0	Y	2040											x	Local	$6,500	$11,898
VI-RTP11-071	NA	Visalia	SJV	Court St at Whitendale Ave	Court St at Whitendale Ave	Court St at Whitendale Ave	Traffic Signal			2020												Local	$500	$513
VI-RTP11-075	NA	Visalia	SJV	Ben Maddox Way at K Ave	Ben Maddox Way at K Ave	Ben Maddox Way at K Ave	Traffic Signal			2023												Local	$500	$559
VI-RTP11-078	NA	Visalia	SJV	Burke St at Main St	Burke St at Main St	Burke St at Main St	Traffic Signal			2019												Local	$500	$500
VI-RTP11-084	NA	Visalia	SJV	College Ave at Lovers Lane	College Ave at Lovers Lane	College Ave at Lovers Lane	Traffic Signal			2035												Local	$500	$797
VI-RTP11-087	NA	Visalia	SJV	Bridge St at Main St	Bridge St at Main St	Bridge St at Main St	Traffic Signal			2020												Local	$500	$513
VI-RTP11-088	NA	Visalia	SJV	Cain St at Main St	Cain St at Main St	Cain St at Main St	Traffic Signal			2020												Local	$500	$513
VI-RTP11-089	NA	Visalia	SJV	Bridge St at Center Ave	Bridge St at Center Ave	Bridge St at Center Ave	Traffic Signal			2035												Local	$500	$797
VI-RTP11-093	NA	Visalia	SJV	Burke St at Tulare Ave	Burke St at Tulare Ave	Burke St at Tulare Ave	Traffic Signal			2020												Local	$500	$513
VI-RTP11-096	NA	Visalia	SJV	Court St at Paradise Ave	Court St at Paradise Ave	Court St at Paradise Ave	Traffic Signal			2040												Local	$500	$924
VI-RTP11-097	NA	Visalia	SJV	Divisadero St at Walnut Ave	Divisadero St at Walnut Ave	Divisadero St at Walnut Ave	Traffic Signal			2035												Local	$500	$797
VI-RTP11-100	NA	Visalia	SJV	Bridge St at Murray Ave	Bridge St at Murray Ave	Bridge St at Murray Ave	Traffic Signal			2035												Local	$500	$797
VI-RTP11-101	NA	Visalia	SJV	Chinowth St at Goshen Ave	Chinowth St at Goshen Ave	Chinowth St at Goshen Ave	Traffic Signal			2020												Local	$500	$513
VI-RTP11-102	NA	Visalia	SJV	Center Ave at Conyer St	Center Ave at Conyer St	Center Ave at Conyer St	Traffic Signal			2040												Local	$500	$924
VI-RTP11-104	NA	Visalia	SJV	Cypress Ave at Linwood St	Cypress Ave at Linwood St	Cypress Ave at Linwood St	Traffic Signal			2040												Local	$500	$924
VI-RTP11-105	NA	Visalia	SJV	County Center at Houston Ave	County Center at Houston Ave	County Center at Houston Ave	Traffic Signal			2030												Local	$500	$688
VI-RTP11-106	NA	Visalia	SJV	Grape St at NE 3rd	Grape St at NE 3rd	Grape St at NE 3rd	Traffic Signal			2040												Local	$500	$924
VI-RTP11-107	NA	Visalia	SJV	Houston Ave at Rinaldi St	Houston Ave at Rinaldi St	Houston Ave at Rinaldi St	Traffic Signal			2040												Local	$500	$924
VI-RTP11-108	NA	Visalia	SJV	Bridge St at Tulare Ave	Bridge St at Tulare Ave	Bridge St at Tulare Ave	Traffic Signal			2035												Local	$500	$797
VI-RTP11-109	NA	Visalia	SJV	Acequia Ave at Bridge St	Acequia Ave at Bridge St	Acequia Ave at Bridge St	Traffic Signal			2040												Local	$500	$924
VI-RTP11-110	NA	Visalia	SJV	Visalia Mall entrance at Walnut	Visalia Mall entrance at Walnut	Visalia Mall entrance at Walnut Ave	Traffic Signal			2030												Local	$500	$688
VI-RTP11-111	NA	Visalia	SJV	Jacob St at Main St.	Jacob St at Main St.	Jacob St at Main St.	Traffic Signal			2020												Local	$500	$513
VI-RTP11-112	NA	Visalia	SJV	Shirk St at Walnut Ave	Shirk St at Walnut Ave	Shirk St at Walnut Ave	Traffic Signal			2025												Local	$500	$593
VI-RTP11-113	NA	Visalia	SJV	West St at Whitendale Ave	West St at Whitendale Ave	West St at Whitendale Ave	Traffic Signal			2040												Local	$500	$924
VI-RTP11-114	NA	Visalia	SJV	County Center at Ferguson Ave	County Center at Ferguson Ave	County Center at Ferguson Ave	Traffic Signal			2035												Local	$500	$797
VI-RTP11-115	NA	Visalia	SJV	Main St at Mineral King Ave	Main St at Mineral King Ave	Main St at Mineral King Ave	Traffic Signal			2025												Local	$500	$593
VI-RTP11-118	NA	Visalia	SJV	Giddings St at Riggin Ave	Giddings St at Riggin Ave	Giddings St at Riggin Ave	Traffic Signal			2020												Local	$500	$513
VI-RTP11-119	NA	Visalia	SJV	Central St at Tulare Ave	Central St at Tulare Ave	Central St at Tulare Ave	Traffic Signal			2030												Local	$500	$688
VI-RTP11-122	NA	Visalia	SJV	McAuliff St at Walnut Ave	McAuliff St at Walnut Ave	McAuliff St at Walnut Ave	Traffic Signal			2025												Local	$500	$593
VI-RTP11-123	NA	Visalia	SJV	Doe Ave at Shirk St	Doe Ave at Shirk St	Doe Ave at Shirk St	Traffic Signal			2030												Local	$500	$688
VI-RTP11-125	NA	Visalia	SJV	Beech Ave at Court St	Beech Ave at Court St	Beech Ave at Court St	Traffic Signal			2025												Local	$500	$593
VI-RTP11-126	NA	Visalia	SJV	Roeben St at Walnut Ave	Roeben St at Walnut Ave	Roeben St at Walnut Ave	Traffic Signal			2025												Local	$500	$593
VI-RTP11-127	NA	Visalia	SJV	Ferguson Ave at Mooney Blvd	Ferguson Ave at Mooney Blvd	Ferguson Ave at Mooney Blvd	Traffic Signal			2040												Local	$500	$924
VI-RTP11-128	NA	Visalia	SJV	Cain St at Mineral King Ave	Cain St at Mineral King Ave	Cain St at Mineral King Ave	Traffic Signal			2025												Local	$500	$593
VI-RTP11-129	NA	Visalia	SJV	Damsen Ave at Demaree St	Damsen Ave at Demaree St	Damsen Ave at Demaree St	Traffic Signal			2025												Local	$500	$593
VI-RTP11-130	NA	Visalia	SJV	University St at Whitnedale Ave	University St at Whitnedale Ave	University St at Whitnedale Ave	Traffic Signal			2040												Local	$500	$924
VI-RTP11-131	NA	Visalia	SJV	Crenshaw St at Whitendale Ave	Crenshaw St at Whitendale Ave	Crenshaw St at Whitendale Ave	Traffic Signal			2030												Local	$500	$688
VI-RTP11-132	NA	Visalia	SJV	Ferguson Ave at Linwood St	Ferguson Ave at Linwood St	Ferguson Ave at Linwood St	Traffic Signal			2030												Local	$500	$688

Table A-15
LOCAL FUNDED ROADS
Constrained Capacity Increasing Projects for Inclusion in the
Tulare County 2018 Regional Transportation Plan

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year(s) Modeled										Fund Type	Cost Constant	Cost Year of Expend.
1	2	3	4	5	6	7	8	9	10	11											13	14	15
											2018	2019	2020	2021	2023	2024	2027	2030	2031	2035	2042			
CITY OF VISALIA																							
VI-RTP11-134	NA	Visalia	SJV	K Ave at Pinkham St	K Ave at Pinkham St	K Ave at Pinkham St	Traffic Signal			2035											Local	$500	$797
VI-RTP11-135	NA	Visalia	SJV	Burke St at Center Ave	Burke St at Center Ave	Burke St at Center Ave	Traffic Signal			2035											Local	$500	$797
VI-RTP11-136	NA	Visalia	SJV	Court St at Ferguson Ave	Court St at Ferguson Ave	Court St at Ferguson Ave	Traffic Signal			2035											Local	$500	$797
VI-RTP11-138	NA	Visalia	SJV	County Center at Packwood Ave	County Center at Packwood Ave	County Center at Packwood Ave	Traffic Signal			2030											Local	$500	$688
VI-RTP11-139	NA	Visalia	SJV	Burke St at Goshen Ave	Burke St at Goshen Ave	Burke St at Goshen Ave	Traffic Signal			2035											Local	$500	$797
VI-RTP11-141	NA	Visalia	SJV	Burke St at St Johns Pkwy	Burke St at St Johns Pkwy	Burke St at St Johns Pkwy	Traffic Signal			2030											Local	$500	$688
VI-RTP11-143	NA	Visalia	SJV	County Center at Riggin Ave	County Center at Riggin Ave	County Center at Riggin Ave	Traffic Signal			2030											Local	$500	$688
VI-RTP11-145	NA	Visalia	SJV	Cameron Ave at County Center	Cameron Ave at County Center	Cameron Ave at County Center	Traffic Signal			2020											Local	$500	$513
																						$286,008	**$394,077**

Total	**$523,658**	**$741,060**

4 Non-attainment Area
9 Not exempt = 0
11 Open to Traffic
13 Source(s) of funding Please Note: the fund type(s) shown are potential sources
14 Project cost in today's $ except for projects already programmed in the FTIP

Costs prior to FY18/19:	$10,432	
Operational	$54,500	$74,369

Table A-16
REGIONALLY FUNDED ROADS
Constrained Capacity Increasing Projects for Inclusion in the
Tulare County 2018 Regional Transportation Plan

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year(s) Modeled										Fund Type	Cost Constant	Cost Year of Expend.
1	2	3	4	5	6	7	8	9	10	11											13	14	15
											2018	2019	2020	2021	2023	2024	2027	2030	2031	2035	2042			
CALTRANS INTERREGIONAL PROJECTS																								
TUL12-111	11500000269	Caltrans	SJV	SR 99	Widen existing roadway	30.6/35.2 Tulare/Tagus - Prosperity Ave to 1.2m S of Ave 280	Widen from 4 to 6 lanes	0	Y	2022					x	x	x	x	x	x	x	IIP, RIP	$95,863	$95,863
CT-RTP07-004	NA	Caltrans	SJV	SR 99	Widen existing roadway	25.5/30.6 Tulare - Avenue 200 to Prosperity Ave	Widen from 4 to 6 lanes	0	Y	2029							x	x	x	x	x	IIP, RIP	$200,150	$263,420
CT-RTP07-005	NA	Caltrans	SJV	SR 99	Widen existing roadway	16.0/25.5 South of Tipton to Avenue 200	Widen from 4 to 6 lanes	0	Y	2038										x	x	IIP, RIP	$110,700	$192,623
																					Subtotal	$406,713	$551,905
STATE HIGHWAY WIDENING PROJECTS																								
TUL12-122	11500000251	Caltrans	SJV	SR 65	Widen existing roadway	10.9/15.6 Terra Bella - Ave 88 to Ave 124	Widen from 2 to 4 lanes	0	Y	2029								x	x	x	x	RIP/R	$39,337	$52,318
TUL12-123	11500000252	Caltrans	SJV	SR 65	Widen existing roadway	6.1/11.4 Ducor - Orris UP to Ave 92	Widen from 2 to 4 lanes	0	Y	2034									x	x	x	RIP/R	$49,097	$75,680
TUL12-124	11500000253	Caltrans	SJV	SR 65	Widen existing roadway	0.0/.6.6 County Line to Ave 56	Widen from 2 to 4 lanes	0	Y	2040											x	RIP/R	$58,856	$108,309
CT-RTP11-001	11500000075	Caltrans	SJV	SR 65	Widen existing roadway	29.5/32.3 Near Lindsay-from Hermosa Rd to Ave 244	Realignment and widen from 2 to 4 lanes	0	Y	2030								x	x	x	x	RIP/R	$29,360	$39,978
CT-RTP07-008	NA	Caltrans	SJV	SR 190	Widen existing roadway	8.5/15.0 Poplar/Porterville - Rte 65 to Road 184	Widen from 2 to 4 lanes	0	Y	2042											x	RIP/R	$68,640	$133,532
CT-RTP11-002	NA	Caltrans	SJV	SR 216 (Houston)	Widen existing roadway	Rd 144 to Rd 148; 0.5 mi.	Widen from 2 to 4 lanes	0	Y	2030								x	x	x	x	RIP/R	$5,200	$7,103
CT-RTP11-003	NA	Caltrans	SJV	SR 216 (Houston)	Widen existing roadway	Rd 148 to Rd 152; 0.5 mi.	Widen from 2 to 4 lanes	0	Y	2035										x	x	RIP/R	$5,200	$8,234
																					Subtotal	$255,690	$425,155
STATE HIGHWAY INTERCHANGE PROJECTS																								
CT-RTP07-011	NA	Caltrans	SJV	SR 99	Major I/C improvements	SR-99 at Caldwell Avenue	Widen on/off ramps and bridge structure	0	Y	2026							x	x	x	x	x	R/Local	$48,362	$56,721
CT-RTP07-013	NA	Caltrans	SJV	SR 99	Construct new I/C	SR-99 at AgriCenter (Commercial)	Construct new Interchange	0	Y	2030								x	x	x	x	RIP/R/Local	$56,387	$73,250
CT-RTP07-014	NA	Caltrans	SJV	SR 99	Major I/C improvements	SR-99 at Paige Ave.	Widen on/off ramps and bridge structure	0	Y	2030								x	x	x	x	RIP/R/Local	$61,848	$83,360
CT-RTP07-021	NA	Caltrans	SJV	SR 198	Construct new I/C	SR-198 at Road 148	Construct new interchange	0	Y	2032										x	x	RIP/R	$52,000	$75,439
CT-RTP07-022	NA	Caltrans	SJV	SR 190	Major I/C improvements	SR-190 at Main Street	Widen bridge structure, new ramps	0	Y	2040											x	RIP/R	$43,505	$80,056
																					Subtotal	$262,102	$368,825
OTHER REGIONAL PROJECTS																								
DI-RTP07-015	NA	Dinuba	SJV	Alta Avenue	Widen existing roadway	Sequoia to Avenue 432	Widen from 2 to 4 lanes	0	Y	2031									x	x	x	RIP/R	$6,000	$8,416
TUL00-106	11500000078	Dinuba	SJV	Ave 416 (El Monte)	Widen existing roadway	Road 80 to Road 92*	Widen from 2 to 4 lanes	0	Y	2042											x	R/Local	$15,471	$30,114
FA-RTP07-001	NA	Farmersville	SJV	Farmersville Blvd.	Farmersville Blvd.	Walnut Ave to Noble Ave. - 1 mi	Widen from 2 to 4 lanes	0	Y	2022					x	x	x	x	x	x	x	Measure R	$9,230	$22,195
PO-RTP14-001	NA	Porterville	SJV	Westwood St	Widen existing road/bridge	South of Orange Ave to South of Tule River	Widen from 2 to 4 lanes	0	Y	2040											x	Local/HBR	$6,100	$11,220
PO-RTP18-002	NA	Porterville	SJV	Newcomb St	New crossing over SR190	North of Tule River to south of Poplar Ditch	New 4 lane overcrossing	0	Y	2035										x	x	R/Local	$43,468	$68,982
VI-RTP07-029	NA	Visalia	SJV	Riggin Avenue	Widen existing roadway	Road 80 to SR-63 (various sections)	Widen from 2 to 4 lanes	0	Y	2024						x	x	x	x	x	x	R/Local	$24,375	$31,840
TUL00-010a	11500000154	Tulare Co.	SJV	Avenue 280	Widen existing roadway	Santa Fe (Visalia) to Lovers Ln (Visalia)	Widen from 2 to 4 lanes	0	Y	2022					x	x	x	x	x	x	x	RIP/R*	$21,173	$26,304
TUL00-010b	11500000154	Tulare Co.	SJV	Avenue 280	Widen existing roadway	Lovers Ln (Visalia) to Virginia (Farmsersville)	Widen from 2 to 4 lanes	0	Y	2024						x	x	x	x	x	x	RIP/R*	$23,673	$31,167
TUL00-010c	11500000154	Tulare Co.	SJV	Avenue 280	Widen existing roadway	Brundage (Farmersville) to Elberta (Exeter)	Widen from 2 to 4 lanes	0	Y	2024						x	x	x	x	x	x	RIP/R*	$18,673	$24,501
																					Subtotal	$42,346	$254,738
																					Total	$966,851	$1,600,623

4 Non-attainment Area
9 Not exempt = 0
11 Open to Traffic
13 Source(s) of funding Please Note: the fund type(s) shown are potential sources
14 Project cost in today's $ except for projects already programmed in the FTIP

Costs prior to FY18/19: $58,731

* Ave 416 - Rd 88 to Rd 92 already 4 lanes (non-capacity increading improvements will be made for this section)

Table A-16a
REGIONALLY FUNDED ROADS
Constrained Operational Projects for Inclusion in the
Tulare County 2018 Regional Transportation Plan

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	2018	2019	2020	2021	2023	2024	2027	2030	2031	2035	2042	Fund Type	Cost Constant (exc. FTIP)	Cost Year of Expend.
1	2	3	4	5	6	7	8	9	10	11												13	14	15
STATE HIGHWAY INTERCHANGE PROJECTS																								
CT-RTP07-015	NA	Tulare Co.	SJV	SR 99	Operational I/C improve.	SR-99 south county interchanges	Turn lane, intersection, ramp improvements			2031									x	x	x	RIP/R/SHOPP	$6,000	$8,432
PO-RTP18-005	NA	Porterville	SJV	SR 190	Operational I/C improve.	SR-190 at Main St and SR-65	WB Aux lane and ramp improvements			2022					x	x	x	x	x	x	x	R/SHOPP	$13,326	$14,349
CT-RTP07-017	NA	Visalia	SJV	SR 198	Operational I/C improve.	SR-198 at Shirk Street	Turn lane, intersection, ramp improvements			2027							x	x	x	x	x	RIP/R/SHOPP	$14,121	$17,672
CT-RTP07-018		Visalia	SJV	SR 198	Operational I/C improve.	SR-198 at Akers Street	minor widening & safety improvements	0	Y	2020			x	x	x	x	x	x	x	x	x	R/Local/SHOPP	$1,500	$5,240
CT-RTP07-019	NA	Visalia	SJV	SR 198	Operational I/C improve.	SR-198 downtown corridor interchanges	Turn lane, intersection, ramp improvements			2030								x	x	x	x	RIP/R/SHOPP	$20,000	$27,285
CT-RTP07-020		Visalia	SJV	SR 198	Operational I/C improve.	SR-198 at Lovers Lane	Turn lane, intersection, ramp improvements			2022					x	x	x	x	x	x	x	R/Local/SHOPP	$12,900	$13,924
FA-RTP14-001	NA	Farmersville	SJV	SR 198	Operational I/C improve.	SR-198 at Road 164 (Farmersville Blvd.)	Add roundabouts at westbound on/off ramps			2042											x	R /CMAQ	$6,950	$13,510
																						Subtotal	$74,797	$100,412
STATE HIGHWAY INTERSECTION PROJECTS																								
TC-RTP18-001	NA	Tulare Co.	SJV	SR 198/SR 65	Intersection Improvements	SR-198 at SR-65	Turn lanes, intersection improvements			2027							x	x	x	x	x	SHOPP/R	$1,290	$1,614
TC-RTP18-002	NA	Tulare Co.	SJV	SR 198	Intersection Improvements	SR-198 at Spruce Rd	Turn lanes, intersection improvements			2029								x	x	x	x	SHOPP/R	$1,290	$1,712
LI-RTP18-001		Lindsay	SJV	SR 65	Intersection Improvements	SR-65 at Tulare Ave	Roundabout and local street improvements	0	Y	2024						x	x	x	x	x	x	RIP/R/SHOPP	$38,750	$38,750
PO-RTP18-003	NA	Porterville	SJV	SR 190	Intersection Improvements	SR-190 at Westwood	Roundabout and intersection improvements			2027							x	x	x	x	x	SHOPP/R	$4,220	$5,265
PO-RTP18-004	NA	Porterville	SJV	SR 190	Intersection Improvements	SR-190 at Plano	Roundabout and intersection improvements			2033										x	x	SHOPP/R	$4,220	$6,286
																						Subtotal	$49,770	$53,627
OTHER REGIONAL PROJECTS																								
DI-RTP18-001	NA	Dinuba	SJV	Nebraska/Alta	Intersection Improvements	Nebraska at Alta	Roundabout at intersection			2022					x	x	x	x	x	x	x	CMAQ/R	$2,236	$2,236
VI-RTP18-001	NA	Visalia	SJV	Santa Fe/Tulare	Intersection Improvements	Santa Fe at Tulare Ave	Roundabout at intersection			2023					x	x	x	x	x	x	x	CMAQ/R	$3,285	$3,285
PO-RTP18-001	NA	Porterville	SJV	Plano/College	Intersection Improvements	Plano at College	Roundabout at intersection			2022					x	x	x	x	x	x	x	CMAQ/R	$2,829	$2,829
																						Subtotal	$8,350	$8,350
																						Total	$132,917	$162,390

4 Non-attainment Area
9 Not exempt = 0
11 Open to Traffic
13 Source(s) of funding Please Note: the fund type(s) shown are potential sources
14 Project cost in today's $ except for projects already programmed in the FTIP

Costs prior to FY18/19: $2,738

Table A-17
UNCONSTRAINED PROJECT REQUESTS
Unconstrained Regional Capacity Increasing & Operational Projects for Inclusion in the (Unmet Transportation Needs)
Tulare County 2018 Regional Transportation Plan

CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Project Limits	Type of Improvement	COST (000)
1	2	3	4	5	6	7	13
	Caltrans	SJV	SR 137	Widen existing roadway	Lindsay to Tulare	Widen from 2 to 4 lanes	$145,000
	Caltrans	SJV	SR 99	Widen existing roadway	0.0/16.0 Kern Co. Line to south of Tipton	Widen from 4 to 6 lanes	$200,000
	Caltrans	SJV	SR 99	Major I/C improvements	SR-99 at Mendocino Ave (Road 12)	Interchange Modifications	$63,000
	Caltrans	SJV	SR 99	Operational Improvements	Bardsley to Hillman/Prosperity	Add Auxilliary Lanes	$55,000
	Caltrans	SJV	SR 190	Widen existing roadway	Road 184 to SR-99	Widen from 2 to 4 lanes	$80,000
	Caltrans	SJV	SR 63	Widen existing roadway	Visalia to SR-201	Widen from 2 to 4 lanes	$91,500
	Caltrans	SJV	SR 63	Widen existing roadway	Tulare to Visalia	Widen from 4 to 6 lanes	$17,000
	Caltrans	SJV	SR 198	Widen existing roadway	SR-99 to Lovers Ln	Widen from 4 to 6 lanes	$121,000
	Dinuba	SJV	Crawford	Widen/reconstruct existing roadway	Nebraska to Ave. 428, .5 mi.	Widen/Reconstruct	$2,391
	Dinuba	SJV	Kamm Ave	Widen/reconstruct existing roadway	Rd. 80 to Rd. 56, 3 mi.	Widen/Reconstruct	$10,366
	Dinuba	SJV	Nebraska	Widen/reconstruct existing roadway	Rd. 80 to Rd. 64, 2 mi.	Widen/Reconstruct	$6,914
	Dinuba	SJV	Sierra Way	Widen/reconstruct existing roadway	Rd. 72 to Rd. 70, .25 mi.	Widen/Reconstruct	$280
	Dinuba	SJV	Sierra Way	Widen existing roadway	Arkona to Rd. 72, .75 mi.	Widen	$2,000
	Dinuba	SJV	Rd. 72	Widen/reconstruct existing roadway	El Monte Way to Nebraska, 1 mi.	Widen/Reconstruct	$4,593
	Dinuba	SJV	Rd. 64	Widen/reconstruct existing roadway	El Monte Way to Nebraska, 1 mi.	Widen/Reconstruct	$3,313
	Dinuba	SJV	East Crawford	Widen existing roadway	Nebraska to Davis; .3 mi.	Widen	$516
	Dinuba	SJV	Nebraska	Widen existing roadway	Marks Drive to Crawford; .4 mi.	Widen	$705
	Dinuba	SJV	Crawford	Widen/reconstruct existing roadway	San Antonio to Kamm; .2 mi.	Widen/Reconstruct	$774
	Dinuba	SJV	Kamm Ave	Widen/reconstruct existing roadway	Crawford to Railroad; .25 mi.	Widen/Reconstruct	$1,101
	Farmersville	SJV	Hacienda Ave. & Visalia Rd.	Hacienda Ave. & Visalia Rd.	Hacienda Ave. & Visalia Rd.	Traffic Signal	$300
	Farmersville	SJV	Hacienda Ave. & Walnut Ave.	Hacienda Ave. & Walnut Ave.	Hacienda Ave. & Walnut Ave.	Traffic Signal	$300
	Farmersville	SJV	Hacienda Avenue	Construct new Roadway	Noble Avenue to Visalia Road	new 4- lane arterial	$5,600
	Farmersville	SJV	Railroad crossing	Railroad crossing	Hacienda Ave.	Railroad crossing	$600
	Porterville	SJV	Henderson Ave.	Widen existing roadway	Friant-Kern Canal to Newcomb St. 0.56mi	Complete 4-lane Arterial	$2,257
	Porterville	SJV	Henderson Ave.	Widen existing roadway	Prospect St. to Indiana St. 0.5mi	Widen to 6-lane Major Arterial	$1,644
	Porterville	SJV	Hillcrest St.	Widen existing roadway	Teapot Dome Ave. to Ave 140 1.5mi	Complete 4-lane Arterial	$4,280
	Porterville	SJV	Indiana Ave.	Widen existing roadway	Ave 128 to Poplar Ave 1.75mi	Complete 4-lane Arterial	$7,821
	Porterville	SJV	Indiana Ave.	Construct new roadway	Bridge over Tule River	New Construction	$9,075
	Porterville	SJV	Indiana Ave.	Widen existing roadway	Vandalia Ave to Springville Ave	Widen to 4-lane Arterial	$319
	Porterville	SJV	Indiana Ave.	Widen existing roadway	Union Ave to Olive Ave	Widen to 4-lane Arterial	$556
	Porterville	SJV	Newcomb St.	Widen existing roadway	Teapot Dome Ave. to SR190	Complete 4-lane Arterial	$8,684
	Porterville	SJV	Newcomb St.	Construct new roadway	SR190 to Tule River	New Construction	$884
	Porterville	SJV	Newcomb St.	Construct new roadway	Bridge over Tule River	New Construction	$9,075
	Porterville	SJV	North Grand Ave./Reid Ave.	Widen existing roadway	SR 65 to Plano St.	Widen to 4-lane Arteriral	$3,940
	Porterville	SJV	Olive Ave.	Construct new roadway	Bridge over Tule River	New Construction	$5,505
	Porterville	SJV	Olive Ave.	Widen existing roadway	Tule River to Elderwood St	Widen to 4-lane Arterial	$388
	Porterville	SJV	Olive Ave.	Widen existing roadway	Prospect St. to Indiana St.	Widen to 6-lane Major Arterial	$3,025
	Porterville	SJV	Plano St.	Widen existing roadway	Henderson Ave. to Reid Ave.	Complete 4-lane Arterial	$4,838
	Porterville	SJV	Prospect St.	Widen existing roadway	Mulberry Ave. to Westfield Ave.	Widen to 4-lane Arterial	$377
	Porterville	SJV	Teapot Dome Ave.	Widen existing roadway	Newcomb St. to S. Main St	Widen to 4-lane Arterial	$3,904
	Porterville	SJV	Foothill Parkway	Construct new roadway	Reid Ave to Road 184	New Construction	$34,176
	Porterville	SJV	Hillcrest Parkway	Construct new roadway	Foothill Parkway to Ave 176	New Construction	$14,846
	Porterville	SJV	Mentz Ave. Extension	Construct new roadway	Newcomb St. to Hillcrest St.	New Construction	$20,377
	Porterville	SJV	Teapo Dome Parkway	Construct new roadway	Hillcrest St. to Road 284	New Construction	$20,784
	Porterville	SJV	North Grand Ave.	Widen existing roadway	Prospect St. to SR 65	Widen to 4-lane Arteriral	$375
	Porterville	SJV	Reid Ave	Reid Ave at Lime St	Reid Ave at Lime St	Traffic Signal	$306
	Porterville	SJV	Reid Ave	Reid Ave at Plano St	Reid Ave at Plano St	Traffic Signal	$306
	Porterville	SJV	Westfield Ave	Westfield Ave at Foothill Parkway	Westfield Ave at Foothill Parkway	Traffic Signal	$329
	Porterville	SJV	Morton Ave.	Morton Ave at Foothill Parkway	Morton Ave at Foothill Parkway	Traffic Signal	$329
	Porterville	SJV	Foothill Parkway	Foothill Parkway at Doyle St	Foothill Parkway at Doyle St	Traffic Signal	$329
	Porterville	SJV	Success Dr	Success Dr at Doyle St	Success Dr at Doyle St	Traffic Signal	$306
	Porterville	SJV	Foothill Parkway	Foothill Parkway at Rd 284	Foothill Parkway at Rd 284	Traffic Signal	$329
	Porterville	SJV	Indiana St	Indiana St at Gibbons Ave	Indiana St at Gibbons Ave	Traffic Signal	$306
	Porterville	SJV	Gibbons Ave.	Gibbons at Jaye St	Indiana St at Jaye St	Traffic Signal	$306
	Porterville	SJV	Gibbons Ave.	Gibbons Ave at Main St	Gibbons Ave at Main St	Traffic Signal	$306
	Porterville	SJV	Plano St.	Plano St at Worth Ave	Plano St at Worth Ave	Traffic Signal	$306
	Porterville	SJV	Hillcrest St.	Hillcrest St at Worth Ave	Hillcrest St at Worth Ave	Traffic Signal	$306
	Porterville	SJV	Scranton Ave.	Scranton Ave at West St	Scranton Ave at West St	Traffic Signal	$306
	Porterville	SJV	Scranton Ave.	Scranton Ave at Westwood St	Scranton Ave at Westwood St	Traffic Signal	$306
	Porterville	SJV	Scranton Ave.	Scranton Ave at Newcomb St	Scranton Ave at Newcomb St	Traffic Signal	$306
	Porterville	SJV	Scranton Ave.	Scranton Ave at Indiana St	Scranton Ave at Indiana St	Traffic Signal	$306
	Porterville	SJV	Scranton Ave.	Scranton Ave at Plano St	Scranton Ave at Plano St	Traffic Signal	$306
	Porterville	SJV	Scranton Ave.	Scranton Ave at Hillcrest St	Scranton Ave at Hillcrest St	Traffic Signal	$306
	Porterville	SJV	Teapot Dome Ave.	Teapot Dome Ave at West St	Teapot Dome Ave at West St	Traffic Signal	$306
	Porterville	SJV	Teapot Dome Ave.	Teapot Dome Ave at Westwood St	Teapot Dome Ave at Westwood St	Traffic Signal	$306
	Porterville	SJV	Teapot Dome Ave.	Teapot Dome Ave at Newcomb St	Teapot Dome Ave at Newcomb St	Traffic Signal	$306
	Porterville	SJV	Teapot Dome Ave.	Teapot Dome Ave at Indiana St	Teapot Dome Ave at Indiana St	Traffic Signal	$306
	Porterville	SJV	Teapot Dome Ave.	Teapot Dome Ave at Plano St	Teapot Dome Ave at Plano St	Traffic Signal	$306
	Porterville	SJV	Teapot Dome Ave.	Teapot Dome Ave at Hillcrest St	Teapot Dome Ave at Hillcrest St	Traffic Signal	$306
	Porterville	SJV	Teapot Dome Parkway	Teapot Dome Parkway at Tulsa St	Teapot Dome Parkway at Tulsa St	Traffic Signal	$329
	Porterville	SJV	Teapot Dome Parkway	Teapot Dome Parkway at Doyle St	Teapot Dome Parkway at Doyle St	Traffic Signal	$329
	Porterville	SJV	Prospect St.	Widen existing roadway	Prospect St Bridge at Porter Slough	Bridge Widening	$1,107
	Porterville	SJV	Villa St	Widen existing roadway	Villa St Bridge at Porter Slough	Bridge Widening	$1,152
	Porterville	SJV	Putnam Ave.	Widen existing roadway	Putnam Ave Bridge at Porter Slough	Bridge Widening	$971
	Porterville	SJV	Plano St.	Widen existing roadway	Plano St Bridge at Porter Slough	Bridge Widening	$1,323
	Porterville	SJV	Leggett St.	Widen existing roadway	Leggett St Bridge at Porter Slough	Bridge Widening	$1,163
	Porterville	SJV	Park St.	Widen existing roadway	Park St Bridge at Porter Slough	Bridge Widening	$1,152
	Porterville	SJV	Cottage Ave.	Widen existing roadway	Cottage Ave Bridge at Porter Slough	Bridge Widening	$880
	Tulare	SJV	Ave. 184	@ Hwy 99	Ave. 184 @ Hwy 99	Interchange Mods	$35,000
	Tulare	SJV	Ave. 200	@ Hwy 99	Ave. 200 @ Hwy 99	Interchange Mods	$35,000
	Tulare	SJV	Bardsley Ave.	@ Hwy 99	Bardsley Ave. @ Hwy 99	Interchange Mods	$1,200

Table A-17
UNCONSTRAINED PROJECT REQUESTS
Unconstrained Regional Capacity Increasing & Operational Projects for Inclusion in the (Unmet Transportation Needs)
Tulare County 2018 Regional Transportation Plan

CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Project Limits	Type of Improvement	COST (000)
1	2	3	4	5	6	7	13
	Tulare	SJV	Pacific Ave.	@ Hwy 99	Pacific Ave. @ Hwy 99	New Overcrossing	$9,000
	Tulare	SJV	Paige Ave	Grade separation	Paige Ave @ UP Railroad	New bridge structure	$27,550
	Tulare	SJV	Commercial Ave	Grade separation	Commercial Ave @ UP Railroad	New bridge structure	$27,000
	Tulare	SJV	Oakmore St.	Widen existing roadway	Tulare Ave. to Prosperity Ave.	Widen from 2 to 4 lanes	$7,409
	Tulare	SJV	Oakmore St.	Widen existing roadway	Prosperity Ave. to Cartmill Ave.	Reconstruct to 4 lanes	$7,205
	Tulare	SJV	Cartmill Ave.	Widen existing roadway	Enterprise St. to West St.	Reconstruct to 4 lanes	$7,196
	Tulare	SJV	Prosperity Ave.	Widen existing roadway	Enterprise St. to "J" St.; 1.8 mi.	Widen from 2 to 4 lanes	$4,935
	Tulare	SJV	Paige Ave.	Widen existing roadway	West St. to K St.; 2.5 mi.	Widen from 2 to 4 lanes	$15,905
	Tulare	SJV	"K" St.	Widen existing roadway	Rankin Ave to Paige Ave.; 1.3 mi. (partial)	Widen from 2 to 4 lanes	$2,051
	Tulare	SJV	Turner Drive	Widen existing roadway	Foster Drive to Southern CL; .5 mi.	Widen from 2 to 4 lanes	$1,067
	Tulare	SJV	Cartmill Ave.	Widen existing roadway	Mooney Blvd. to Oakmore; .9 mi.	Widen from 2 to 4 lanes	$6,409
	Tulare	SJV	Cartmill Ave.	Widen existing roadway	West St. to "J" St.; .6 mi.	Widen from 2 to 4 lanes	$3,056
	Tulare	SJV	Akers St.	Widen existing roadway	Pacific Ave. to Oakdale Ave.	Reconstruct to 4 lanes	$3,467
	Tulare	SJV	Enterprise St.	Widen existing roadway	S of Bardsley Ave. to Prosperity Ave.; 2.5 mi.	Widen from 2 to 4 lanes	$14,100
	Tulare	SJV	Bardsley Ave.	Widen existing roadway	Enterprise St. to West St.; 1 mi.	Widen from 2 to 4 lanes	$2,716
	Tulare	SJV	Pratt St.	Widen existing roadway	Paige Ave. to Bardsley Ave.	Widen from 2 to 4 lanes	$2,795
	Tulare	SJV	Bardsley Ave.	Widen existing roadway	Oakmore St. to Road 132	Reconstruct to 4 lanes	$863
	Tulare	SJV	Enterprise St.	Widen existing roadway	Prosperity Ave. to Cartmill Ave.	Reconstruct to 4 lanes	$3,762
	Tulare	SJV	"H" St.	Construct new roadway	Rankin Ave. to Paige Ave.	New 2-lane roadway	$7,015
	Tulare	SJV	Oakmore St.	Widen existing roadway	Bardsley Ave. to Tulare Ave.	Reconstruct to 4 lanes	$6,999
	Tulare	SJV	Oakmore St.	Construct new roadway	Tulare Ave. to Prosperity Ave.	New 2-lane roadway	$7,496
	Tulare	SJV	Paige Ave.	Widen existing roadway	Enterprise St. to West St.	Reconstruct to 4 lanes	$6,759
	Tulare	SJV	West St.	Widen existing roadway	Paige Ave. to Bardsley Ave.; 1 mi.	Widen from 2 to 4 lanes	$2,733
	Tulare	SJV	West St.	Widen existing roadway	Prosperity Ave. to Cartmill Ave.	Reconstruct to 4 lanes	$2,737
	Tulare	SJV	Hosfield Dr./Laspina St.	Hosfield Dr. at Laspina St.	Hosfield Dr. @ Laspina St.	Traffic Signal	$500
	Visalia	SJV	Houston Avenue	Widen existing roadway	Mooney to Santa Fe; 1.5 mi.	Widen from 2 to 4 lanes	$6,538
	Visalia	SJV	Akers Street	Widen existing roadway	Tulare to Hillsdale; 0.7 mi.	Widen from 4 to 6 lanes	$4,570
	Visalia	SJV	SR-198 Corridor	Widen existing roadway	Noble - Johnson to Encina	Widen from 3 to 4 lanes	$1,214
	Visalia	SJV	SR-198 Corridor	Widen existing roadway	Noble - Encina to Garden	Widen from 3 to 4 lanes	$2,051
	Visalia	SJV	SR-198 Corridor	Widen existing roadway	Mineral King - Encina to Bridge	Widen from 3 to 4 lanes	$1,527
	Visalia	SJV	SR-198 Corridor	Widen existing roadway	Mineral King/Noble - Mooney to Johnson	Widen bridge from 4 to 6 lanes	$4,327
	Visalia	SJV	Avenue 276 (Visalia Pkwy)	Construct new roadway	Ben Maddox to Rd 148; 2 mi.	New 2-lane; collector	$6,948
	Visalia	SJV	Avenue 276 (Visalia Pkwy)	Construct new roadway	Demaree to Ben Maddox; 3 mi.	New 4-lane; Arterial	$16,244
	Visalia	SJV	Avenue 316	Construct new roadway	Plaza to Chinowth; 3.2 mi.	New 2-lane; collector	$14,752
	Visalia	SJV	Shirk Road	Widen existing roadway	Whitendale to SR198; 1.5 mi.	Widen from 2 to 4 lanes	$10,143
	Visalia	SJV	Santa Fe Street	Widen existing roadway	Avenue 272 to Caldwell; 1 mi.	Widen from 2 to 4 lanes	$4,922
	Visalia	SJV	Akers Street	Widen existing roadway	Avenue 276 to Avenue 272; 0.5 mi.	Widen from 2 to 4 lanes	$3,451
	Visalia	SJV	Avenue 272	Construct new roadway	Rd 122 to Santa Fe; 0.8 mi.	New 2-lane; 1/2 arterial	$2,968
	Visalia	SJV	Avenue 320	Construct new roadway	Plaza to Demaree; 3.5 mi.	New 2-lane; 1/2 arterial	$10,136
	Visalia	SJV	Hwy 63 (Dinuba Blvd)	Widen existing roadway	Riggin to St Johns River; 0.6 mi.	Widen from 2 to 4 lanes	$15,863
	Visalia	SJV	Road 148 (Tower St.)	Widen existing roadway	Ave 272 to Ave 276; 0.5 mi.	Widen from 2 to 4 lanes	$3,628
	Visalia	SJV	Road 148 (Tower St.)	Widen existing roadway	Ave 276 to Walnut; 1.5 mi.	Widen from 2 to 4 lanes	$9,220
	Visalia	SJV	Shirk Street	Widen existing roadway	Riggin to Ave 320; 1 mi.	Widen from 2 to 4 lanes	$6,235
	Visalia	SJV	Tulare Avenue	Construct new roadway	Rd 148 to Rd 152; 0.6 mi.	New 2-lane; collector	$1,644
	Visalia	SJV	Walnut Avenue	Widen existing roadway	Rd 148 to Rd 152; 0.5 mi.	Widen from 2 to 4 lanes	$3,734
	Visalia	SJV	Lovers Lane	Widen existing roadway	Ave 272 to Caldwell; 1 mi.	Widen from 2 to 4 lanes	$3,748
	Visalia	SJV	Giddings St at Prospect Ave	Giddings St at Prospect Ave	Giddings St at Prospect Ave	Traffic Signal	$270
	Visalia	SJV	Divisadero At at Whitendale Ave	Divisadero At at Whitendale Ave	Divisadero At at Whitendale Ave	Traffic Signal	$300
	Visalia	SJV	Ashland Ave at County Center	Ashland Ave at County Center	Ashland Ave at County Center	Traffic Signal	$270
	Visalia	SJV	Cameron Ave at Court St	Cameron Ave at Court St	Cameron Ave at Court St	Traffic Signal	$330
	Visalia	SJV	Acequia Ave at Burke St	Acequia Ave at Burke St	Acequia Ave at Burke St	Traffic Signal	$280
	Visalia	SJV	McAuliff St at Noble Ave	McAuliff St at Noble Ave	McAuliff St at Noble Ave	Traffic Signal	$280
	Visalia	SJV	Main St at Mill Creek Drive	Main St at Mill Creek Drive	Main St at Mill Creek Drive	Traffic Signal	$280
	Visalia	SJV	Court St at Granite/Pearl St	Court St at Granite/Pearl St	Court St at Granite/Pearl St	Traffic Signal	$270
	Visalia	SJV	County Center at Royal Oaks Ave	County Center at Royal Oaks Ave	County Center at Royal Oaks Ave	Traffic Signal	$270
	Visalia	SJV	Roeben St at Tulare Ave	Roeben St at Tulare Ave	Roeben St at Tulare Ave	Traffic Signal	$300
	Woodlake	SJV	W. Bravo	New Construction	Ave 204 to Ave 196	Construct 2 lane road	$950
	Woodlake	SJV	Ave. 200	New Construction	W. Naranjo to W. Bravo	Construct 2 lane road	$130
	Tulare Co	SJV	Road 140	Widen existing roadway	Ave 280 to Ave 256	Widen from 2 to 4 lanes	$7,160
							$1,382,097

Table A-18 Systems Level Long-Range Plan Cost Table

Year of Expenditure Dollars, Millions

	COSTS/REVENUE USES	FIRST 5 YEARS (See FSTIP Cycle)						NEXT 5 YEARS 2023-28	NEXT 5 YEARS 2028-33	NEXT 5 YEARS 2033-38	NEXT 5 YEARS 2038-43	25 YEAR TOTAL
		Year 1 2018/19	Year 2 2019/20	Year 3 2020/21	Year 4 2021/22	Year 5 2022/23	Five Year Sum					
OPERATIONS,MAINTENANCE and PRESERVATION	*Highway*	$69	$59	$68	$51	$64	$311.6	$358.7	$415.0	$480.2	$555.7	$2,121.2
	Highway, State (SHOPP)	$34	$16	$28	$10	$22	$111.0	$128.7	$149.2	$172.9	$200.5	$762.2
	Highway, Local Streets and Roads	$35	$42	$40	$41	$42	$200.6	$230.08	$265.88	$307.30	$355.22	$1,359.0
	Transit	$15	$16	$16	$17	$17	$81.6	$93.3	$106.7	$122.0	$139.7	$543.2
	Transit Systems Facilities and Fleet Maintenance	$4	$4	$4	$4	$4	$21.1	$24.2	$27.6	$31.6	$36.2	$140.7
	Base Rail/Bus Service	$11	$12	$12	$12	$13	$60.5	$69.1	$79.0	$90.4	$103.5	$402.5
	Other (Specify)											
	Other (e.g. Bicyle/Ped Facility Maint. and Preservation)	$0	$0	$0	$0	$0	$2.0	$2.3	$2.5	$2.7	$3.0	$12.6
	Operations, Maintenance and Preservation Total	$85	$75	$85	$68	$82	$395.2	$454.3	$524.2	$605.0	$698.4	$2,677.0
PROJECT DEVELOPMENT	*Highway*	$14	$29	$10	$12	$11	$76.4	$119.8	$80.7	$127.2	$101.2	$505.4
	Highway Project Development Total, Non-Major Projects	$14	$29	$10	$12	$11	$76.4	$119.8	$80.7	$127.2	$101.2	$505.4
	State (STIP & Regional)	$9	$25	$5	$7	$6	$51.6	$91.2	$47.6	$89.0	$57.1	$336.4
	Local	$5	$5	$5	$5	$5	$24.8	$28.7	$33.1	$38.2	$44.1	$168.9
	Highway Project Development Total, Major Projects											
	Right of Way--Major Projects											
	Preliminary Engineering--Major Projects											
	Other (e.g. third party costs)--Major Projects											
	Transit	$3	$3	$3	$3	$3	$15.6	$17.8	$20.4	$23.3	$26.7	$103.9
	Transit Project Development Total, Non-Major Projects	$3	$3	$3	$3	$3	$15.6	$17.8	$20.4	$23.3	$26.7	$103.9
	Transit Project Development Total, Major Projects											
	Right of Way--Major Projects											
	Preliminary Engineering--Major Projects											
	Other (Specify)--Major Projects											
	Other modes (specify) Bike/Ped	$2	$2	$2	$2	$2	$10.4	$11.6	$13.1	$14.8	$16.7	$66.6
	Project Development Total	$19	$35	$15	$17	$16	$102.4	$149.3	$114.2	$165.3	$144.7	$675.9
DEBT SERVICES	GARVEE Debt Service Payments											
	Measure R Bond	($3)	($3)	($3)	($3)	($3)	($17.2)	($17.2)	($17.2)	($13.7)		($65.2)
	Porterville Bond	($1)	($1)	($1)	($1)	($1)	($6.4)	($11.0)	($11.0)			($28.3)
	Other Debt Service (Specify)											
	Debt Services Total	($5)	($5)	($5)	($5)	($5)	($23.5)	($28.1)	($28.1)	($13.7)		($93.5)
CAPITAL INVESTMENT/NEW CONSTRUCTION	*Highway*	$45	$100	$32	$38	$34	$249.9	$400.8	$258.4	$418.7	$321.8	$1,649.6
	New Highway Construction											
	State (STIP & Regional)	$33	$87	$19	$24	$20	$182.8	$323.3	$168.9	$315.4	$202.4	$1,192.8
	Local	$13	$13	$13	$14	$14	$67.1	$77.5	$89.5	$103.3	$119.3	$456.8
	New Highway Construction, Major Projects											
	Transit	$18	$19	$20	$20	$21	$97.5	$111.5	$127.5	$145.9	$166.9	$649.3
	New Transit Construction	$18	$19	$20	$20	$21	$97.5	$111.5	$127.5	$145.9	$166.9	$649.3
	New Transit Construction, Major Projectts											
	Other modes (specify) Bike/Ped	$6	$6	$6	$6	$6	$31.1	$34.8	$39.3	$44.4	$50.2	$199.8
	NEW CONSTRUCTION TOTAL	$70	$125	$58	$64	$61	$378.6	$547.0	$425.2	$609.0	$538.9	$2,498.6

Table A-18 Systems Level Long-Range Plan Cost Table

Year of Expenditure Dollars, Millions

	COSTS/REVENUE USES	FIRST 5 YEARS (See FSTIP Cycle)						NEXT 5 YEARS 2023-28	NEXT 5 YEARS 2028-33	NEXT 5 YEARS 2033-38	NEXT 5 YEARS 2038-43	25 YEAR TOTAL
		Year 1 2018/19	Year 2 2019/20	Year 3 2020/21	Year 4 2021/22	Year 5 2022/23	Five Year Sum					
SYSTEMS MANAGEMENT	*System-wide*	$1	$1	$1	$1	$1	$4.2	$4.9	$5.7	$6.6	$7.7	$29.2
	Transportation Demand Management (TDM) Program	$0	$0	$0	$0	$0	$2.1	$2	$3	$3	$4	$14.6
	Air Quality Programs and Activities	$0	$0	$0	$0	$0	$2.1	$2	$3	$3	$4	$14.6
	Other (Specify)											
	Highway	$0	$0	$0	$0	$0	$0.5	$0.6	$0.7	$0.8	$1.0	$3.6
	Transportation Management, ITS, Signal Systems	$0	$0	$0	$0	$0	$0.3	$0	$0	$0	$0	$1.8
	Safety Specific Improvements	$0	$0	$0	$0	$0	$0.3	$0	$0	$0	$0	$1.8
	Other (Specify)											
	Transit	$0	$0	$0	$0	$0	$0.3	$0.4	$0.4	$0.5	$0.6	$2.2
	Transportation Management, ITS, Signal Systems	$0	$0	$0	$0	$0	$0.2	$0	$0	$0	$0	$1.1
	Safety Specific Improvements	$0	$0	$0	$0	$0	$0.2	$0	$0	$0	$0	$1.1
	Other (Specify)											
	SYSTEMS MANAGEMENT TOTAL	$1	$1	$1	$1	$1	$5.1	$5.9	$6.8	$7.9	$9.2	$35.0
COST/RESOURCE USES TOTAL		$169	$231	$155	$146	$156	$857.7	$1,128.4	$1,042.3	$1,373.5	$1,391.1	$5,793.0

KEY: **U** = Data are unavailable.

NA = Not applicable (not a projected revenue source at the development time of RTP. Note that some of these are new SAFETEA-LU funding programs.)

NOTES: YOE: Year of Expenditure Dollars. Dollars that are adjusted for inflation. Inflation rate used should be documented.

Operations and Maintenance: Inclue O&M costs for all systems receiving federal funding.

SHOPP: For state facilities, includes bridge preservation, roadside preservation, roadway preservation and other (SHOPP categories of emegency response, mobility and collision reduction)

Major Project: As defined in SAFETEA-LU, projects over $500 million in total costs or designated by FHWA. Require financial plan and projece management plan.

Project Development: Major cost categories include preliminary engineering and design, right of way (ROW), third party costs such as utilities and railroad adjustments, etc

Preliminary Engineering: Cost to prepare construction documents. Includes any field investigations, testing and administration of design work. Includes cost of NEPA and environmental documentation.

Right of Way (ROW): Cost to research and acquire right of way for the project, including easements.

Construction: Cost of physically constructing the project based on curent costs for labor, materials, equipment, mobilization, bonds and profit.

SOURCES: See accompanying fund source tables. Tables include information on fund estimation approach & inflation factors.

Table A-19
Maintained Public Road Mileage

	Rural	Urban	Total
Dinuba	3.32	74.02	77.34
Exeter	0.00	41.34	41.34
Farmersville	0.00	26.68	26.68
Lindsay	0.00	33.93	33.93
Porterville	1.74	192.61	194.35
Tulare	0.00	223.67	223.67
Visalia	0.76	493.75	494.51
Woodlake	0.00	22.40	22.40
County	2,704.82	510.99	3,215.81
LOCAL	2,710.64	1,619.39	4,330.03
STATE	255.74	101.86	357.60
FEDERAL	213.84	1.72	215.56
TOTAL	3,180.22	1,722.97	4,903.19

Source: HPMS Public Road Data Book - 2015

Table A-20
Daily Vehicle Miles of Travel (1,000)

	Rural	Urban	Total
Dinuba	8.74	175.25	183.99
Exeter	0.00	49.79	49.79
Farmersville	0.00	53.91	53.91
Lindsay	0.00	58.59	58.59
Porterville	0.65	409.21	409.86
Tulare	0.00	465.39	465.39
Visalia	0.28	1,261.68	1,261.96
Woodlake	0.00	29.01	29.01
County	1,776.21	808.41	2,584.62
LOCAL	1,785.88	3,311.24	5,097.12
STATE	2,218.45	2,677.54	4,895.99
FEDERAL	106.21	0.86	107.07
TOTAL	4,110.54	5,989.64	10,100.18

Source: HPMS Public Road Data Book - 2015

Table A-21
Road Miles by Federal Aid Highway Functional Classification System

	Federal Aid Eligible						Non-Eligible	
	Interstate	Other Fwy/ Expy	Other Principal Artery	Minor Arterial	Major Collector	Collector	Minor Collector	Local
Tulare Co.	0.00	72.28	142.26	386.38	734.13	N/A	416.59	3,151.56
							Federal Aid Eligible	1,335.05
							Federal Aid Non-Eligible	3,568.15

Source: HPMS Public Road Data Book - 2015

Project Accomplishments Since the 2014 Regional Transportation Plan

This list is not all inclusive, but serves as a summary of major TCAG funded projects completed in the last four years. Local agencies also have a number of projects completed independently that are not listed here.

Road Projects

- SR-99, 4 to 6 lane widening from Goshen to south of SR-198;
- SR-99, 4 to 6 lane widening from south of SR-198 to south of Caldwell Ave;
- SR-65, 2 to 4 lane widening from SR-190 to Ave 120;
- Avenue 416, 2 to 4 lane widening from Road 80 to Fresno County;
- SR-99/Betty Drive Interchange improvements in Goshen;
- SR-99/Cartmill Ave Interchange improvements in Tulare;
- SR-198/Farmersville Blvd Interchange improvements in Farmersville;

Bicycle and Pedestrian Projects

- Bicycle facility improvements countywide (not a complete list):
  - Packwood Creek (Visalia)
  - Santa Fe Trail Expansion (Visalia)
  - St. John's River Trail (Visalia)
  - Mill Creek (Visalia)
  - Modoc Ditch (Visalia)
  - River Parkway (Porterville)
- Numerous safe routes to school sidewalk installation projects, shoulder pavings, and other pedestrian improvements.

Transit Projects

- Electric bus procurement by Porterville Transit and Visalia Transit;
- Administrative Transit Building in Porterville;
- Tulare County Transit Operations and Maintenance Facility (TOMF);
- COS Student Transit Pass Program continuation (nearly 2,000,000 student riders);
- Porterville Fare Technology Advancements;
- Visalia Transit System Technology Advancements;
- Military Discount Program initiated;
- V-Line transporting Tulare County residents to Fresno State University, the Fresno Yosemite International Airport, and Fresno's Courthouse Park;
- Transit lines and new service added to systems countywide.

Alternative Fuel Projects

- Electric Vehicle Fueling Stations installed in Visalia and Porterville.

Traffic Flow Improvement Projects

- Roundabout construction at State Routes 216 & 245 in Woodlake;
- Construction of two roundabouts at Noble & SR 198, and Noble & Farmersville Blvd.;
- Installation of fiber optics and traffic management system in Visalia;
- Opening of the Visalia Emergency Communication Center (VECC);
- Signal Actuation at Avenue 196 and Orange Belt Drive;
- Numerous signal synchronizations and signal installation projects countywide.