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### ACTION ELEMENT INTRODUCTORY STATEMENT

The Action Element of the Regional Transportation Plan (RTP/SCS) describes the programs and actions necessary to implement the RTP and assigns implementation responsibilities. The Action Element will describe transportation projects that may be completed during the RTP plan horizon (2046) and consider congestion management activities within the region. All transportation modes (highways, local streets and roads, mass transportation, rail, bicycle, pedestrian, and aviation facilities and services) are addressed. The Action Element provides direction about the MPO's and other agencies' roles and responsibilities as RTP projects and policies are established. It consists of short- and long-term activities that address regional transportation issues and needs

The circulation system in Tulare County plays a significant role in the economy by moving goods and people. An intensively agricultural 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.

#### PROJECT ACCOMPLISHMENTS SINCE THE 2018 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 several projects completed independently that are not listed here.

- ROAD PROJECTS
- SR-99/Betty Drive Interchange reconstruction in Goshen
  - Ave 280(Caldwell) widening and complete streets improvements from Akers to SR-99 in Visalia
  - SR-99/Akers Interchange operational improvements in Visalia
  - SR-190 shoulder widening and rehabilitation Poplar to Tipton

BICYCLE AND PEDESTRIAN PROJECTS

•

- Bicycle facility improvements countywide (not a complete list)
  - o Packwood Creek (Visalia)
  - Tule River Parkway Phase III (Porterville)
  - o Santa Fe Trail Expansion (Visalia)
  - o St. John's River Trail (Visalia)
  - o Mill Creek (Visalia)
  - o Belmont Bike Path (Exeter)
  - Paseo Roosevelt Pedestrian Project (Dinuba)
- Numerous safe routes to school sidewalk installation projects, shoulder paving, and other pedestrian improvements

#### TRANSIT PROJECTS

- Electric bus procurement by Porterville Transit and Visalia Transit
  - Tulare County Transit Operations and Maintenance Facility (TOMF)
  - College of the Sequoias (COS) Student Transit Pass Program continuation (ridership over 2,000,000)
  - Porterville Fare Technology Advancements
  - Military Discount Program
  - Transit service and expanded hours added to systems countywide
  - Implementation of on-demand service in Porterville
  - Electric Vehicle Fueling Stations installed in Visalia and Porterville
  - Compressed Natural Gas Station expansion in County of Tulare
  - Roundabout construction at Tulare and Santa Fe (Visalia)

#### TRAFFIC FLOW IMPROVEMENT PROJECTS

- Signal Synchronization along Alta Ave. (Dinuba)
- Northwest Downtown Visalia Traffic Signal Interconnect
- Installation of fiber optics and traffic management system (Visalia)
- Numerous signal synchronizations and signal installation projects countywide

### **PLANNING ASSUMPTIONS**

The Action Element has been prepared based on the latest and most reasonable planning assumptions available to TCAG during the preparation of the 2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). 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 are the basis for many assumptions driving the development of this RTP/SCS. Unforeseen natural disasters, financial constraints, and other unforeseen circumstances (the present and persisting COVID-19 pandemic, for example) can affect the projects listed in this RTP.

The RTP has both short and long-term perspectives and is prepared assuming stable funding sources, escalated revenues based on current and past funding levels and trends (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 county's size and high number of miles of roads, there will continue to be insufficient funding for improvements needed to the Regional Road System and other components of the regional transportation system. Figure A-1.1 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 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 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 the Infrastructure Investment and Jobs Act or IIJA), 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, State Transportation Development Act and Cap-and-Trade funds (e.g. State Transit Assistance, Low Carbon Transit Operations Program, etc.) Senate Bill 1 funds (Local Partnership, State of Good Repair, 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 Financial Element). 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 safe routes to school projects, capacity increasing projects, and 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 other than riding in a vehicle alone. 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, Highway Safety Improvement Program (HSIP), Highway

Bridge Program (HBP), BUILD/RAISE grants, various Federal Transit Administration grants, and other state and federal competitive programs.

#### 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 1960, Tulare County population has experienced a 3.0% annualized growth rate, as displayed in Table A-2.2, but growth significantly slowed for the region and was only 0.7% during the prior decade. 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.

Figure A-6.1 shows the ADT on selected segments for the year 2021 and Figure A-7.1 shows the projected ADT for 2040. Figures A-4.1 and A-5.1 display the horizon year level of service for urban segments on the CMP Network 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 the characteristics of growth 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 2021 through the RTP horizon year of 2046. The estimates were based on the Tulare County Travel Demand Forecast Model estimates.

#### POPULATION

### TABLE D-1.1TULARE COUNTY POPULATION PROJECTIONS 2021 – 2046

Source	2021	2025	2030	2035	2040	2046
TCAG Model	481,649	500,134	520,428	535,463	551,563	567,383

HOUSEHOLDS

#### TABLE D-1.2

#### TULARE COUNTY HOUSEHOLD PROJECTIONS 2021 - 2046

Source	2021	2025	2030	2035	2040	2046
TCAG Model	142,919	150,969	159,682	167,513	173,935	180,652

TABLE D-1.3	
TULARE COUNTY EMPLOYMENT PROJECTIONS 202	1 - 2046

Source	2021	2025	2030	2035	2040	2046
TCAG Model	187,137	192,262	199,678	206,681	212,582	218,846

Source: TCAG Travel Demand Forecast Model, 2021

#### LAND USE

The existing circulation system has been developed in coordination with various general plans, land use elements, and community plans 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 and complete streets/active transportation mode enhancements, 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.

	1960	1970	1980	1990	2000	2010	2021
Dinuba	6,103	7,917	9,907	12,743	16,844	21,453	26,085
Exeter	4,264	4,475	5,606	7,276	9,168	10,334	11,068
Farmersville	3,101	3,456	5,544	6,235	8,737	10,588	11,439
Lindsay	5,397	5,206	6,936	8,338	10,297	11,768	13,200
Porterville	7,991	12,602	19,707	29,563	39,615	54,165	59,863
Tulare	13,824	16,235	22,530	33,249	43,994	59,278	68,070
Visalia	15,791	27,268	49,729	75,636	91,565	124,442	139,132
Woodlake	2,623	3,371	4,343	5,678	6,651	7,279	7,800
Incorporated	59,094	80,530	124,302	178,718	226,871	299,307	336,657
Unincorporated	109,310	107,792	121,436	133,203	141,150	142,872	144,992
County Total	168,404	188,322	245,738	311,921	368,021	442,179	481,649

TABLE D-2.1 POPULATION 1960 - 2021

POPULATION GROWTH RATE							
	1960-70	1970-80	1980-90	1990-00	2000-10	2010-21	Annualized
Dinuba	29.7%	25.1%	28.6%	32.2%	27.4%	21.6%	5.4%
Exeter	4.9%	25.3%	29.8%	26.0%	12.7%	7.1%	2.6%
Farmersville	11.4%	60.4%	12.5%	40.1%	21.2%	8.0%	4.4%
Lindsay	-3.5%	33.2%	20.2%	23.5%	14.3%	12.2%	2.4%
Porterville	57.7%	56.4%	50.0%	34.0%	36.7%	10.5%	10.6%
Tulare	17.4%	38.8%	47.6%	32.3%	34.7%	14.8%	6.4%
Visalia	72.7%	82.4%	52.1%	21.1%	35.9%	11.8%	12.8%
Woodlake	28.5%	28.8%	30.7%	17.1%	9.4%	7.2%	3.2%
Incorporated	36.3%	54.4%	43.8%	26.9%	31.9%	12.5%	7.7%
Unincorporated	-1.4%	12.7%	9.7%	6.0%	1.2%	1.5%	0.5%
County Total	11.8%	30.5%	26.9%	18.0%	20.2%	8.9%	3.0%

#### TABLE D-2.2 POPULATION GROWTH RATE

TCAG REGIONAL TRAVEL DEMAND FORECAST MODEL

Source: 1960 - 2021: US Census Bureau, California Department of Finance (DOF)

Since the mid-1980s, TCAG, its member agencies and Caltrans have jointly developed and maintained a travel forecasting model. In 2010, the eight San Joaquin Valley (SJV) MPOs embarked on an ambitious joint effort to upgrade their land use and travel demand forecasting model systems. This San Joaquin Valley Model Improvement Plan (VMIP 1) was funded by \$2.5 million in Proposition 84 grant money from the Strategic Growth Council.

The largest coordinated modeling project in SJV history has resulted in a significant increase in all eight MPOs' modeling resources, and in time to apply the results for SB 375 target setting and 2014 RTP/SCS development, as well as for Climate Action Plans and other local and regional projects. The Plan's second phase (VMIP 2) was completed in 2017, further improving the model sensitivity and updating the models with more up-to-date survey data, such as the 2010 Census and the 2012 California Household Travel Survey.

The TCAG travel demand forecast model is used extensively to fulfill requirements for:

- Air quality
- Congestion management
- Project development
- SB 375 and Sustainable Communities Strategy
- Regional Transportation Plans
- New roads design
- Transit studies
- Land use and alternative evaluations

TCAG's and the other SJV MPO models have all been upgraded to a much higher standard. They are more advanced and are built on similar modeling platforms. Valley model standardization will make collaboration and information sharing among the MPOs much easier. Collaboration and information sharing in turn will allow for greater compatibility among models in neighboring jurisdictions and greater understanding of how to meet common modeling challenges. TCAG is also developing an activity-based model (ABM), which is scheduled to be completed in 2023. As the Tulare County region moves toward more sustainable land use development and greater investment in supportive transportation strategies such as the Cross-Valley Rail Corridor and bike and pedestrian facilities, an ABM is better positioned to estimate the benefits of such strategies and investment than a traditional four-step travel demand model, such as VMIP 2.

Having the capability to track everyone in a household, changes to household travel patterns can be better modeled in ABM to address increasing interests in measuring impacts from compact and mixed-use development, active transportation, transit, pricing, etc.

In summary, the traffic model represents more than 25 years of development by local agencies, Caltrans, and TCAG. It is regionally recognized as the best available source of information on existing area traffic and future condition projections and to compare different growth and infrastructure investment scenarios.

#### HEALTH IMPACTS AND ENVIRONMENTAL JUSTICE

Transportation project impacts are those that disrupt the normal daily functions of a community or neighborhood. These impacts can affect community cohesion (sense of place), facilities and services, mobility, and safety. Typically, it is the broader region or jurisdiction that enjoys the benefits of a transportation project while the health and environmental justice impacts are borne by the local community—particularly the neighborhoods immediately adjacent to the transportation project. Therefore, health and environmental justice impact assessment is often conducted at the neighborhood level. For the 2022 RTP a Health Impact Assessment and Environmental Justice Report were developed and included as Appendix 2-S and Appendix 2-U, respectively. These two reports meet the requirements to conduct a Title VI analysis per the legal requirements described in Section 4.2 and to conduct an Environmental Justice analysis that meets the legal requirements described in Section 4.2 of the RTP Guidelines.

The 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 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 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, Indigenous 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-5.1 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.

#### ENVIRONMENTAL ISSUES

Information on Environmental Issues is contained in the Environmental Impact Report Appendix (Appendix 2-W) to this document.

#### REGIONAL ROAD SYSTEM ALTERNATIVES

Given Tulare County's rural and agricultural nature, motor vehicles continue to be the primary travel mode within and through the region. The Fixing America's Surface Transportation Act (FAST Act), with the influence of the Clean Air Act, places greater emphasis on using existing systems more efficiently. Maintaining existing roadways, reducing congestion, and maintaining or improving existing capacity at a low cost are all important. Capacity is also important to modal alternatives such as transit and cycling that use existing streets and trails.

An efficiently functioning streets and highway system coupled with reduced congestion also contributes to improved air quality, as vehicles generally produce more air pollution in congested traffic while idling. TCAG considers several alternatives, including building or not building projects. The RTP evaluates each project based on need, Level of Service (LOS), performance, safety, cost, equity, and environmental factors. TCAG currently uses Traffic Demand Forecast Model to project daily traffic (ADT) on roadway segments in Tulare County on 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

#### REGIONAL NEEDS ON 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 2020, Tulare County Farms produced over \$7 billion in gross production value as reported by the County Agricultural Commissioner's office. Tulare County continues to be the top dairy producing county in the nation, with milk representing over a quarter of the total crop and livestock value for 2020. 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, 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.

The most important goods movement corridor in the region is State Route 99. It is a major interregional corridor that provides access to national and international markets both into and out of the San Joaquin Valley. Caltrans' SR 99 business plan envisioned and prioritized the completion of the freeway corridor to a 6-lane facility throughout the San Joaquin Valley. The success of Proposition 1B provided a billion dollars to the corridor but the effort is not complete. TCAG along with our partners at Caltrans District 6 are committed to obtaining the funding to improve the corridor. SR 99 in Tulare County routinely exceeds 25% truck traffic in the 4-lane sections which combined with the delta of the speeds of automobiles creates dangerous conditions that contribute to accidents along the corridor. Safety along the corridor will continue to degrade as more logistics facilities locate in the region and from increased port activity in Los Angeles and Long Beach. TCAG is aware of state concerns over vehicle miles traveled, however the rural sections of SR 99 in our region are not considered commute corridors. Freeway widenings in the Tulare Region are constrained to this one corridor. Investment in SR 99 in our region will facilitate the efficient movement of goods and improve safety. There are four remaining segments proposed for widening in the 2022 RTP SCS which are designed to complete the system and close the remaining dangerous 4-lane gaps in our region.

Route		Limits	Year
SR 99	Tulare/Tagus	Ave 280 to Prosperity Ave	2023
SR 99	Tulare	Prosperity to Ave 200	2029
SR 99	South 99a	Court Ave to County Line Road	2029
SR 99	South 99b	Ave 200 to Court Ave	2046

#### TABLE D-3.1 PRIORITY GOODS MOVEMENT PROJECTS

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.

#### REGIONALLY SIGNIFICANT ROAD SYSTEM

TCAG, in conjunction with its member agencies and Caltrans, has developed a "Regionally Significant Road System" for transportation modeling purposes that is based on the Federal Highway Administration's (FHWA) Functional Classification System of Streets and Highways, plus additional facilities of regional significance. Figure A-1.1 shows the Regionally Significant Road System for the Tulare County region.

The Regionally Significant System in Tulare County serves all county residents, not just those within urbanized areas. The rural highway system accommodates not only people but is a particularly vital aspect freight-based economy. As one of the prime agricultural counties in the nation, the intra-county road linkage of goods to processing plants and later, finished goods to other regions is essential.



The FAST Act requires Transportation Management Areas (TMAs) -- urbanized areas with a population greater than 200,000 -- to address congestion management through a process that provides for safe, effective, and integrated transportation system management and operation. As a TMA, the Tulare County region is required to include congestion management in transportation plan performance measures and strategies.

The Safe Accountable Flexible Efficient Transportation Equity Act - A Legacy for the Users (SAFETEA-LU) stipulated the requirement for the use of the Congestion Management Process (CMP) in Transportation Management Areas (TMA). The CMP builds upon more than a decade of experience with planning for congestion management, including the Congestion Management Systems first introduced in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), as well as the accumulated knowledge of how greater availability of data, enhanced tools for data management and modeling, expanded use of intelligent transportation systems, and opportunities for regional cooperation and collaboration can improve the active management of the regional transportation system.

The change in name from Congestion Management Systems reflects a substantive shift in perspective and practice to address congestion management through a process that provides for effective management and operations and enhanced linkage to the planning process, and to the environmental review process, based on cooperatively developed travel demand reduction and operational management strategies as well as capacity increases.

The CMP uses several analytic tools to define and identify congestion within a region, corridor, and activity center or project area, and to develop and select appropriate strategies to reduce congestion or mitigate the impacts of congestion. The FHWA has conducted several workshops and technical outreach events that address the CMP. In addition, FHWA has funded projects that developed guidebooks about the CMP. (https://www.fhwa.dot.gov/planning/congestion management process/)

The Congestion Management Process (CMP) provides information on transportation-system performance and alternatives to relieve congestion and improve mobility of people and goods. The CMP includes several elements:

- Methods to monitor and evaluate the multimodal transportation system's performance
- Definition of congestion management objectives and appropriate performance measures to assess congestion
- A coordinated program for data collection
- Identification and evaluation of congestion management strategies' anticipated performance and expected benefits
- Identification of each strategy's schedule, implementation responsibilities, and potential funding sources
- A process for periodic strategy assessment

TCAG's Congestion Management Process was updated in 2022. A process/methodology has been developed to analyze Single Occupancy Vehicle (SOV) projects to meet the requirement of alternative strategies being considered before constructing capacity increasing projects.

The 2021 Tulare County Congestion Management Process has been integrated with and implemented in the 2022 FTIP and the 2022 RTP processes. Further documentation on the adopted Tulare County Congestion Management Process Update is included in the CMP Appendix.

To measure regional congestion in Tulare County TCAG conducts on ongoing basic time travel studies (TTS) and collects data regarding congestion on key CMP Network corridors within Tulare County.

The objective of each TTS is to collect travel time data which aids TCAG and its member agencies in prioritizing and developing projects to improve congestion within Tulare County. TTS studies were recently completed on the SR63, SR65, SR99, SR198 and SR190 corridors.

Segments with Level of Service (LOS) deficiencies are studied further to determine the root cause of the congestion – whether it was operational issues, insufficient capacity, or other causes. For this purpose, TCAG is continually looking for cost-effective tools to measure speeds and travel times along their corridors to help with real-time performance measurement activities.

Data for studies is obtained from the Caltrans Performance Measurement System (PeMS) and from other "big data" sources such as ITERIS and StreetLightData that utilize anonymous device data to generate accurate information for real-time and post-analysis of speed, travel time, origin/destination, and intersection passage times.

Route		Limits	Year
SR 99	Tulare/Tagus	Ave 280 to Prosperity Ave	2023
SR 99	Tulare	Prosperity to Ave 200	2029
SR 99	South 99a	Court Ave to County Line Road	2029
SR 99	South 99b	Ave 200 to Court Ave	2046
SR 65	Lindsay	Realign Hermosa to Ave 244	2034
SR 65	Terra Bella	Ave 124 to Ave 88	2035
SR 190	Porterville	Westwood to SR 65	2035
Ave 280	Visalia	Santa Fe to Lovers Ln	2025
SR 63	Mooney	Ave 276 to Ave 272	2029

### TABLE D-3.2PRIORITY CMP NETWORK PROJECTS

The CMP Process is governed by the CMP Committee that is active on an ongoing basis working to monitor the CMP Network and study alternatives to widening. Projects are selected for inclusion in the RTP based upon performance measures derived from the travel demand model and supplemented by Caltrans and CMP Corridor Studies. For long range RTP projects, alternatives to widening are tested with the travel demand model. Projects are selected for inclusion in the FTIP based upon STIP performance measures and supplemented by Caltrans and CMP Corridor Studies and Studies. For FTIP projects, alternatives to widening are further studied during the environmental and design phases of each project as well as the impacts to Vehicle Miles Traveled (VMT) under SB 743 and California Environmental Quality Act (CEQA) Guidelines.

FIGURE D-2.1



FIGURE D-3.1



One way existing and future traffic operations are quantified is through the determination of Level of Service (LOS). LOS is a qualitative measure of traffic operating conditions, whereby a letter grade A through F is assigned to an intersection representing progressively worsening traffic conditions (Figure A-4.1). Levels of Service are calculated for different intersection control types using the methods documented in the Highway Capacity Manual 2010 (HCM 2010).

LOS standards vary throughout the County and its eight incorporated cities. 2022 Regional Transportation Plan (RTP) provides that acceptable LOS shall be no lower than LOS "D" for urban areas and LOS "C" for rural areas. However, each local agency that owns and operates transportation facilities may select a LOS standard more stringent than the minimum LOS standards identified in the RTP. LOS "D" is taken as the threshold for acceptable traffic operations at all study intersections.

Caltrans policy defines LOS "D" as an acceptable operating condition when planning for future state facilities in urbanized areas. If the existing state highway facility is operating at less than the target LOS, the existing measures of effectiveness (MOE) should be maintained. Existing measures of effectiveness are Control Delay per Vehicle (sec/veh) for signalized intersections, and Average Control Delay per Vehicle (sec/veh) for non-signalized intersections.

LOS was monitored and analyzed on the SR63, SR65, SR99, SR198 and SR190 corridors. This has provided "real world" travel time data that has been useful to identify congested roadway segments. Those roadway segments were studied further to determine the root cause of the congestion – whether it was operational issues, recurring incidents, insufficient capacity, or other causes.

#### 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.

VOLUME =	Actual number	of vehicles
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CAPACITY = Maximum number of vehicles on a particular segment of roadway during a specific time frame

FIGURE D-4.1



FIGURE D-5.1



FIGURE D-6.1



FIGURE D-7.1



#### VEHICLE MILES TRAVELED (VMT) AND INDUCED DEMAND

SB 743 changed or added a new dynamic in transportation impact analysis under CEQA, shifting away from the LOS metric associated with vehicle delay to vehicle miles traveled (VMT). Lead agencies under CEQA develop SB 743 Guidance and establish thresholds of significance for residential, commercial, and industrial development. Caltrans has developed SB 743 Guidance for induced demand for projects on the state highway system. It is important to note that LOS is still used to determine system deficiency, but that VMT analysis is also used to determine transportation impacts under CEQA. TCAG also uses VMT and GHG analysis in development of the SCS Scenarios included in the 2022 RTP/SCS, ultimately selecting the CVC Blueprint Plus Scenario that provides for the smallest increase in VMT among the various scenarios. Although TCAG is not considered a lead agency under CEQA, TCAG works closely with our partners at Caltrans District 6 to determine the like induced demand for the SR 99 projects included in the 2022 RTP/SCS. For more details regarding VMT reduction strategies see the Sustainable Communities Strategy (SCS) Chapter (Chapter C).

CEQA requires assessing and disclosing environmental impacts resulting from a project, i.e., impacts that would not occur but for the project. Therefore, under CEQA, the transportation impact of a roadway capacity project is the overall increase in VMT that is attributable to the project, distinct from any background changes in VMT due to other factors such as population or economic growth. The VMT impact is the difference in VMT with the project and without the project.

With a hypothetical project, the figure below illustrates the induced travel effect unfolding over time. The baseline trend, shown in the figure by the line labeled "VMT Without Project", shows VMT on the network growing over time, perhaps the result of population and/or economic growth. As described above, an increase in capacity generally leads to an increase in vehicle travel on the network, as shown by the line labeled "VMT With Project". The VMT attributable to the project, or induced travel is the difference in VMT on the network with the project and without the project, counted in the horizon year.



#### FIGURE D-8.1 INDUCED VEHICLE MILES TRAVELED EFFECT OVER TIME

In general, two approaches exist for induced travel assessment. The first is the empirical approach, which applies elasticities from empirical studies that quantify the induced travel effect (the National Center for Sustainable Transportation (NCST) Induced Travel Calculator applies this approach. The other is the travel demand model-based approach. The general guideline is to use both methods and disclose both induced travel numbers wherever applicable.

#### FIGURE D-8.2

#### ROADWAY EXPANSION PROJECT VMT IMPACT ESTIMATE GUIDELINES



Although the SR 99 projects in the 2022 RTP/SCS may induce demand, the elasticities used in the NCST Calculator, (.75 specifically) significantly overstates impacts for rural areas or regions. Most of the academic literature has focused on major metro areas. Several Proposition 1B projects on SR 99 in District 6 that have opened to traffic since 2010 have not resulted in increases in VMT at the elasticities experienced in the major metro areas of the state. Not even in the largest San Joaquin Valley cites of Fresno and Bakersfield let alone the rural areas that encompass the vast majority of SR 99 in the Tulare Region.

The TCAG travel demand model is likely a better tool to estimate induced demand in our region, although Caltrans Guidance required both methods to be used and the results reconciled. TCAG is also in the process of calibrating and validating an Activity Based Model (ABM) and is committed to improving modeling techniques with respect to induced travel. TCAG also recommends that the state study induced demand in our region so that appropriate elasticities be determined for the San Joaquin Valley.

SR 99 is a goods movement corridor in our region and projects on SR 99 are not considered for SOV expansion rather they are considered inter-regional goods movement and safety projects that close gaps to complete the system to 6-lanes in the San Joaquin Valley.

The projects on SR 99 as critical to our region, but also acknowledge that there will be an impact on VMT in the region. This has presented an opportunity to use SB 743 mitigation

funds to implement the Cross-Valley Corridor Phase I express bus service which is designed to provide an alternative to commuting on SR 99, SR 198, SR 65, and SR 63. Ultimately building transit stations along the San Joaquin Rail Corridor, in preparation for a Phase III passenger rail service in a future RTP/SCS. TCAG considers this a win, win situation and is excited about the future of transit and transit-oriented development in the region.

#### PROJECT NEEDS ANALYSIS

To assess highway and arterial needs, TCAG developed a process to evaluate critical system service characteristics considering performance-based measures and LOS analysis, (Appendix 2-Q) and evaluating candidate capacity-increasing projects in that context. 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 2022 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.

To evaluate the street and highway projects, TCAG staff developed quantification and qualification evaluation criteria focusing on project objectives or benefits (reference Table A-4.1). Consideration of evaluation criteria is a critical component of the 2022 RTP update process.

#### EVALUATION CRITERIA

One important quantitative evaluation criterion required to evaluate regional capacityincreasing 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-5.1). Model output adjusted to reflect 2046 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 D-5.1 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.

The Table D-5.1 guidance was established in 1998. The process was used to prioritize a list of critical projects for funding and inclusion into the RTP. A significant number of regional projects were then initiated in the year 2000. Some of the projects, such as the Caldwell/Avenue 280 corridor, are being completed in phases extending now beyond twenty years. In the four years that followed, two significant events impacted transportation revenues. First, state funding on RTIP was significantly reduced from 1998 levels. This resulted in those critical regional projects, planned in earlier RTPs, to experience significant delays, since there were no alternative revenues to replace the lower RTIP levels.

The second major event was the passage of a county-wide sales tax measure to fund transportation (Measure R) in 2006. Measure R funds transit, bike and pedestrian, safety, road rehabilitation, and environmental projects, as week as critical road widenings. Most of the road projects were based on the projects established in the 2004 RTP. Those projects were again selected based on the guidelines in Table D-4.1. Additional projects, especially interchange improvements, were included as part of Measure R as requested by member agencies.

As of the present RTP, there are still a significant number of projects yet to be completed. Although TCAG was not a TMA when Measure R was adopted, the criteria shown below uses a congestion-based performance measure, level of service (LOS), as a criterion for project ranking and determination. The Congestion Management Process, described previously, outlines the additional steps used to ensure the CMP network is evaluated to develop a priority list of projects beyond those funded by Measure R. The CMP is used to prioritize projects for state and federal funding. However, high priority projects remain delayed due to funding. As an example, SR-99 is the most critical goods movement route in the San Joaquin Valley. Great effort is spent to obtain funding to complete the remaining six lane sections onSR-99 in Tulare County and in Madera and Merced counties. These regional projects are critical but have also substantial costs in the hundreds of millions. These critical improvements can only occur with significant state investment from competitive funding sources such as the State of California ITIP and TCEP programs.

#### PRIORITIZATION

Appendix 2-W (2022 RTP Environmental Impact Report) provides results of the evaluation process for the candidate capacity-increasing projects to be included in the 2022 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 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-6.1 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 D-4.1 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 <u>all</u> projects.
- D. All new projects (starting with the 2008 RTIP) must be on the State Highway network.
- <u>Category 1</u> Up to 7.5% of the Fund Estimate will be available as discretionary<sup>1</sup> 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.
- <u>Category 2</u> 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. <u>Category 3</u> 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. <u>Category 4</u> - 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 D-5.1 PERFORMANCE MEASURES

APPLICABLE TO:			
Capacity Increasing Projects?	PERFORMANCE INDICATORS	EVALUATION CRITERIA	OBJECTIVE/ BENEFIT
	Mobility – Accessibility – Customer		
Yes	Satisfaction 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.
Yes	Environmental Quality 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
Yes	Reliability The transportation system should meet the minimum LOS standard to the extent feasibly	Highway LOS	Achieve Minimum LOS
Yes	Safety and Security 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.
Yes	Equity/Environmental Justice – Economic Well-Being 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.
Yes	Equity/Geographic Equity Transportation system improvements shall be geographically equitable within the County.	Transportation Investments Serve Major Employment Areas (Cities, Valley Rural Area, Foothill Rural Area)	Equitable distribution of benefits.
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.
Yes	<u>Cost-Effectiveness</u> Benefits VS Cost considering:	Benefit/Cost Ratio	Optimize return on transportation investments
	<ul><li>Operations</li><li>Maintenance</li><li>Safety</li></ul>		

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

- Tulare County Regional Transportation Model
- Regional Transportation Plan/Sustainable Communities Strategy
- Local agency plans and priorities
- Short Range Transit Plans (SRTPs)
- Regional Active Transportation Plan (RATP)
- Regional Long Range Transit Plan (LRTP)
- Other studies, plans, and processes.

#### 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 regional 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). The PPP describes how the MPO will seek out and consider the needs of those traditionally underserved by existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services (23 CFR 450.316 (a)(1)(vii)).

TCAG's PPP was first adopted in 2007 and was subsequently amended in 2009, 2015, and 2020. The 2020 PPP is included as an Appendix.

#### 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 <u>www.tularecog.org</u>.

#### 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 2022 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 days 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.

TCAG has been following a performance-based approach to transportation decision-making to support the national goals. TCAG must establish performance measures and targets to use in tracking progress towards attaining its planning goals. The establishment of performance measures and targets must happen in coordination with both State transportation plans and providers of public transportation to ensure consistency to the maximum extent practicable. TCAG continues to adopt the state targets for the performance measures in each of the following categories:

- Safety (PM1)
- Road and Bridge Condition (PM2)
- System Performance Congestion (PM3)
- Transit Asset Management (PM4)

Achieving the state targets requires collaboration and coordination amongst local, regional, and federal partners.

#### TRANSIT SAFETY AND SECURITY

TCAG hosts and coordinates a monthly Regional Transit Forum. The Transit Forum is a place to coordinate activities and share information and resources. One frequent topic of discussion is transit safety and security improvements.

Several safety and security measures are in place on buses and at transit centers, such as Automated Vehicle Locators (AVL), security cameras inside and outside buses and at transit centers, security services at select locations, and more. Due to Covid-19, several additional safety improvements have been implemented, such as driver barriers and extensive cleaning and sanitizing procedures. Funding for transit operations, including sanitation supplies, outreach materials, and more was provided during the Covid-19 pandemic through several sources: the Coronavirus Aid, Relief, and Economic Security (CARES) Act, Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), and the American Rescue Plan (ARP) Act.

Additionally, urban transit agencies were required to develop and adopt Public Transit Agency Safety Plans (PTASPs). PTASPs were prepared by each Visalia and Porterville Transit in 2021.

#### FISCAL CONSTRAINT

The 2022 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 are shown in Table A-16.1. These operations costs were based on information provided by our member agencies.

Due to the significant accumulated shortfall of funding for road rehabilitation, precise estimates of the shortage are extremely difficult and very costly to determine. The 2022 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 2022 RTP (and prior RTPs) and are included in the Policy Element and the Program 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.

#### 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 Valley-wide 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. In 2021, The Chairman of the Tule River Tribal Council sent a formal request for TCAG's partnership with the City of Porterville in managing the creation and development of the Tribe's very first Active Transportation Plan (ATP). The ATP focuses on improving bicycle and pedestrian infrastructure in terms of both safety and accessibility. Other information regarding TCAG's ongoing tribal consultation efforts is in Appendix 2-Z – Tribal Public Participation Plan.

#### COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION PLAN

TCAG in consultation with its member agencies and regional social services created and adopted an updated Coordinated Public Transit - Human Services Transportation Plan in 2019 (Appendix 2-X). 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 various programs, such as FTA 5310. The plan created 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.

#### 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 an RTIP from each county in California and the Interregional Transportation Improvement Program (ITIP) from Caltrans. The 2022 RTIP (to be adopted by

the California Transportation Commission on March 17, 2022) includes construction and/or preliminary phase programming for projects on SR-99 and SR-65. Projects funded under the previous STIP (2020 STIP) and the current 2022 STIP are listed in Tables A-6.1 and A-7.1, respectively.

### TABLE D.6.12020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

						Projec	by Fisca		Project Totals by Component							
Agency	Rte	PPNO	Project Name	Total	Prior	20/21	21/22	22/23	23/24	24/25	E&P	PS&E	ROW	ROW Support	CON	CON Support
Caltrans	99	6400G	Tagus 6-Lane Widening (Combined)	\$14,888	\$6,888	\$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	\$5,650						\$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	\$20,538	\$10,150	\$10,500	\$6,500	\$0	\$0	\$7,800	\$8,425	\$13.850	\$3.113	\$8,000	\$6,500

#### TABLE A-7.1

#### 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Agency Rte I					Project Totals by Fiscal Year							Project Totals by Component					
	PPNO	Project Name	Total	Prior	22/23	23/24	24/25	25/26	26/27	E&P	PS&E	ROW	ROW Support	CON	CON Support		
Caltrans	99	6369	Tulare City Widening	\$2,150	\$2,150						\$2,150						
Caltrans	65	0104	State Route 65 Realignment and Operational Improvements	\$10,050	\$5,650		\$2,500			\$1,900	\$5,650	\$2,500				\$1,900	
Caltrans	99	6421	Caldwell Avenue Interchange Improvements	\$16,600	\$5,000	\$4,600	\$7,000					\$5,000	\$3,000	\$1,600		\$7,000	
Caltrans	99	6940	SR-99/Commercial Avenue Interchange	\$18,900	\$18,900							\$6,000	\$4,000	\$1,500		\$7,400	
			Total	\$47,700	\$31,700	\$4,600	\$9,500	\$0	\$0	\$1,900	\$7,800	\$13,500	\$7,000	\$3,100	\$0	\$16,300	
Although funds are limited, TCAG proposes programming many improvements to regional roads and state routes. Tables A-15.1 and A-16.1 at the end of this chapter list the projects in the County that have identified sources of funding. Table A-17.1 displays the list of unconstrained projects that have been requested during the scope of this plan but are not fully fundable at this time.

## 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 Nevada on the east; the Tehachapi 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 (NOx), Sulfur Oxides (SOx), Ozone (O3) and Particulate Matter (PM2.5).

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 (NOx) 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 PM10 (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 electric vehicles, zero emission vehicles, alternative fuel vehicles (such as Compressed Natural Gas (CNG)) and the replacement of Heavy-Duty Diesel motors with newer and cleaner models.

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-8.1. The pollutants that the San Joaquin Valley is in attainment or non-attainment are displayed on Table A-10.1. For more information on air quality standards, contact the SJVAPCD.

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 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
- 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
- Exclusion from federal grants for construction of sewage treatment plants
- Prohibition of development of new stationary sources of air pollution

#### TABLE D-8.1 STATE OF CALIFORNIA AIR RESOURCES BOARD AMBIENT AIR QUALITY STANDARDS

Ambient Air Quality Standards							
Pollutant	Averaging	California S	tandards <sup>1</sup>	National Standards <sup>2</sup>			
Foliulani	Time	Concentration <sup>3</sup>	Method <sup>4</sup>	Primary <sup>3,5</sup>	Secondary <sup>3,6</sup>	Method <sup>7</sup>	
Ozone $(\Omega_2)^8$	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet	—	Same as	Ultraviolet	
	8 Hour	0.070 ppm (137 μg/m <sup>3</sup> )	Photometry	0.070 ppm (137 µg/m <sup>3</sup> )	Primary Standard	Photometry	
Respirable Particulate	24 Hour	50 μg/m <sup>3</sup>	Gravimetric or	150 μg/m³	Same as	Inertial Separation	
Matter (PM10) <sup>9</sup>	Annual Arithmetic Mean	20 µg/m³	Beta Attenuation		Primary Standard	Analysis	
Fine Particulate	24 Hour	-	1	35 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation	
Matter (PM2.5) <sup>9</sup>	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	12.0 µg/m <sup>3</sup>	15 µg/m <sup>3</sup>	Analysis	
Carbon	1 Hour	20 ppm (23 mg/m <sup>3</sup> )	New Discourse	35 ppm (40 mg/m <sup>3</sup> )	-	New Discussion	
Monoxide	8 Hour	9.0 ppm (10 mg/m <sup>3</sup> )	Infrared Photometry (NDIR)	9 ppm (10 mg/m <sup>3</sup> )	_	Non-Dispersive Infrared Photometry (NDIR)	
(00)	8 Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )	<u></u>	Ţ	_	(	
Nitrogen Dioxide	1 Hour	0.18 ppm (339 µg/m <sup>3</sup> )	Gas Phase	100 ppb (188 µg/m <sup>3</sup> )	_	Gas Phase	
(NO <sub>2</sub> ) <sup>10</sup>	Annual Arithmetic Mean	0.030 ppm (57 µg/m <sup>3</sup> )	Chemiluminescence	0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary Standard	Chemiluminescence	
	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )		75 ppb (196 µg/m <sup>3</sup> )	-		
Sulfur Dioxide	3 Hour	-	Ultraviolet	-	0.5 ppm (1300 μg/m <sup>3</sup> )	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)	
(SO <sub>2</sub> ) <sup>11</sup>	24 Hour	0.04 ppm (105 μg/m <sup>3</sup> )	Fluorescence	0.14 ppm (for certain areas) <sup>11</sup>	_		
	Annual Arithmetic Mean	Į		0.030 ppm (for certain areas) <sup>11</sup>	ļ	U.	
	30 Day Average	1.5 µg/m <sup>3</sup>		.—			
Lead <sup>12,13</sup>	Calendar Quarter	,	Atomic Absorption	1.5 μg/m <sup>3</sup> (for certain areas) <sup>12</sup>	Same as	High Volume Sampler and Atomic	
	Rolling 3-Month Average	Ţ		0.15 μg/m <sup>3</sup>	Primary Standard	A BOOL PHON	
Visibility Reducing Particles <sup>14</sup>	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	d No			
Sulfates	24 Hour	25 μg/m <sup>3</sup>	lon Chromatography	National			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 μg/m <sup>3</sup> )	Ultraviolet Fluorescence		Standards		
Vinyl Chloride <sup>12</sup>	24 Hour	0.01 ppm (26 µg/m <sup>3</sup> )	Gas Chromatography				

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

California Air Resources Board (5/4/16)

#### TABLE D-9.1

- 1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PMI 0, 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 µg/m<sup>3</sup> 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 µg/m<sup>3</sup> to 12.0 µg/m<sup>3</sup>. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 µg/m<sup>3</sup>, as was the annual secondary standard of 15 µg/m<sup>3</sup>. The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m<sup>3</sup> 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<sub>2</sub> 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<sub>2</sub> 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 μg/m<sup>3</sup> 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)

#### AMBIENT AIR QUALITY STANDARDS FOOTNOTES

### TABLE D-10.1 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 Parti	cles No Federal Standard	Unclassified	
Vinyl Chloride	No Federal Standard	Attainment	

Source: SJVAPCD http://www.valleyair.org/aqinfo/attainment.htn (Accessed January 2022)

## 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 most 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, 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
- Active transportation
- Bike and scooter sharing

- Transit usage
- Flex hours
- Emergency ride home programs
- Vanpools
- Bicycling and walking, including providing bicycle storage
- Telecommuting
- Economic incentives
- Locker rooms and showers
- Satellite workstations
- 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 141,384 according to the 2020 Census (United States Census Bureau), has the highest peak hour congestion in the County. The City of Tulare has a population of 68,875 in 2020. 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 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 62,623, 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 (TCM)

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, is 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 2022 CMP Annual Monitoring Program, the following are presently experiencing traffic congestion with some streets or highways operating at capacity (LOS F):

- Portion of State Route 65 south of the City of Porterville
- Portion of State Route 56 / State Route 137 west of the City of Lindsay
- Portion of State Route 99 south of Prosperity Ave. in the City of Tulare
- Portions of eastbound State Route 198 through the City of Visalia
- Portion of Locust St. / southbound State Route 63 in the City of Visalia
- Portion of State Route 63 north of the City of Visalia

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

- Portion of State Route 137 west of the City of Lindsay
- State Route 99 between Prosperity in the City of Tulare to the Ave. 200 exit south of the City of Tulare
- Portions of State Route 198 through the City of Visalia
- Portion of northbound State Route 63 in the City of Visalia

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 2022 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. While Tulare County cities see continued industrial expansion, the uses associated with industrial and commercial facilities require a delivery system to receive and transport goods. The Visalia Industrial Park in northwest Visalia is a three-hour drive from major California cities of San Francisco, Sacramento, and Los Angeles, and is within a 300-mile radius of 90% of California's population. The Industrial Park continues to draw new

business, and in 2021 the City of Visalia issued a new permit for the construction of a \$1.1 million square-foot warehouse north of Amazon for an unknown new business.

The Visalia Industrial Park is home to some of the region's major employers, including manufacturers, distributors, and assemblers such as Jo Ann Fabrics, BlueScope Steel, and Conagra Foods. Visalia also welcomed the new 450,000-square-foot United Postal Service hub on Plaza Drive in 2021, and recently announced the addition of a 1 million square foot Ace Hardware logistics facility. The City of Porterville is home to one of the most productive Walmart distribution centers in the county, and the City of Tulare expects significant development near the International Agri-Center with the construction of the new interchange off Highway 99.

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.

# INTELLIGENT TRANSPORTATION SYSTEMS STRATEGIC DEVELOPMENT PLANNING

While the Tulare County region is fortunate that significant efforts are under way to improve basic transportation infrastructure, building new facilities are not as simple or affordable as they used to be. Transportation professionals have recognized Intelligent Transportation Systems (ITS) to improve performance to provide the most efficient mobility possible within the limited funds available. ITS technologies refer to a wide variety of tools and techniques that focus on addressing transportation problems by improving efficiency and safety through communications, computers, information and other "high-level technologies." They include features such as: traffic operations centers, changeable message signs, roadway cameras, signal synchronization and emergency vehicle preemption, as well as more advanced technologies, including real-time traveler information, automatic vehicle location devices, vehicle collision avoidance and electronic toll collection.

The 2017 Tulare County Intelligent Transportation System Strategic Deployment Plan (SDP) was developed with significant stakeholder input and is intended to provide a framework for planning, programming, and deploying advanced transportation systems. The ITS SDP represents a comprehensive effort to deploy ITS systems that are integrated, shared, and coordinated to allow public agencies to better manage the existing transportation system. In 2017 and 2018, regional stakeholders helped produce the Tulare County Intelligent Transportation System Strategic Deployment Plan and Regional Architecture. This project addressed ITS' expanded realm in Tulare County and responded to specific recommendations and requirements to bring TCAG into compliance with FHWA's ITS program standards (23 CFR 940), as well as the Federal Transit Administration's (FTA) National ITS Architecture Policy on Transit Projects. Furthermore, the SDP provides a vision for ITS, outlines low-, medium- and high-priority projects, a funding strategy and establishes a plan for managing, integrating, operating, and maintaining regional ITS elements over a 20-year horizon.

Tulare County ITS Plan followed the required federal ITS planning process. As the lead agency, TCAG established an ITS subcommittee to oversee the Plan's development that included representatives from all TCAG member agencies as well as FHWA, Caltrans Headquarters and the private sector. Subcommittee meetings often separated

representatives into their specific areas of interest (traffic systems, incident management, transit, etc.) to provide for more focused input at key development points.

This project also developed the Tulare County Regional ITS Architecture, as required by the final rule/policy on ITS Architecture and Standards Conformity for federally funded Intelligent Transportation Systems projects. The ITS architecture identifies integration opportunities among regional transportation systems (the "ITS elements"). An up-to-date regional ITS architecture allows jurisdictions to request federal project funding or programming. San Joaquin Valley Intelligent Transportation Systems Strategic Deployment Program

In addition to developing its own ITS plan for Tulare County, TCAG has also been a participant, with the other seven SJV MPOs, in an overall Valley ITS deployment plan. In 2001, the eight counties -- Tulare, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus and Fresno -- adopted a Strategic Deployment Plan (SDP) to help guide ITS implementation in the San Joaquin Valley and also to fulfill an FHWA requirement for the region to have a plan that conforms to the National ITS Architecture, thus ensuring that FHWA will honor funding from the Federal Highway Trust Fund for all future ITS projects or those projects that have an ITS element. By participating in the San Joaquin Valley ITS Plan, Fresno COG is now connected to the Valley wide system architecture and will have access to federal funds that may become available for Valley wide ITS projects. The San Joaquin Valley ITS Plan was a 20-month foundation study for integrated ITS applications. The plan coordinates architecture, standards, and institutional issues, and provides the framework for deploying an integrated ITS.

### **REGIONAL ITS ARCHITECTURE**

TCAG accepts the San Joaquin Valley regional architecture as its common structure for ITS development throughout the region. All ITS projects funded with highway trust funds will be based on a systems engineering analysis. The eight Valley COGs have established a maintenance plan to support the regional architecture in compliance with federal deadlines.

### 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. TCAG encourages the purchase of electric vehicles wherever practical. Currently, transit buses are the primary vehicle type for electrification. As electric vehicle technology and infrastructure continue to develop it is expected that the electric vehicle fleet will grow quickly. Congestion Mitigation & Air Quality (CMAQ) funds are available to offset the cost of these replacement engines that will work to improve air quality. Compressed Natural Gas vehicles run throughout Tulare County, and Porterville and Visalia have several electric vehicles in their transit fleets. Many more electric vehicles are planned for purchase in the next several years. 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 Active Transportation, Hghways, Streets, and Roads, Public Transit, Passenger Rail, and Aviation.

Non-vehicular 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 Regional Active Transportation Plan was updated in 2022 and is included as an appendix to this RTP (see Appendix 1-C).

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 is 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.

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 is 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 Appendices 1-W through 2-L. The County and cities are also planning, upgrading, and constructing 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 to increase pedestrian activity as an alternative to single occupancy vehicle commuting.

The main source of funding for active transportation projects is the State of California's Active Transportation Program, which includes both state and federal funds. Over the past five cycles, agencies in the County have been awarded over \$29 million in ATP funds for projects totaling over \$36 million as shown Table A-10.2. Twenty four of the twenty-six awarded projects are within and directly benefit disadvantaged communities. Projected future ATP funding is shown in Table F-7.1 of the Financial Element (Chapter E).

# TABLE D-10.2AWARDED ACTIVE TRANSPORTATION PROJECTS

ATP Cycle	Agency	Project	ATP Funds Awarded	Total Project Cost
	Tulare County	SRTS Plan	\$110,000	\$110,000
<u>e</u>	Dinuba	Class II and III Bike Lanes	\$261,000	\$344,000
	Farmersville	Farmersville Comprehensive ATP Intiative	\$261,000	\$707,000
, <sup>w</sup>	Porterville	Garden Avenue Pedestrian Access Corridor	\$232,000	\$589,000
ିତ	Tulare County	Tooleville Sidewalk Improvements	\$379,000	\$414,000
-	Tulare County	Terra Bella Sidewalk Improvements	\$397,000	\$417,000
	Visalia	Mill Creek Trail Downtown Corridor	\$141,000	\$454,000
	Woodlake	SRTS Improvements	\$245,000	\$289,000
	Tulare County	Traver Jacob Street Improvements	\$1,790,000	\$1,790,000
	Tulare County	Pixley Main Street Improvements	\$1,018,000	\$1,018,000
Cycle 2	Porterville	Olive Avenue Corridor Crosswalk Warning Lights Installation	\$307,000	\$360,000
	Porterville	Rails to Trails Corridor Crosswalk Warning Lights Installation	\$107,000	\$142,000
	Visalia	Green Acres Middle School Enhanced Crosswalk	\$79,000	\$105,000
	Farmersville	Safe Routes to School Walnut Avenue Project	\$322,000	\$417,000
	Tulare County	Earlimart Safe Routes to School Community Projects	\$159,000	\$525,000
	Woodlake	North Valencia Safe Routes to School Improvements	\$895,000	\$1,310,000
	Tulare County <sup>#</sup>	Earlimart Sidwalk Improvements Project	\$1,868,000	\$1,930,000
<u>e</u>	Tulare County <sup>#</sup>	Allensworth Elementary Sidewalk	\$260,000	\$296,000
3.0	Farmersville *	Farmersville SRTS East Walnut Avenue	\$520,000	\$827,000
0	Tulare County *	Woodville Sidewalk Improvements along Road 168	\$832,000	\$837,000
	Visalia <sup>#</sup>	Greenway Belt Trail Connection	\$1,000,000	\$1,140,000
<u>e</u>	Woodlake	North Valencia Boulevard SRTS Extension, Gap Improvements	\$980,000	\$1,204,000
ି ପ	Tulare County	Road 160 Sidewalk Improvements, Ivanhoe	\$1,288,000	\$1,575,000
<u>0</u>	Caltrans/Tulare County	Ivanhoe Safe Routes to School	\$1,070,000	\$1,788,000
5 ycl	Tulare County	Tipton Sidewalk Improvements Project	\$1,218,000	\$3,340,000
U	Porterville	Butterfield Stage Corridor (Tea Pot Dome to Ave 196)	\$13,500,000	\$14,150,000
* Projects app	proved for advancement under SB	1 Augmentation	\$29,239,000	\$36,078,000

<sup>#</sup> New project awarded under SB 1 Augmentation

#### 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 1950s and 60s. 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 2022 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 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 to develop a common database and consistent planning practices.

The 2022 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 Blvd., Demaree St., Blackstone St., Hilman St., and Akers St.)
- SR-65 from the City of Porterville to the Kern County line
- SR-198: Sequoia National Park, Exeter, and Hanford
- SR-190: Road 152 from the Kings County line to the City of Porterville

• 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. Increased access to the Amtrak station is a major short-term goal in the implementation of the larger Cross Valley Corridor project.

## 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 and north from the Kern County line to Pixley. 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 have historically been provided by Visalia Transit, Tulare Intermodal Express (TIME), Porterville Transit, Dinuba Transit, Tulare County Area Transit (TCaT), and the City of Woodlake. In 2020 several transit agencies combined to form the Tulare County Regional Transit Agency (TCRTA). As of August 2020, there are two transit operators in Tulare County: TCRTA and Visalia Transit.

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 to Reedley in Fresno County and Delano in Kern County.

Amtrak rail service doesn't directly operate in 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.

Public transportation in Tulare County also takes the form of shared-ride services, carpools, and vanpools. Fixed route transit is generally used in the more populated urban areas and

some rural communities, while demand responsive transit and blended paratransit are often used in rural areas and communities.

In 2020, TCRTA's member agency, Porterville Transit, began the transPORT on-demand service. On-demand services provide the flexibility and innovation that today's transit rider craves. Porterville's transPORT service was designed to supplement low-demand fixed route lines, rural service areas that traditional don't qualify for fixed route service, and late-evening service with an on-demand service that provides convenient and accessible transportation for riders while reducing the agency's operating expenses. Porterville's on-demand service also provides more direct connections to and from places of employment, medical facilities, or recreation. The on-demand service also acts as a first mile/last-mile tie-in to the existing fixed route transit network.

In 2022, TCRTA has planned to expand its on-demand service to six additional communities: Dinuba, Exeter, Farmersville, Lindsay, Tulare, and Woodlake. In the City of Dinuba, ondemand service will replace and enhance the historically three low-demand fixed route lines. For the other communities, on-demand service will be provided to enhance the existing fixed route lines or traditional paratransit services.

Several regional programs and services exist in Tulare County. All transit providers participate in the T-Pass, which provides unlimited monthly fixed route rides, the 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 many 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 operation of Zero-Emission Buses (ZEBs) and continue to develop electrification infrastructure. As of December 31, 2021, Visalia has seven ZEBs in operation and Porterville has ten ZEBs in operation. To operate its on-demand service, Porterville has twelve zero-emission shuttle vans. Porterville also has three ZEBs and three zero-emission shuttle vans scheduled for delivery in March of 2022, these vehicles will replace aging buses that have reached their useful life.

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.

In 2021, TCRTA, Visalia Transit, and the San Joaquin Joint Powers Authority executed an agreement to develop an operation plan for the Cross Valley Corridor that will serve the planned High Speed Rail Station in Hanford.

### 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
- Centralizing 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 1-D to this RTP. A selection of recommendations for the future expansion and coordination of transit services includes:

## FARES

- Implement simplified countywide fare structure
- Enhance and establish new regional pass programs
- Implement guidelines for fare increases

## **OPERATIONS**

- Establish joint procurement procedures
- Conduct maintenance / operations facility study
- Implement electric bus service and autonomous bus service

## FLEXIBLE TRANSIT

- Consider partnership with transportation network companies
- Study the feasibility of volunteer driver programs and community shuttles
- Implement demand response zones

## **GOVERNANCE AND ORGANIZATION**

- Consider creation of a Joint Powers Authority between Tulare County transit providers
- Further consolidate operations and governance

## TRANSIT COORDINATION STUDY AND TULARE COUNTY REGIONAL TRANSIT AGENCY (TCRTA)

After the adoption of the LRTP, TCAG hired a consultant team to evaluate the recommendation to consider creation of a Joint Powers Authority. The Transit Coordination Study led to the creation of the Tulare County Regional Transit Agency (TCRTA). The Joint Powers Agreement was finalized in August 2020. The Cities of Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Woodlake, and County of Tulare joined the TCRTA. The TCRTA began taking over operations of transit systems in 2021 and is expected to be operating under one unified contract by July 1, 2022.

## TRANSPORTATION DEVELOPMENT ACT (TDA)

The responsibility for administering several regulations under the state Transportation Development Act fall to Regional Transportation Planning Agencies (RTPAs), such as TCAG. Three major funding sources are part of TDA: the Local Transportation Fund (LTF), State Transit Assistance (STA), and State of Good Repair (SGR) 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 to receive TDA funds.

### 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 Naval Air Station Lemoore, Tulare and Kings

County residents, and the cities of Lemoore, Visalia, Tulare, Dinuba, Porterville, Exeter, Farmersville, and Hanford.

The High-Speed Rail Authority and TCAG worked together 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. 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.

In 2021, TCRTA, Visalia Transit, and the San Joaquin Joint Powers Authority executed an agreement to develop an operation plan for the Cross Valley Corridor that will serve the planned High Speed Rail Station in Hanford.



The Cross Valley Corridor Plan was completed in three phases:

#### PHASE I – DEVELOP THE CROSS-VALLEY CORRIDOR PLAN VISION

Extensive community engagement to develop a vision for the Cross Valley Corridor. Discussion items included 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 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 were evaluated with recommendations to not only facilitate access to the planned regional HST station, but to also include active transportation alternatives.

#### PHASE III – PROVIDE AN IMPLEMENTATION STRATEGY FOR RECOMMENDED VISION OPTIONS

A detailed report of the findings, recommendations, and strategies for implementation.

Planning for the Cross Valley Corridor will continue to occur as agencies in Tulare County, Kings County, and the San Joaquin Joint Powers Authority work together to evaluate phasedin improvements for regional transit in the corridor. It is expected that there will be initial investment in increased bus service, implementation of other premium on-demand type services, and future light rail.

#### 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.



Hsr.ca.gov/communications-outreach/info-center/maps/ Accessed Feb. 9, 2022

SEPTEMBER 2020

#### FIGURE D-11.1



SUBJECT TO CHANGE - FEBRUARY 2021

Hsr.ca.gov/communications-outreach/info-center/maps/ Accessed Feb. 9, 2022

## FIGURE D-12.1 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-12.2). Out of the airports mentioned above, only Visalia Municipal Airport has had regularly scheduled commercial passenger service, intermittently.

## TABLE D-11.1 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

FIGURE D-12.2



## 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-18.1 of the Financial Element.

### COMPREHENSIVE AIRPORT LAND USE PLAN

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 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 affect 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 participated in 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-9.1 (Existing Railroad Lines) displays principal 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 because of congestion, diminished air quality and pavement failure. All 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 bypass 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 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 \$4 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-17.1). 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-18.1). 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-19.1 lists the federal functional classification for the rural and urban roads in Tulare County. Roads must 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:

Good / Excellent
Fair (at risk)
Poor
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. In August 2021, the California Statewide Local Streets and Roads Needs Assessment (LSRNA) was released. The document was sponsored by the cities and counties of California and has been managed by a coalition of cities, counties, and Regional Transportation Planning Agencies, including TCAG. To obtain the data needed to compile the report an online survey was made available on the www.savecaliforniastreets.org website between mid-February to April 2020. All cities and counties were contacted and asked to participate in the survey. Out of the nine agencies in Tulare County, four agencies responded to the survey. For those agencies that did not provide 2020 data, the road condition results shown below were obtained by extrapolating the data used in previous surveys.

As stated in the LSRNA, despite the passage of SB 1 in 2017, there continues to be significant uncertainty surrounding local transportation funding in California. While an effort to repeal SB 1 via a ballot measure in November 2018 was unsuccessful, the COVID-19 pandemic arrived soon after in early 2020. The pandemic resulted in significant revenue reductions and created uncertainty for the 2020 construction season. While the aim of the LSRNA was to analyze the impacts of the first two years of SB 1 funding on local transportation infrastructure, the timing of the survey in spring 2020 combined with the uncertainty related to the prior SB 1 repeal effort undoubtedly had impacts on local government transportation project delivery during this period.

The report concluded that overall, the condition of California's local streets and road has improved by 1 point since 2018. The average statewide PCI is now 66 which is still in the "At Risk" category. In addition to looking at local streets and roads conditions, the report also analyzed different funding scenarios looking at how the PCI would change given the different funding scenarios evaluated. The three funding scenarios include:

- Existing funding levels (\$2.43 billion/year) This is the current funding level and includes SB 1 together with cost savings from paving technologies. For the first time in 10 years, cities and counties will see an initial 1-point increase. However, due to higher construction costs, the PCI will drop to 59 by 2030, and the percent of good pavements will decrease to 48.7 percent.
- 2. **Maintain PCI at 66 (\$3.84 billion/year)** To maintain the existing PCI at 66, additional funding (\$3.84 billion/year) is needed. The percent of good pavements would increase to three-quarters of the network.
- Funding required to reach Best Management Practices (BMP) (\$7.89 billion/year) – The optimal scenario is to bring all pavements into a state of good repair so that BMPs can prevail. To reach BMP levels (PCI in high 80s), \$78.9 billion would be needed over the next 10 years. After that, it would only require \$3

billion a year to maintain the pavements at that level.

Table A-12.3 shows a summary of PCI data for Tulare County (including the cities) for 2008 through 2020. The PCI is weighted by pavement area, i.e., long roads have more weight than short roads.

#### TABLE D-12.3

#### TULARE COUNTY SUMMARY PCI DATA 2008 - 2020

Centerline Miles	Lane Miles	Area (SY)			Ave	rage Rate	ed PCI		
3,570	7,192	58,952,533	2008	2010	2012	2014	2016	2018	2020
			66	68	68	68	60	62	62

The PCIs for each of the individual agencies in Tulare County is shown in Table 12.4 below.

Agency	Centerline Miles	Lane Miles	Area (SY)	Average PCI
Dinuba	102.72	222.23	2,183,072.73	57.7
Exeter	40.73	93.96	850,671.00	50.0
Farmersville	28.15	61.80	574,477.00	67.0
Lindsay	40.00	80.00	574,933.33	63.7
Porterville	210.11	530.36	4,970,377.20	48.2
Tulare	209.76	464.93	4,991,904.00	57.2
Tulare County	2,422.06	4,844.11	32,618,264.31	64.2
Visalia	496.00	870.69	12,041,715.00	62.8
Woodlake	20.60	24.10	147,118.70	75.3

# TABLE D-12.4TULARE COUNTY SUMMARY PCI DATA PER AGENCY

## COST

The RTP's projected revenues are fiscally constrained, and 2022 RTP's list of transportation projects is financially constrained (see Tables A-14.1 and A-15.1). All projects listed in this RTP, apart from Tables A-13.2, A-16.1 are projected to be fundable during the scope of this plan. Assuming the financial situation remains consistent, TCAG anticipates there will be approximately \$246 million available in STIP funds through 2046-47. Developer impact fee programs or other local funding sources (including state disbursements to local agencies) will likely generate over \$2 billion in revenue. Measure R is expected to generate over \$1.4 billion over its 30-year life from 2007 to 2037 (see Chapter E). Sources of revenue are covered in detail in the Financial Element.

A list of local and regional projects is contained in Tables A-15.1 and A-16.1 totaling over \$2 billion in funding. There is over \$1 billion available to Transit, \$195 million available in the Congestion Mitigation and Air Quality program (CMAQ) for Air Quality improvements, and \$39 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 number of financial resources available to Tulare County is scored and weighed by the agency with that authority. For CMAQ, STBGP and the MPO portion of ATP funding, this is TCAG. Ultimately, it is the TCAG Board that makes the final decision on how to best utilize the financial resources available.

### TABLE D-13.1 PROJECT JUSTIFICATION FOR LOCAL FUNDED ROADS | TULARE COUNTY 2022 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	Urawiord/Nebraska	Vawiord at Nebraska	Vakroaka at Rd. 72	Traffic Signal	Improve Circulation	Safety
Dinuba	M St /Tubre	M St. at Tulara	M St. at Tulara	Traffic Signal	Improve Circulation	Safety
Dinuba	Lincoln/H St. at El Monte	Lincoln/H St. at El Monte Way	FI 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-In 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 Main St	Widen existing roadway	Henderson Ave to Linda Vista	Widen to 4 lane Arteriral	Improve Circulation	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	Westheld Ave	Westheld at Indiana St	Westheld at Indiana St	Traffic Signal	Improve Circulation	Safety
Porterville	Westheld Ave	Westheld at Main St	Westheld at Main St North Grand at Nawaanh 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	Hilkrest 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 ml.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Cross Ave	Widen existing roadway	"O" St to Blockstone St: 7 mi	Widen from 2 to 4 kines	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 SL Blackstone St	widen existing roadway	Lynn Ave. to Cartmill Ave.; .8 ml.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Laspina St	widen existing roadway	Paige Ave. to Dardsley Ave.; 1 ml. (partial)	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Mooney Blvd.	Widen existing roadway	Foster Drive to Bardslev 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

## TABLE D-13.1 (CONT.) PROJECT JUSTIFICATION FOR LOCAL FUNDED ROADS | TULARE COUNTY 2022 REGIONAL TRANSPORTATION PLAN

Agency	Facility	Scope	Limits	Improvement	Purpose	Need
Tulare	Commercial Ave.	Widen existing roadway	"K" St. to Hwy 99; .4 mi	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
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 St125 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	"I" 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	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. / M St	Merritt Ave. at M St	Merritt Ave. @ "M" St	Traffic Signal	Improve Circulation	Safety
Tulare	Alpine Ave. / Moonev Blvd.	Alpine Ave, at Moonev 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. @ Logning St	Traffic Signal	Improve Circulation	Safety
Tulare	Commercial Ave./Laspina St.	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	Plage Ave. / West St.	Plage Ave. at West St.	Plagent 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	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	r erguson Ave.	Construct new roadway	east of Plaza to Kelsey; .2 ml	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Goshen Avenue	Widen existing madway	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 Visali-	Virmargo Street	Construct new roadway	Goshen to Houston; 0.5 ml.	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

## TABLE D-13.1 (CONT.) PROJECT JUSTIFICATION FOR LOCAL FUNDED ROADS | TULARE COUNTY 2022 REGIONAL TRANSPORTATION PLAN

Agency	Facility	Scope	Limits	Improvement	Purpose	Need
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
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 ml.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Stonebrook Street	Construct new roadway	Avenue 2/2 to Avenue 2/6; .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	Minoral King to Houston, 0 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	Divisedore St et Welmit Ave	Divisedore St et Weleyt Ave	Divisedare St at Webut Ave	Traffic Signal	Improve Circulation	Salety
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 Conver St	Center Ave at Conver St	Center Ave at Conver 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	McAuff St at Walnut Ave	Traffic Signal	Improve Circulation	Safety
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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 Demarce St	Damsen Ave at Demaree St	Damsen Ave at Demaree St	Traffic Signal	Improve Circulation	Safety

## TABLE D-13.1 (CONT.) PROJECT JUSTIFICATION FOR LOCAL FUNDED ROADS | TULARE COUNTY 2022 REGIONAL TRANSPORTATION PLAN

Agency	Facility	Scope	Limits	Improvement	Purpose	Need		
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		
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 D-13.2 PROJECT JUSTIFICATION FOR REGIONAL FUNDED ROADS | TULARE COUNTY 2022 REGIONAL TRANSPORTATION PLAN

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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/Safety
Caltrans	SR 99	Widen existing roadway	25.4/30.6 Tulare - Avenue 200 to Prosperity Ave	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion/Safety
Caltrans	SR 99	Widen existing roadway	13.5/25.4 .7mi north of Court Ave to Avenue 200	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion/Safety
Caltrans	SR 99	Widen existing roadway	0.0/13.5 Near Earlimart, County Line Rd to .7 mi north of Court Ave	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion/Safety
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/Safety
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/Safety
Caltrans	SR 190	Widen existing roadway	13.2/15.0 Porterville - Westwood to Rte 65	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion/Safety
Caltrans	SR 99	Major I/C improvements	SR-99 at Caldwell Avenue	Widen on/off ramps and bridge structure	Improve Circulation	Relieve Congestion/Safety
Caltrans	SR 99	Construct new I/C	SR-99 at AgriCenter (Commercial)	Construct new Interchange	Improve Circulation	Relieve Congestion/Safety
Caltrans	SR 99	Major I/C improvements	SR-99 at Paige Ave.	Widen on/off ramps and bridge structure	Improve Circulation	Relieve Congestion/Safety
Caltrans	SR 198	Construct new I/C	SR-198 at Road 148	Construct new interchange	Improve Circulation	Relieve Congestion/Safety
Caltrans	SR 190	Major I/C improvements	SR-190 at Main Street	Widen bridge structure, new ramps	Improve Circulation	Relieve Congestion/Safety
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/Safety
Porterville	Newcomb St	New crossing over SR190	North of Tule River to south of Poplar Ditch	New 4 lane overcrossing	Improve Circulation	Relieve Congestion/Safety
Visalia	Riggin Avenue	Widen existing roadway	Road 80 to SR-63 (various sections)	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion/Safety
Tulare Co.	Avenue 280	Widen existing roadway	Santa Fe (Visalia) to Lovers Ln (Visalia)	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion/Safety
Tulare Co.	Avenue 280	Widen existing roadway	Lovers Ln (Visalia) to Virginia (Farmsersville)	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion/Safety
Tulare Co.	Avenue 280	Widen existing roadway	Brundage (Farmersville) to Elberta (Exeter)	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion/Safety
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 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, road rehabilitation improvements	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
Dinuba	Kamm/Alta	Intersection Improvements	Kamm at Alta	Roundabout at intersection	Improve Circulation	Safety
Porterville	Plano/College	Intersection Improvements	Plano at College	Roundabout at intersection	Improve Circulation	Safety

### TABLE D-14.1 PROJECT JUSTIFICATION FOR UNCONSTRAINED PROJECTS | TULARE COUNTY 2022 REGIONAL TRANSPORTATION PLAN

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## TABLE D-14.1 (CONT.) PROJECT JUSTIFICATION FOR UNCONSTRAINED PROJECTS | TULARE COUNTY 2022 REGIONAL TRANSPORTATION PLAN

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											2022	2024	2025	2026 2029	2031	2037	2046			
						<b>CITY OF DINUBA</b>														
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	2029				x	x	x	x Lo	ocal	\$650	\$851
DI-RTP07-002	NA	Dinuba	SJV	Saginaw St.	Construct new roadway	Lyndsay to Viscaya; .1 mi.	New 2-lane/signal/RR xing	0	Y	2029				x	х	х	x P	Pvt	\$650	\$851
DI-RTP07-003	NA	Dinuba	SJV	Rd. 72	Construct new roadway	Sierra to Kamm Ave; .6 mi.	New 2-lane	0	Y	2028				x	x	x	x Loc	al/Pvt	\$3,900	\$4,956
DI-RTP07-009	NA	Dinuba	SJV	Kamm/Rd 72	Kamm at Rd 72	Kamm at Rd 72	Traffic Signal			2039							Loc	al/Pvt	\$791	\$1,265
DI-RTP07-010	NA	Dinuba	SJV	Kamm/Crawford	Kamm at Crawford	Kamm at Crawford	Traffic Signal			2034							City	y/Pvt	\$791	\$1,091
DI-RTP07-011	NA	Dinuba	SJV	Crawford/Nebraska	Crawford at Nebraska	Crawford at Nebraska	Traffic Signal			2034							City	y/Pvt	\$791	\$1,091
DI-RTP07-012	NA	Dinuba	SJV	Nebraska/Rd. 72	Nebraska at Rd. 72	Nebraska at Rd. 72	Traffic Signal			2039							City	y/Pvt	\$791	\$1,265
DI-RTP07-013	NA	Dinuba	SJV	M St./Tulare	M St. at Tulare	M St. at Tulare	Traffic Signal			2029							City	y/Pvt	\$791	\$941
DI-RTP07-014	NA	Dinuba	SJV	Lincoln/H St. at El Monte	Lincoln/H St. at El Monte Way	El Monte Way	Traffic Signal			2029							Ν	/IR	\$791	\$941
																			\$9,946	\$13,252
					(	CITY OF FARMERSVILI	LE													
FA-RTP07-002	NA	VA         Farmersville         SJV         Wahut Ave. & Freedom Dr.         Wahut Ave. & Freedom Dr.           VA         Farmersville         SJV         Wahut Ave. & Freedom Dr.         Wahut Ave. & Freedom Dr.		Walnut Ave. & Freedom Dr.	Traffic Signal			2026							Meas	sure R	\$791	\$861		
FA-RTP07-004	NA	Farmersville	SJV	Visalia Road & Steven	Visalia Road & Steven	Visalia Road & Steven	Traffic Signal			2029							Pvt /	Local	\$791	\$942
FA-RTP07-005	NA	Farmersville	SJV	Walnut Ave. & Ventura	Walnut Ave. & Ventura	Walnut Ave. & Ventura	Traffic Signal			2031							Pvt/	Local	\$791	\$1,001
																			\$2,373	\$2,804
						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	2029				x	x	x	x Lo	ocal	\$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	2034						x	x Lo	ocal	\$3,250	\$4,427
																			\$6,500	\$8,245
						CITY OF PORTERVILL	E													
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	2027				x	x	x	x Lo	ocal	\$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	2023	,	x x	x	x x	x	x	x Lo	ocal	\$1,625	\$1,599
PO-RTP14-002	NA	Porterville	SJV	Hillcrest St.	Construct new roadway	Worth to SR190; 0.5mi	New Construction	0	Y	2039							x Lo	ocal	\$3,250	\$5,132
PO-RTP14-003	NA	Porterville	SJV	Hillcrest St.	Construct new roadway	SR190 to Roby; 0.75mi	New Construction	0	Y	2039							x Lo	ocal	\$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	2039							x Lo	ocal	\$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	2039							x Lo	ocal	\$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	2039							x Lo	ocal	\$1,625	\$2,566
PO-RTP18-006	NA	Porterville	SJV	Worth Ave	Construct new roadway	Crystal to Scranton Ave	New Construction	0	Y	2034						x	x Lo	ocal	\$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	2029				x	x	x	x Lo	ocal	\$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	2040							x Lo	ocal	\$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	2044						$\square$	x Lo	ocal	\$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	2044							x Lo	ocal	\$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	2044					1	Ш	x Lo	ocal	\$650	\$1,190
PO-RTP14-038	NA	Porterville	SJV	Westwood St	Widen existing roadway	Westwood St Bridge at Porter Slough	Bridge Widening	0	Y	2027	$\square$			x	x	x	x Lo	ocal	\$1,500	\$1,661
PO-RTP14-018	NA	Porterville	SJV	Morton Ave.	Morton at Mathew St	Morton at Mathew St Traffic				2026	$\square$					$\square$	Lo	ocal	\$791	\$859
PO-RTP14-019	NA	Porterville	SJV	Henderson Ave.	Henderson at Mathew St	Henderson at Mathew St Traffic				2027	$\square$				1	$\square$	Lo	ocal	\$791	\$884
PO-RTP14-020	NA	Porterville	SJV	Henderson Ave.	Henderson At Plano St	Henderson At Plano St Traffic				2039						Щ	Lo	ocal	\$791	\$1,261
PO-RTP14-021	NA	Porterville	SJV	Mulberry Ave	Mulberry at Newcomb St	Mulberry at Newcomb St	Traffic Signal			2024	$\square$					$\square$	Lo	ocal	\$791	\$809
PO-RTP14-022	NA	Porterville	SJV	Westfield Ave	Westfield at Westwood St	Westfield at Westwood St	Traffic Signal			2029	$\square$				1	$\square$	Lo	ocal	\$791	\$938
PO-RTP14-023	NA	Porterville	SJV	Westfield Ave	Westfield at Mathew St	Traffic Signal			2029							Lo	ocal	\$791	\$938	

RTP	CTIPS						Type of	Exempt	:			Ye	ear(s	5)		Fund	Cost	Cost
Project	Project	Jurisdiction	NA	Facility	Project Scope	Length	Improvement			от		Мо	odele	əd		Туре	Constant	Year of
ID#	ID#																	Expend.
1	2	3	4	5	6	7	8	9	10	11						13	14	15
										2022	2023 2024	2025	2026	2029 2031	2037 2046			
												<u> </u>	⊢			I		
		r	1	1	1	CITY OF PORTERVILL	E		1	1 1						r	1	
PO-RTP14-024	NA	Porterville	SJV	Westfield Ave	Westfield at Indiana St	Westfield at Indiana St	Traffic Signal			2034			$\vdash$			Local	\$791	\$1,088
PO-RTP14-025	NA	Porterville	SJV	Westfield Ave	Westfield at Main St	Westfield at Main St	Traffic Signal			2034			⊢			Local	\$791	\$1,088
PO-RTP14-026	NA	Porterville	SJV	North Grand Ave	North Grand at Newcomb St	North Grand at Newcomb St	Traffic Signal			2039			$\vdash$			Local	\$791	\$1,261
PO-RTP14-027	NA	Porterville	SJV	North Grand Ave	North Grand at Prospect	North Grand at Prospect	Traffic Signal			2046			$\vdash$			Local	\$791	\$1,551
PO-RTP14-028	NA	Porterville	SJV	North Grand Ave	North Grand at Main St	North Grand at Main St	Traffic Signal			2039			$\vdash$			Local	\$791	\$1,261
PO-RTP14-029	NA	Porterville	SJV	Newcomb St.	Newcbomb St at Pioneer Ave	Newcomb St at Pioneer Ave	Traffic Signal			2034			$\vdash$			Local	\$791	\$1,088
PO-RTP14-030	NA	Porterville	SJV	Prospect St.	Prospect St at Pioneer Ave	Prospect St at Pioneer Ave	Traffic Signal			2034			$\vdash$			Local	\$791	\$1,088
PO-RTP14-031	NA	Porterville	SJV	Westfield Ave	Westfield Ave at Plano St	Westfield Ave at Plano St	Traffic Signal			2044			$\vdash$			Local	\$791	\$1,462
PO-RTP14-032	NA	Porterville	SJV	Morton Ave.	Morton Ave at Hillcrest St	Morton Ave at Hillcrest St	Traffic Signal			2036			$\vdash$			Local	\$791	\$1,154
PO-RTP14-033	NA	Porterville	SJV	<sup>7</sup> Olive Ave.	Olive Ave at Hillcrest St	Olive Ave at Hillcrest St	Traffic Signal			2036			$\vdash$			Local	\$791	\$1,154
PO-RTP14-034	NA	Porterville	SJV	/ Indiana St	Indiana St at Springville Dr	Indiana St at Springville Dr	Traffic Signal			2024			$\vdash$			Local	\$791	\$809
PO-RTP14-037	NA	Porterville	SJV	Hillcrest St.	Hillcrest St at Springville Dr	Hillcrest St at Springville Dr	Traffic Signal			2039			$\vdash$			Local	\$791	\$1,261
																	87,763	128,051
						<b>CITY OF TULARE</b>												
TU-RTP07-004	NA	Tulare	SJV	Blackstone Drive	Construct new roadway	south of Industrial Ave. to "K" St.; .4 mi.	New Construction	0	Y	2029				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	2029				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	2024	x	x	x	x x	x x	Local	\$1,950	\$1,976
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	2029				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	2039					х	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	2034					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	2029				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	2029				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	2039					x	Local	\$6,500	\$10,263
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	2034					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	2029				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	2029				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	2029				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	2039					x	Local	\$6,500	\$10,263
TU-RTP07-028	NA	Tulare	SJV	7 "J" St.	Widen existing roadway	Lynn Ave. to Cartmill Ave.; .8 mi.	Widen from 2 to 4 lanes	0	Y	2029				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	2034					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	2031				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	2029				x x	x x	Local	\$3,250	\$3,818
TU-RTP07-043	NA	Tulare	SJV	<sup>7</sup> Tulare Dr	Widen existing roadway	Cross Ave. to West St.; .7 mi. (partial)	Widen from 2 to 4 lanes	0	Y	2034					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	2029				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	2034					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	2039			$\square$		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	2034			$\square$		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	x x	Local	\$3,250	\$3,198
TU-RTP11-007	NA	Tulare	SJV	Intl Agri-Center Way	Construct new roadway	Laspina St. to Turner Dr.; .75 mi	New 4-lane roadway	0	Y	2027			$\square$	x x	x x	Local	\$6,825	\$7,558
TU-RTP11-008	NA	Tulare	SJV	Intl Agri-Center Way	Construct new roadway	Turner Dr. to Oakmore St.; .75 mi	New 4-lane roadway	0	Y	2046			$\square$		x	Local	\$8,531	\$16,567
TU-RTP11-009	NA	Tulare	SJV	Corvina Ave.	Construct new roadway	Akers St. to Hillman St125 mi	New 2-lane roadway	0	Y	2027				x x	x x	Local	\$406	\$450

RTP	CTIPS						Type of	Exempt					Ye	ar(s)			Fund	Cost	Cost
Project ID#	Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Improvement	Status	RS	01			MO	aelea	1		Type	Constant	Year of Expend.
1	2	3	4	5	6	7	8	9	10	11							13	14	15
											2022	2024	2025	2026 2029	2031	2037 2046			
						<b>CITY OF TULARE</b>													
TU-RTP11-010	NA	Tulare	SJV	"E" St.	Construct new roadway	Elster Ave. to Cartmill Ave.; .5 mi	New Construction	0	Y	2039						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	2034						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	2034						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	2034						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	2031					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	2039						x	Local	\$4,063	\$6,415
TU-RTP11-024	NA	Tulare	SJV	Tulare Ave.	Widen existing roadway	Enterprise St. to Tulare Dr.; .5 mi	Reconstruct to 4 lanes	0	Y	2044						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         2024         x         x           E St. at March Ave.         "E"St. at March Ave.         Traffic Simal         2031         2031						x	x x	x	x x	Local	\$2,000	\$2,027		
TU-RTP07-001	NA	Tulare	SJV	E St. / Maple Ave.	E St. at Maple Ave.	"E" St. at Maple Ave.	Traffic Signal 2031 Traffic Signal 2029										Local	\$791	\$995
TU-RTP07-035	NA	Tulare	SJV	Inyo Ave. / West St.	Inyo Ave. at West St.	Inyo Ave. @ West St.	Traffic Signal 20										Local	\$791	\$938
TU-RTP07-036	NA	Tulare	SJV	Cross Ave. / Mooney Blvd	Cross Ave. at Mooney Blvd	Cross Ave. @ Mooney Blvd (SR 63)	3) Traffic Signal 2023										Local	\$791	\$786
TU-RTP07-037	NA	Tulare	SJV	Prosperity Ave. / West St.	Prosperity Ave. at West St.	Prosperity Ave. @ West St.	Traffic Signal			2024							Local	\$791	\$809
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			2026							Local	\$791	\$859
TU-RTP07-041	NA	Tulare	SJV	Pleasant Ave. / "E" St.	Pleasant Ave. at "E" St.	Pleasant Ave. @ "E" St.	Traffic Signal			2039							Local	\$791	\$1,261
TU-RTP07-061	NA	Tulare	SJV	Bardsley Ave. / West St.	Bardsley Ave. at West St.	Bardsley Ave. @ West St.	Traffic Signal			2039							Local	\$791	\$1,261
TU-RTP07-063	NA	Tulare	SJV	Tulare Ave. / Oakmore St.	Tulare Ave. at Oakmore St.	Tulare Ave. @ Oakmore St.	Traffic Signal			2026							Local	\$791	\$859
TU-RTP07-068	NA	Tulare	SJV	Prosperity Ave. / Oaks St.	Prosperity Ave. at Oaks St.	Prosperity Ave. @ Oaks St.	Traffic Signal			2024							Local	\$791	\$809
TU-RTP07-069	NA	Tulare	SJV	Merritt Ave. / Cherry St.	Merritt Ave. at Cherry St.	Merritt Ave. @ Cherry St.	Traffic Signal			2029							Local	\$791	\$938
TU-RTP07-072	NA	Tulare	SJV	Merritt Ave. / M St.	Merritt Ave. at M St.	Merritt Ave. @ "M" St.	Traffic Signal			2029							Local	\$791	\$938
TU-RTP11-026	NA	Tulare	SJV	Alpine Ave. / Mooney Blvd.	Alpine Ave. at Mooney Blvd,	Alpine Ave. @ Mooney Blvd.	Traffic Signal			2034							Local	\$791	\$1,088
TU-RTP11-027	NA	Tulare	SJV	Bardsley Ave./"H" St.	Bardsley Ave. at "H" St.	Bardsley Ave. @ "H" St.	Traffic Signal			2044							Local	\$791	\$1,462
TU-RTP11-029	NA	Tulare	SJV	Bardsley Ave. / Oakmore St.	Bardsley Ave. at Oakmore St.	Bardsley Ave. @ Oakmore St.	Traffic Signal			2026							Local	\$791	\$859
TU-RTP11-030	NA	Tulare	SJV	Bardsley Ave./Pratt St.	Bardsley Ave. at Pratt St.	Bardsley Ave. @ Pratt St.	Traffic Signal			2031							Local	\$791	\$995
TU-RTP11-031	NA	Tulare	SJV	Bella Oaks Ave. / Hwy 63	Bella Oaks Ave. at Hwy 63	Bella Oaks Ave. @ Hwy 63	Traffic Signal			2039							Local	\$791	\$1,261
TU-RTP11-032	NA	Tulare	SJV	Cartmill Ave./West St.	Cartmill Ave. at West St.	Cartmill Ave. @ West St.	Traffic Signal			2044							Local	\$791	\$1,462
TU-RTP11-037	NA	Tulare	SJV	Commercial Ave./Turner Dr.	Commercial Ave. at Turner Dr.	Commercial Ave. @ Turner Dr.	Traffic Signal			2042							Local	\$791	\$1,378
TU-RTP11-039	NA	Tulare	SJV	Cross Ave. / "H" St.	Cross Ave. at "H" St.	Cross Ave. @ "H" St.	Traffic Signal			2034							Local	\$791	\$1,088
TU-RTP11-040	NA	Tulare	SJV	Foster Dr. / Turner Dr.	Foster Dr. at Turner Dr.	Foster Dr. @ Turner Dr.	Traffic Signal			2026							Local	\$791	\$859
TU-RTP11-042	NA	Tulare	SJV	Levin Ave./Mooney Blvd.	Levin Ave. at Mooney Blvd.	Levin Ave. @ Mooney Blvd.	Traffic Signal			2034							Local	\$791	\$1,088
TU-RTP11-045	NA	Tulare	SJV	Paige Ave. / "H" St.	Paige Ave. at "H" St.	Paige Ave. @ "H" St.	Traffic Signal			2046							Local	\$791	\$1,551
TU-RTP11-047	NA	Tulare	SJV	Paige Ave. / Pratt St.	Paige Ave. at Pratt St.	Paige Ave. @ Pratt St.	Traffic Signal			2039							Local	\$791	\$1,261
TU-RTP11-048	NA	Tulare	SJV	Paige Ave. / West St.	Paige Ave. at West St.	Paige Ave. @ West St.	Traffic Signal			2039							Local	\$791	\$1,261
TU-RTP11-049	NA	Tulare	SJV	Pleasant Ave. / West St.	Pleasant Ave. at West St.	Pleasant Ave. @ West St.	Traffic Signal			2026							Local	\$791	\$859
TU-RTP11-050	NA	Tulare	SJV	Hwy 137 / Morrison St.	Hwy 137 at Morrison St.	Hwy 137 @ Morrison St.	Traffic Signal			2029							Local	\$791	\$938
TU-RTP11-051	NA	Tulare	SJV	Seminole Ave. / Hwy 63	Seminole Ave. at Hwy 63	Seminole Ave. @ Hwy 63	Traffic Signal			2029							Local	\$791	\$938
																		\$132,026	\$197,482

Project Jurnification         Project Score         Project Score         Langth         Improvement         Sole         R         OT         Project Score         Project Sc	RTP	CTIPS						Type of	Exempt						Yea	r(s)				Fund	Cost	Cost
IDE         IDE <th>Project</th> <th>Project</th> <th>Jurisdiction</th> <th>NA</th> <th>Facility</th> <th>Project Scope</th> <th>Length</th> <th>Improvement</th> <th>Status</th> <th>RS</th> <th>от</th> <th></th> <th></th> <th>Ν</th> <th>Nod</th> <th>elec</th> <th><b>i</b>  </th> <th></th> <th></th> <th>Туре</th> <th>Constant</th> <th>Year of</th>	Project	Project	Jurisdiction	NA	Facility	Project Scope	Length	Improvement	Status	RS	от			Ν	Nod	elec	<b>i</b>			Туре	Constant	Year of
1         2         3         4         5         6         7         8         9         10	ID#	ID#																				Expend.
Unit         Unit <th< th=""><th>1</th><th>2</th><th>3</th><th>4</th><th>5</th><th>6</th><th>7</th><th>8</th><th>9</th><th>10</th><th>11</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th>13</th><th>14</th><th>15</th></th<>	1	2	3	4	5	6	7	8	9	10	11									13	14	15
CTTV OF VISALIA         Curve of Visalian         Na												2	2	4 v		g	3 2	: :	9			
CITY OP VISALIA           VALUATION DEL         Value												202	202	3 3			ŝ	1 6	5			
VLATURDE         VA         VAM         System bases         Wides colory endowy         Beam Mode y targets							CITY OF VISALIA								-	_						
VERTPU-102         NA         Value         Sin Lagent Ave.         With migrages/migrag	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	2026				,	x x	x x	. ,	x x	Local	\$5,688	\$6,115
VERTOR 305         N.N.         Value         System 7 = 0.         Value of state 7 = 0.         Value 7 = 0.         V A20         V A2         V	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	2039							-	х	Local	\$9,750	\$15,395
VLMPUP1001         NA         Vanis         SN Yeams F S.         Conner taxe makey         Regit Name         New Alex Column         No         V N         N <t< td=""><td>VI-RTP07-005</td><td>NA</td><td>Visalia</td><td>SJV</td><td>Murray Ave.</td><td>Widen existing roadway</td><td>Giddings to Santa Fe; 1 mi.</td><td>Widen from 2 to 4 lanes</td><td>0</td><td>Y</td><td>2029</td><td></td><td></td><td></td><td></td><td>х</td><td>( x</td><td>ι,</td><td>x x</td><td>Local</td><td>\$6,500</td><td>\$7,637</td></t<>	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	2029					х	( x	ι,	x x	Local	\$6,500	\$7,637
INTERPLAND         NA         Viain         GV/Sam F 55.         Commentere manage         Binors Nigger 1 ni.         Per 4 laws column         0         V         20.6         I         I         I         I         State	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	2027					х	< x	( )	x x	Local	\$2,844	\$3,149
VERPU7-07         N.N.         Vair         SUNSmark F-SL.         Waten casing needewar         Fiber No.         Waten Son 10 alless.         N.         Vair         SUNSmark S-L.         Suns 1 alless.         Suns 1 alless.<	VI-RTP11-021	NA	Visalia	SJV	Santa Fe St.	Construct new roadway	Houston to Riggin; 1 mi.	New 4-lane; collector	0	Y	2026				,	к х	ς x	ر ،	x x	Local	\$10,124	\$10,921
UP-ETRY-036         NA         Vspan         SNN Starts F. St.         Wider contrag condersy: Cableel for St, 10 and         Wider for 20 at lease         0         Y.         2021         I <td>VI-RTP07-007</td> <td>NA</td> <td>Visalia</td> <td>SJV</td> <td>Santa Fe St.</td> <td>Widen existing roadway</td> <td>Tulare to Houston; 1.5 mi.</td> <td>Widen from 2 to 4 lanes</td> <td>0</td> <td>Y</td> <td>2026</td> <td></td> <td></td> <td></td> <td>,</td> <td>к х</td> <td>ί X</td> <td>( ک</td> <td>x x</td> <td>Local</td> <td>\$7,800</td> <td>\$8,387</td>	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	2026				,	к х	ί X	( ک	x x	Local	\$7,800	\$8,387
UP-HPT14000         NA         Varia         SIV Starts F 9:         Winder nacht ander andersy         Biget A varia         Winder nacht anders         0         Y         2021         I        I         I <th< td=""><td>VI-RTP07-006</td><td>NA</td><td>Visalia</td><td>SJV</td><td>Santa Fe St.</td><td>Widen existing roadway</td><td>K St to Tulare; .8 mi.</td><td>Widen from 2 to 4 lanes</td><td>0</td><td>Y</td><td>2029</td><td></td><td></td><td></td><td></td><td>х</td><td>۲ x</td><td>( )</td><td>x x</td><td>Local</td><td>\$5,200</td><td>\$6,129</td></th<>	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	2029					х	۲ x	( )	x x	Local	\$5,200	\$6,129
VL-RTP1-008       NA       Vesalis       SPM Akox Streict       Wide coaling couplewy       Ferguson Disgu 6 J nit.       Wade from 2 o 4 lans       0       Y       2024       I       I       I       I       S       Leadl       S5.200       S5.211         VL-RTP1-020       NA       Vesalis       SPM Akox Streict       Wide coaling couplewy       Calabelle Visial Favour 2016, 57.       Wade from 2 o 4 lans       0       Y       2024       I	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	2027					х	۲ x	۲ ک	x x	Local	\$3,413	\$3,792
UNLTUND.00.       NA       Vialm       StV Jacks Street       Weden extrag condrary       Caleboard       Widen from 1 to 4 laws       0       V       2024       I	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	2039								x	Local	\$5,200	\$8,211
VI-RUT1-026       NA       Viain       SVV fails Steet       Widen some 2 updates       0       N       2029       I       I       N       Viain       SV fails       5935         VI-RUT1-040       NA       Viain       SVV fails       SVV fails       SV fails       SVI	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	2024			x y	x 🤉	х х	ι x	( )	x x	Local	\$813	\$823
UN-ENTI-040       NA       Viain       SIV Caris K       Construct new radway       Goden to Dangle Q1 m.       New 2-hrs: oblector       0       Y       2014       I	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	2029					х	۲ x	i X	x x	Local	\$813	\$955
VI-RDP7-012       NA       Vianis       SDV       Counsist are modely       Winter form (2 minutes)       Winter form (2 minutes)       Winter form (2 minutes)       No.       VI-RDP7-012       NA       Vianis       SIV       Engenon Ase.       Construct new nuelewy       American (4 minutes)       No.       View (2 minutes)       0       Y       2024       X       X       X       X       K       K       K       L       Local       SL030       SL031         VI-RTP11-050       NA       Vianis       SIV       Gonden Avenne       Winter manhwy       Date to Right O'In west of Plaus (1 minutes)       Ne (2 minutes) coldector       0       Y       2024       K       K       K       K       L       Local       SL500       SL511         VI-RTP1-060       NA       Vianis       SIV       Money Bld.       Widen montary       Constant rew nuelway       Constant rew nuelway       Constant rew nuelway       Constant rew nuelway       Region 0.5       VI-RTP1-040       NA       Vianis       SIV       Money Bld.       Widen montary       Region 0.5       Widen form 2 is 4 have       0       Y       2024       K       K       K       K       L coal       SI-S200       SI-S200       SI-S200       SI-S200       SI-S200       SI-S200	VI-RTP11-004	NA	Visalia	SJV	Cain Street	Construct new roadway	Goshen to Douglas; 0.2 mi.	New 2-lane; collector	0	Y	2034						$\perp$	х	x x	Local	\$1,300	\$1,771
VI-RTP1-03       NA       Viaili       SVP (Figuen Ave.       Construct new noalway       matrixin (R4 /n) to viaili       New 2-hanc, collection       0       Y       2024       X	VI-RTP07-012	NA	Visalia	SJV	Court St.	Widen existing roadway	Walnut to Tulare; .5 mi.	Widen from 2 to 4 lanes	0	Y	2031						x	: x	x x	Local	\$3,250	\$4,051
U-RT11-109       NA       Viali       SV/ Gender Acemac       Constrait new roadway       American OFPlag, 01 ni       New 2-hanc; collector       0       Y       2024       X	VI-RTP07-013	NA	Visalia	SJV	Ferguson Ave.	Construct new roadway	east of Plaza to Kelsey; .2 mi.	New 2-lane; collector	0	Y	2024			x y	x 🤉	х х	( X	<u>i</u> x	x x	Local	\$1,300	\$1,318
UP-RTI-1005         NA         Visitin         SIV Coolent Avenue         Widen cosing road/way         Same to Riggin 0.7 min         Wear 20 colector         0         V         2021         L <thl< th="">         L         L</thl<>	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	2024			x >	x J	x x	( X	( X	x x	Local	\$650	\$659
UV-RTP1-006       NA       Visial       SPN [kebcy Street       Construct new readway.       Det Diggin 0.7 min.       New 2-lanc; collector       0       Y       2024       I       I       I       Local       53,550       54,511         VL-RTP1-004       NA       Visialin       SIV Mooney Bbd. (M 60)       Widen costing roadway.       Green to Houston: Arri       Widen from 2 to 4 lane.       0       Y       2024       I       <	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	2031						x	1 X	x x	Local	\$9,750	\$12,153
U-RTPI-1008         NA         Viain         SIV Monory BM (BG 3)         Widen coising roadway         Average 276 0.5 mi         Widen from 1 0 6 hans         0         Y         2024         I         I         X         Local         S3318           V-RTP1-1040         NA         Vasian         SIV         Monory BM (GR A)         Construct new roadway         Keley C Ling; Cole         New -Ame; colector         0         Y         2024         X         X         X         Local         S3320         S3324         V-KERT1-101         NA         Visain         SIV Consords freer         Construct new roadway         Ave 2710 to 2716 to 271	VI-RTP11-006	NA	Visalia	SJV	Kelsey Street	Construct new roadway	Doe to Riggin; 0.7 mi.	New 2-lane; collector	0	Y	2024			x y	x 3	хx	( x	<u>i x</u>	x x	Local	\$4,550	\$4,611
VI-RTPI-4004       NA       Vialin       SIV Mooncy Bhd.       Widen existing roadway       Geosten to Houston, 4min       Widen from 2 0 4 lanes       0       Y       2021       x       x       x       x       Local       SSL0       SSL2       SL2 <t< td=""><td>VI-RTP11-008</td><td>NA</td><td>Visalia</td><td>SJV</td><td>Mooney Blvd (SR 63)</td><td>Widen existing roadway</td><td>Avenue 272 to Avenue 276; 0.5 mi.</td><td>Widen from 4 to 6 lanes</td><td>0</td><td>Y</td><td>2029</td><td></td><td></td><td></td><td></td><td>2</td><td>ί X</td><td><u> x</u></td><td>x x</td><td>Local</td><td>\$3,250</td><td>\$3,818</td></t<>	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	2029					2	ί X	<u> x</u>	x x	Local	\$3,250	\$3,818
U-RTPI-4005         NA         Visinin         SIV Monorey Bbd.         Widen existing roadway         Fergaston to Riggin Q.fmi         Widen from 2 to 4 kines         0         Y         2027         I         I         X         X         X         Local         S1,625         S1,800           V-RTPI-1041         NA         Visalin         SIV Jonnove Bbd.         Construct new roadway         Kekey to Clanzy, 0.5 mi.         New 4-hne; rothertor         0         Y         2024         I         X         Local         \$53,250         \$53,132         Vi-RTP11-017         NA         Vsialin         STV Lineword Street         Construct new roadway         Aer 22 to Ave 276 (0.5 mi.         New 4-hne; colector <td>VI-RTP14-004</td> <td>NA</td> <td>Visalia</td> <td>SJV</td> <td>Mooney Blvd.</td> <td>Widen existing roadway</td> <td>Goshen to Houston; .4mi</td> <td>Widen from 2 to 4 lanes</td> <td>0</td> <td>Y</td> <td>2024</td> <td></td> <td></td> <td>x y</td> <td>x 3</td> <td>x x</td> <td>( X</td> <td><u> x</u></td> <td>x x</td> <td>Local</td> <td>\$2,600</td> <td>\$2,635</td>	VI-RTP14-004	NA	Visalia	SJV	Mooney Blvd.	Widen existing roadway	Goshen to Houston; .4mi	Widen from 2 to 4 lanes	0	Y	2024			x y	x 3	x x	( X	<u> x</u>	x x	Local	\$2,600	\$2,635
VI-RTP11-04       NA       Visali       SVV Mooney Blvd.       Construct new roadway       Kegin to Aurona 230; 1 ni.       New 4-lane; arterial       0       V       2030       I	VI-RTP14-005	NA	Visalia	SJV	Mooney Blvd.	Widen existing roadway	Ferguston to Riggin; 0.5mi	Widen from 2 to 4 lanes	0	Y	2027	'			_	2	( X	( <b>)</b>	K X	Local	\$1,625	\$1,800
VI-RTP11-010       NA       Visalia       SIV Sumpyies Avenue       Construct new roadway       Goden to Houston, 0.5 mi.       New 2-lme; collector       0       Y       2024       I       X       Local <td>VI-RTP11-044</td> <td>NA</td> <td>Visalia</td> <td>SJV</td> <td>Mooney Blvd.</td> <td>Construct new roadway</td> <td>Riggin to Avenue 320; 1 mi.</td> <td>New 4-lane; arterial</td> <td>0</td> <td>Y</td> <td>2039</td> <td>·</td> <td></td> <td></td> <td></td> <td></td> <td>_</td> <td>_</td> <td>x</td> <td>Local</td> <td>\$6,825</td> <td>\$10,777</td>	VI-RTP11-044	NA	Visalia	SJV	Mooney Blvd.	Construct new roadway	Riggin to Avenue 320; 1 mi.	New 4-lane; arterial	0	Y	2039	·					_	_	x	Local	\$6,825	\$10,777
U-RTP11-01       NA       Visalia       SIV Virmargo Street       Construct new roadway       Goslen to Housion, 0.5 mi.       New 2-lnnc; collector       0       Y       2024       x	VI-RTP11-010	NA	Visalia	SJV	Sunnyview Avenue	Construct new roadway	Kelsey to Clancy; 0.5 mi.	New 2-lane; collector	0	Y	2024			x 2	x 3	x x	ι <u>x</u>	<u>( x</u>	K X	Local	\$1,625	\$1,647
VH-RTP11-014       NA       Visalia       SIV Chinowth Street       Construct new roadway       Goslen to Houston, 0.2 mi.       New 2-lane; collector       0       Y       2025       x	VI-RTP11-011	NA	Visalia	SJV	Virmargo Street	Construct new roadway	Goshen to Houston; 0.5 mi.	New 2-lane; collector	0	Y	2024			X X	K )	к х	: x	: x	K X	Local	\$3,250	\$3,294
VI-R1P11-013         NA         Visalia         SV/ Chinowith Street         Construct new roadway         Ave 272 to Ave 276; 0.5 mi         New 2-lmc; collector         0         Y         2039         I	VI-RTP11-014	NA	Visalia	SJV	Chinowth Street	Construct new roadway	Goshen to Houston; 0.2 mi.	New 2-lane; collector	0	Y	2025			,	K 2	х х	: x	<u>: x</u>	K X	Local	\$1,300	\$1,357
VI-R1P11-015       NA       Visala       SJV Courd Street       Construct new roadway       Ave 27g to Ave 27g to S.m.       New 4-lanc; collector       0       Y       2039       Image: Construct new roadway       Ave 27g to Ave 27g to Ave 27g to S.m.       New 4-lanc; collector       0       Y       2039       Image: Construct new roadway       Ave 27g to Ave 27	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	2039				_		_	+	x	Local	\$3,250	\$5,132
VI-RTP1-017       NA       Visala       SIV       Linwood Street       Construct new roadway       Ave 27(b; 0.5 m.       New 2-lane; collector       0       Y       2039       I <td>VI-RIP11-015</td> <td>NA</td> <td>Visalia</td> <td>SJV</td> <td>Court Street</td> <td>Construct new roadway</td> <td>Ave 272 to Ave 276; 0.5 mi.</td> <td>New 4-lane; collector</td> <td>0</td> <td>Y</td> <td>2039</td> <td></td> <td></td> <td>_</td> <td>_</td> <td>-</td> <td>+</td> <td>+</td> <td>x</td> <td>Local</td> <td>\$5,688</td> <td>\$8,980</td>	VI-RIP11-015	NA	Visalia	SJV	Court Street	Construct new roadway	Ave 272 to Ave 276; 0.5 mi.	New 4-lane; collector	0	Y	2039			_	_	-	+	+	x	Local	\$5,688	\$8,980
VI-RTP1-1018         NA         Visala         SN         Experiment of the maximum of the maximu	VI-RIP11-01/	NA	Visalia	SJV	Linwood Street	Construct new roadway	Ave 2/2 to Ave 2/6; 0.5 mi.	New 2-lane; collector	0	Y	2039	<u> </u>		_		_	+	+	x	Local	\$3,250	\$5,132
VI-RIP11-019       NA       Vssala       SJV       Pinkham Street       Construct new roadway       Avenue 2/2 to Caldwell; 0.9 mi.       New 2-lane; collector       0       Y       20.9       I	VI-RIP11-010	INA NA	Visalia	SJV	Linwood Street	Construct new roadway	Riggin to Avenue 320 ; 1 mi.	New 2-lane; collector	0	Y	2031			_	-	-	+		( X	Local	\$6,500	\$8,102
VI-RTP10-02NAVisaliaSJVKoebeen streetConstruct new roadwayCalaweit to windendae $(1, 5, m)$ New 2-lance collector0Y203111<	VI-RIP11-019	NA	Visalia	SJV	Pinkham Street	Construct new roadway	Avenue 2/2 to Caldwell; 0.9 mi.	New 2-lane; collector	0	Y	2039				_	-	+	+	x	Local	\$5,850	\$9,237
VI-RTP1-025NAV saliaSJVSlink KoładWieler Ksting roadwaySkrips to Costen Ave, 1 ml.Wieler firm 2 to 4 kines0120.2911XXXX1.02a1SJ,225VI-RTP1-055NAVisaliaSJVShirk StreetWieler existing roadwayGoshen to Riggin; 1 mi.Wieler form 2 to 4 kines0Y20321111XXXXLocalSJ,226VI-RTP1-022NAVisaliaSJVStonebrook StreetConstruct new roadwayCaldwell to Cameron; 2.5 mi.New 2-lane; collector0Y203411XXXLocalS1,625S1,800VI-RTP1-022NAVisaliaSJVStonebrook StreetConstruct new roadwayAvenue 272 to Avenue 276; 5 mi.New 2-lane; collector0Y202711XXXLocalS1,625S1,800VI-RTP1-023NAVisaliaSJVWalnut AvenueWielen existing roadwayCedar to McAuliff; 0.7 mi.New 2-lane; collector0Y202711XXXXLocalS1,625S1,909VI-RTP1-024NAVisaliaSJVWalnut AvenueWielen existing roadwayCedar to McAuliff; 0.7 mi.Wielen form 2 to 4 kines0Y202911XXXXLocalS1,625S1,909VI-RTP11-031NAVisaliaSJVWalnut AvenueWielen existing ro	VI-RTP07-024	NA	Visalia Visalia	SJV	Shide David	Widen existing and deared	Caldwell to whitehdale ; 0.5 ml.	Widen from 2 to 4 lanes	0	Y	2031				-			÷÷	( ) ( )	Local	\$3,250	\$4,051
VI-RT P16-02NAVisaliaSJVSinke SteetOnstruct new roadwayCoalwell to Raga, FinitWiden from 2 to 4 miles0120.211120.433,20030,700VI-RT P16-02NAVisaliaSJVStonebrook StreetConstruct new roadwayCaldwell to Came 276, 5 mi.New 2-lane; collector0Y202711xxxLocal\$1,625\$1,800VI-RT P11-022NAVisaliaSJVStonebrook StreetConstruct new roadwayAvenue 272 to Avenue 276, 5 mi.New 2-lane; collector0Y202711xxxLocal\$3,250\$4,427VI-RT P11-023NAVisaliaSJVTular AvenueConstruct new roadwayShirk to Roeben; 0.5 mi.New 2-lane; collector0Y20271xxxLocal\$3,250\$3,599VI-RT P11-023NAVisaliaSJVWahut AvenueWiden existing roadwayCedar to McAuliff; 0.7 mi.Widen from 2 to 4 lanes0Y2024xxxxxLocal\$1,625\$1,909VI-RT P11-024NAVisaliaSJVWahut AvenueWiden existing roadwayMcAuliff to Rd 148; 0.5 mi.Widen from 2 to 4 lanes0Y20291xxxxLocal\$1,625\$1,909VI-RT P11-031NAVisaliaSJVWahut AvenueWiden existing roadwayAvenue 272 to Caklwell; 0.9 mi.New 2-lane; 1	VI-RTP11-055	NA	Visalia	SIV	Shirk Road Shirk Street	Widen existing roadway	SK198 to Goshen Ave; 1 ml.	Widen from 2 to 4 lanes	0	I V	2029				-		· _ ^	+	· ·	Local	\$4,873	\$5,728
VI-RTP11-022NAVisaliaSJVSoldertook StreetConstruct new roadwayCalified of Calified r, 25 mi.New 2-lane; collector0Y2027IIIAXXI.Ocal\$3,250\$3,602VI-RTP11-022NAVisaliaSJVStonebrook StreetConstruct new roadwayAvenue 272 to Avenue 276; 5 mi.New 2-lane; collector0Y2037IIIXXXI.Ocal\$3,250\$3,599VI-RTP11-023NAVisaliaSJVWahut AvenueConstruct new roadwayShirk to Roeben; 0.5 mi.New 2-lane; collector0Y2027IIXXXI.Ocal\$3,250\$3,599VI-RTP11-024NAVisaliaSJVWahut AvenueWiden existing roadwayCedar to McAuliff; 0.7 mi.Widen from 2 to 4 lanes0Y2029IXXXI.Ocal\$3,290\$3,599VI-RTP11-024NAVisaliaSJVWahut AvenueWiden existing roadwayCedar to McAuliff; 0.7 mi.Widen from 2 to 4 lanes0Y2029IXXXXI.Ocal\$3,290\$1,625\$1,909VI-RTP11-031NAVisaliaSJVWahut AvenueWiden existing roadwayPenaree to Mooney; 1 mi.New 2-lane; 1/2 arterial0Y2039IIXXXXLocal\$8,13\$874VI-RTP11-031NAVisaliaSJVBen Maddox WayConstruct ne	VI-PTP18-002	NA	Visalia	SJV CTV	Standard L Street	Caracterist many man drawn	Coldman to Riggin, 1 mil.	Nam 2 lanes and arten	0	V	2032						v	Ŧ,	· ·	Local	\$5,200	\$0,070
PrimePrimPrimePrimePrime	VI-RTP11-022	NΔ	Visalia	SIV	Stonebrook Street	Construct new roadway	Avanua 272 ta Avanua 276, 5 mi	New 2-lane, collector	0	v	2027						·	÷ <u> </u>	( X	Local	\$1,025	\$1,800
VI-RTP18-003NAVisaliaSJVWahut AvenueWiden existing roadwayCedar to McAuliff 0.7 mi.Widen from 2 to 4 lanes0Y2024xx <t< td=""><td>VI-RTP11-023</td><td>NA</td><td>Visalia</td><td>SIV</td><td>Tulare Avenue</td><td>Construct new roadway</td><td>Shirk to Roeben: 0.5 mi</td><td>New 2-lane: collector</td><td>0</td><td>v</td><td>2034</td><td></td><td><math>\vdash</math></td><td>-</td><td>+</td><td></td><td>x x</td><td>Ţ,</td><td>x x</td><td>Local</td><td>\$3,250</td><td>\$3 599</td></t<>	VI-RTP11-023	NA	Visalia	SIV	Tulare Avenue	Construct new roadway	Shirk to Roeben: 0.5 mi	New 2-lane: collector	0	v	2034		$\vdash$	-	+		x x	Ţ,	x x	Local	\$3,250	\$3 599
VI-RTP11-024NAVisaliaSJVWahut AvenueWiden existing roadwayMcAuliff to Rd 148; 0.5 mi.Widen from 2 to 4 lanes0Y2029IIXXXXLocal\$1,625\$1,909VI-RTP11-057NAVisaliaSJVWahut AvenueWiden existing roadwayShirk to Roeben; .5 mi.Widen from 2 to 4 lanes0Y2029IIXXXXXLocal\$1,625\$1,909VI-RTP11-031NAVisaliaSJVWahut AvenueWiden existing roadwayShirk to Roeben; .5 mi.Widen from 2 to 4 lanes0Y2026IXXXXLocal\$813\$874VI-RTP11-031NAVisaliaSJVAvenue 320Construct new roadwayDemaree to Mooney; 1 mi.New 2-lane; 1/2 arterial0Y2039IIXLocal\$6,500\$10,263VI-RTP11-032NAVisaliaSJVConstruct new roadwayAvenue 272 to Caklwell; 0.9 mi.New 4-lane; arterial0Y2039IIXLocal\$10,263VI-RTP11-033NAVisaliaSJVConstruct new roadwayAvenue 272 to Visalia Pkwy; 0.5 mi.New 2-lane; collector0Y2039IIXLocal\$3,250\$4,559VI-RTP11-034NAVisaliaSJVConstruct new roadwayAvenue 272 to Visalia Pkwy; 0.5 mi.New 2-lane; collector0Y2039IIXLoc	VI-RTP18-003	NA	Visalia	SIV	Walnut Avenue	Widen existing roadway	Cedar to McAuliff 0.7 mi	Widen from 2 to 4 lanes	0	Y	2027		$\vdash$	х,	χ,	x x	<u>x</u> x	,	x x	Local	\$2.925	\$2 964
VI-RTP11-037       NA       Visalia       SJV       Wahut Avenue       Widen existing roadway       Shirk to Roeben; .5 mi.       Widen form 2 to 4 lands       0       Y       2026       X       Local       S10,023       S10,023       S10,023       S10,023       S10,023	VI-RTP11-024	NA	Visalia	SIV	Walnut Avenue	Widen existing roadway	McAuliff to Rd 148: 0.5 mi	Widen from 2 to 4 lanes	0	v	2024		$\vdash$	+	+	×		< ,	x x	Local	\$1,625	\$1,909
VI-RTP11-031       NA       Visalia       SJV       Avenue 320       Construct new roadway       Demare to Mooney; 1 mi.       New 2-lane; 1/2 arterial       0       Y       2039       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 2-lane; 1/2 arterial       0       Y       2039       x       Local       \$6,500       \$10,263         VI-RTP11-032       NA       Visalia       SJV       Gonty Center Drive       Construct new roadway       Avenue 272 to Caldwell; 0.9 mi.       New 4-lane; arterial       0       Y       2039       x       Local       \$10,263         VI-RTP11-033       NA       Visalia       SJV       Construct new roadway       Avenue 272 to Visalia Pkwy; 0.5 mi.       New 2-lane; collector       0       Y       2039       x       Local       \$3,250       \$4,165         VI-RTP11-034       NA       Visalia       SJV County Center Drive       Construct new roadway       Perte to Avenue 272 to roadway       New 2-lane; collector       0       Y       2030       x       Local       \$3,250       \$4,165	VI-RTP11-057	NA	Visalia	SJV	Walnut Avenue	Widen existing roadway	Shirk to Roeben: .5 mi.	Widen from 2 to 4 lanes	0	Ŷ	2026		$  \uparrow  $		,	x x	x x	( )	x x	Local	\$813	\$874
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         2039         ×         Local         \$10,228         \$16,6559           VI-RTP11-033         NA         Visalia         SJV         Construct new roadway         Avenue 272 to Caldwell; 0.9 mi.         New 4-lane; arterial         0         Y         2039         ×         Local         \$10,228         \$16,6559           VI-RTP11-034         NA         Visalia         SJV         Construct new roadway         Avenue 272 to Visalia Pkwy; 0.5 mi.         New 2-lane; collector         0         Y         2039         ×         X         Local         \$3,250         \$4,165           VI-RTP11-034         NA         Visalia         SJV         Construct new roadway         Perte to Avenue 30.0 4 mi         New 2-lane; collector         0         Y         2030         ×         X         Local         \$3,260         \$4,105	VI-RTP11-031	NA	Visalia	SJV	Avenue 320	Construct new roadway	Demaree to Mooney: 1 mi.	New 2-lane: 1/2 arterial	0	Y	2039						+	+	x	Local	\$6,500	\$10,263
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         2035         x         x         Local         \$\$3,250         \$\$4,559           VI-RTP11-034         NA         Visalia         SJV County Center Drive         Construct new roadway         Pent to Avenue 320.0.4 mi         New 2-lane; collector         0         Y         2035         x         x         Local         \$\$3,250         \$\$4,559           VI-RTP11-034         NA         Visalia         SJV County Center Drive         Construct new roadway         Pent to Avenue 320.0.4 mi         New 2-lane; collector         0         Y         2030         X         x         Local         \$\$3,250         \$\$4,559	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	2039		$ \uparrow $		+		+	+	x	Local	\$10,238	\$16,165
VLRTP11-034 NA Visalia STV County Cantar Driva Construct new readway. Prett to Avanue 320:0.4 mi. New 2 hour collectors 0 V 2020	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	2035		$\square$		1		1	,	x x	Local	\$3,250	\$4,559
I real and a second and a secon	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	2039								x	Local	\$2,600	\$4,105

RTP Project	CTIPS Project	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	от	Year(s) DT Modeled					Fund Type	Cost Constant	Cost Year of	
ID#	ID#																		Expend.
1	2	3	4	5	6	7	8	9	10	11		-		1 1	- T		13	14	15
											2022	2024	2025 2026	2029	2031	2037 2046			
						CITY OF VISALIA													
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	2034						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	2036						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	2034						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	2046						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	2046						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	2032						х	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	2024			x x	x	x	x x	Local	\$3,250	\$3,294
VI-RTP11-047	NA	Visalia	SJV	Road 76 (American)	Construct new roadway	Hurley to Legacy; 0.2 mi.	New 2-lane; collector	0	Y	2034						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	2042						х	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	2039						х	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	2034						x x	Local	\$2,240	\$3,051
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	2034						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	2034						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	2027				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	2027				x	х	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	2034						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	2023	:	x x	x x	x	х	x x	Local	\$650	\$640
VI-RTP18-004	NA	Visalia	SJV	Avenue 316	Construct new roadway	Linwood to Roeben; 1.0 mi.	New 2-lane; local	0	Y	2034						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	2042						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	2044						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			2024							Local	\$791	\$809
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			2027							Local	\$791	\$884
VI-RTP11-078	NA	Visalia	SJV	Burke St at Main St	Burke St at Main St	Burke St at Main St	Traffic Signal			2023							Local	\$791	\$786
VI-RTP11-084	NA	Visalia	SJV	College Ave at Lovers Lane	College Ave at Lovers Lane	College Ave at Lovers Lane	Traffic Signal			2039							Local	\$791	\$1,261
VI-RTP11-087	NA	Visalia	SJV	Bridge St at Main St	Bridge St at Main St	Bridge St at Main St	Traffic Signal			2024							Local	\$791	\$809
VI-RTP11-088	NA	Visalia	SJV	Cain St at Main St	Cain St at Main St	Cain St at Main St	Traffic Signal			2024							Local	\$791	\$809
VI-RTP11-089	NA	Visalia	SJV	Bridge St at Center Ave	Bridge St at Center Ave	Bridge St at Center Ave	Traffic Signal			2039							Local	\$791	\$1,261
VI-RTP11-093	NA	Visalia	SJV	Burke St at Tulare Ave	Burke St at Tulare Ave	Burke St at Tulare Ave	Traffic Signal			2024							Local	\$791	\$809
VI-RTP11-096	NA	Visalia	SJV	Court St at Paradise Ave	Court St at Paradise Ave	Court St at Paradise Ave	Traffic Signal			2044							Local	\$791	\$1,462
VI-RTP11-097	NA	Visalia	SJV	Divisadero St at Walnut Ave	Divisadero St at Walnut Ave	Divisadero St at Walnut Ave	Traffic Signal			2039							Local	\$791	\$1,261
VI-RTP11-100	NA	Visalia	SJV	Bridge St at Murray Ave	Bridge St at Murray Ave	Bridge St at Murray Ave	Traffic Signal			2039							Local	\$791	\$1,261
VI-RTP11-101	NA	Visalia	SJV	Chinowth St at Goshen Ave	Chinowth St at Goshen Ave	Chinowth St at Goshen Ave	Traffic Signal			2024							Local	\$791	\$809
VI-RTP11-102	NA	Visalia	SJV	Center Ave at Conyer St	Center Ave at Conyer St	Center Ave at Conyer St	Traffic Signal			2044							Local	\$791	\$1,462
VI-RTP11-104	NA	Visalia	SJV	Cypress Ave at Linwood St	Cypress Ave at Linwood St	Cypress Ave at Linwood St	Traffic Signal			2044							Local	\$791	\$1,462
VI-RTP11-105	NA	Visalia	SJV	County Center at Houston Ave	County Center at Houston Ave	County Center at Houston Ave	Traffic Signal			2034							Local	\$791	\$1,088
VI-RTP11-106	NA	Visalia	SJV	Grape St at NE 3rd	Grape St at NE 3rd	Grape St at NE 3rd	Traffic Signal			2044							Local	\$791	\$1,462
VI-RTP11-107	NA	Visalia	SJV	Houston Ave at Rinaldi St	Houston Ave at Rinaldi St	Houston Ave at Rinaldi St	Traffic Signal 2044							Local	\$791	\$1,462			
VI-RTP11-108	NA	Visalia	SJV	Bridge St at Tulare Ave	Bridge St at Tulare Ave	Bridge St at Tulare Ave	Traffic Signal			2039							Local	\$791	\$1,261
VI-RTP11-109	NA	Visalia	SJV	Acequia Ave at Bridge St	Acequia Ave at Bridge St	Acequia Ave at Bridge St	Traffic Signal			2044							Local	\$791	\$1,462
VI-RTP11-110	NA	Visalia	SJV	Visalia Mall entrance at Walnut Ave	Visalia Mall entrance at Walnut Ave	Visalia Mall entrance at Walnut Ave	Traffic Signal			2034							Local	\$791	\$1,088
VI-RTP11-111	NA	Visalia	SJV	Jacob St at Main St.	Jacob St at Main St.	Jacob St at Main St.	Traffic Signal			2024							Local	\$791	\$809

## TABLE D-15.1

RTP	CTIPS						Type of	Exempt			Year(s)				Fund	Cost	Cost		
Project	Project	Jurisdiction	NA	Facility	Project Scope	Length	Improvement	Status	RS	от			Mod	eled			Туре	Constant	Year of
ID#	ID#																		Expend.
1	2	3	4	5	6	7	8	9	10	11							13	14	15
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											8 8	S S	3 2	2 2	30	50 S			
						CITY OF VISALIA													
VI-RTP11-112	NA	Visalia	SJV	Shirk St at Walnut Ave	Shirk St at Walnut Ave	Shirk St at Walnut Ave	Traffic Signal			2029							Local	\$791	\$938
VI-RTP11-113	NA	Visalia	SJV	West St at Whitendale Ave	West St at Whitendale Ave	West St at Whitendale Ave	Traffic Signal			2044							Local	\$791	\$1,462
VI-RTP11-114	NA	Visalia	SJV	County Center at Ferguson Ave	County Center at Ferguson Ave	County Center at Ferguson Ave	Traffic Signal			2039							Local	\$791	\$1,261
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			2029							Local	\$791	\$938
VI-RTP11-118	NA	Visalia	SJV	Giddings St at Riggin Ave	Giddings St at Riggin Ave	Giddings St at Riggin Ave	Traffic Signal			2024							Local	\$791	\$809
VI-RTP11-119	NA	Visalia	SJV	Central St at Tulare Ave	Central St at Tulare Ave	Central St at Tulare Ave	Traffic Signal			2034							Local	\$791	\$1,088
VI-RTP11-122	NA	Visalia	SJV	McAuliff St at Walnut Ave	McAuliff St at Walnut Ave	McAuliff St at Walnut Ave	Traffic Signal			2029							Local	\$791	\$938
VI-RTP11-123	NA	Visalia	SJV	Doe Ave at Shirk St	Doe Ave at Shirk St	Doe Ave at Shirk St	Traffic Signal			2034							Local	\$791	\$1,088
VI-RTP11-125	NA	Visalia	SJV	Beech Ave at Court St	Beech Ave at Court St	Beech Ave at Court St	Traffic Signal			2029							Local	\$791	\$938
VI-RTP11-126	NA	Visalia	SJV	Roeben St at Walnut Ave	Roeben St at Walnut Ave	Roeben St at Walnut Ave	Traffic Signal			2029							Local	\$791	\$938
VI-RTP11-127	NA	Visalia	SJV	Ferguson Ave at Mooney Blvd	Ferguson Ave at Mooney Blvd	Ferguson Ave at Mooney Blvd	Traffic Signal			2044							Local	\$791	\$1,462
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			2029							Local	\$791	\$938
VI-RTP11-129	NA	Visalia	SJV	Damsen Ave at Demaree St	Damsen Ave at Demaree St	Damsen Ave at Demaree St	Traffic Signal			2029							Local	\$791	\$938
VI-RTP11-130	NA	Visalia	SJV	University St at Whitnedale Ave	University St at Whitnedale Ave	University St at Whitnedale Ave	Traffic Signal			2044							Local	\$791	\$1,462
VI-RTP11-131	NA	Visalia	SJV	Crenshaw St at Whitendale Ave	Crenshaw St at Whitendale Ave	Crenshaw St at Whitendale Ave	Traffic Signal			2034							Local	\$791	\$1,088
VI-RTP11-132	NA	Visalia	SJV	Ferguson Ave at Linwood St	Ferguson Ave at Linwood St	Ferguson Ave at Linwood St	Traffic Signal			2034							Local	\$791	\$1,088
VI-RTP11-134	NA	Visalia	SJV	K Ave at Pinkham St	K Ave at Pinkham St	K Ave at Pinkham St	Traffic Signal			2039							Local	\$791	\$1,261
VI-RTP11-135	NA	Visalia	SJV	Burke St at Center Ave	Burke St at Center Ave	Burke St at Center Ave	Traffic Signal			2039							Local	\$791	\$1,261
VI-RTP11-136	NA	Visalia	SJV	Court St at Ferguson Ave	Court St at Ferguson Ave	Court St at Ferguson Ave	Traffic Signal			2039							Local	\$791	\$1,261
VI-RTP11-138	NA	Visalia	SJV	County Center at Packwood Ave	County Center at Packwood Ave	County Center at Packwood Ave	Traffic Signal			2034							Local	\$791	\$1,088
VI-RTP11-139	NA	Visalia	SJV	Burke St at Goshen Ave	Burke St at Goshen Ave	Burke St at Goshen Ave	Traffic Signal			2039							Local	\$791	\$1,261
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			2034							Local	\$791	\$1,088
VI-RTP11-143	NA	Visalia	SJV	County Center at Riggin Ave	County Center at Riggin Ave	County Center at Riggin Ave	Traffic Signal			2034							Local	\$791	\$1,088
VI-RTP11-145	NA	Visalia	SJV	Cameron Ave at County Center	Cameron Ave at County Center	Cameron Ave at County Center	Traffic Signal			2024							Local	\$791	\$809
																		\$296,828	\$409,858
												_							0.000
		4 Non-attainme	nt Are	29											+		Total	\$535,436	\$759,693
		9 Not exempt =	: 0	u								-							
		11 Open to Tra	ffic														Р	rior to FY22/23	\$12,702
		13 Source(s) of	fundi	ng Please Note: the fund type(s) shown	are potential sources														
		14 Project cost	in tod	ay's \$ except for projects already progr	ammed in the FTIP													Operations	\$108,416

RTP	CTIPS				Project		Type of	Exemp	t								Fund	Cost	Cost
Project	Project	Jurisdiction	NA	Facility	Scope	Length	Improvement	Status	RS	от							Туре	Constant	Year of
ID#	ID#																		Expend.
1	2	3	4	5	6	7	8	9	10	11							13	14	15
	-	Ű	-	Ŭ	0		5	ÿ	10		- T T			1 1	<b>—</b>		10	14	10
											2022	2024	2026	2031	2037	2046			
						CALTRANS INTERREGIONA	LPROJECTS							1					
TUL 12-111	11500000308	Caltrans	SIV	SP 00	Widen existing roadway	30.6/35.2 Tulare/Tarris - Prosperity Ave to 1.2m S of Ave 280	Widen from 4 to 6 lanes	0	v	2023		v v	x   x		× ×	- v	IID RID	\$85 713	\$85.713
CT_RTP07-004	11500000308	Caltrans	SIV	SR 00	Widen existing roadway	25 2/30 6 Tulare - Avenue 200 to Prognerity Ave	Widen from 4 to 6 lanes	0	v	2025	~	^ ^	A A	v	x x	v	IIP RIP	\$129.520	\$152.264
CT-RTP22-001	NA	Caltrans	SIV	SR 99	Widen existing roadway	0.0/13 5 Near Earlimart, County Line Rd to 7 mi north of Court Ave*	Widen from 4 to 6 lanes	0	Y	2027		-	x	x	x x	x	IIP RIP	\$109,235	\$109,235
CT-RTP07-005	NA	Caltrans	SIV	SR 99	Widen existing roadway	13 5/25 2 7 mi north of Court Ave to Avenue 200	Widen from 4 to 6 lanes	0	v	2042		-		~	x	x	IIP RIP	\$153,100	\$268 580
c1 1110/ 005		culturis		SR())	in acti clasting roadinay		Widen Holli 1 to 0 lanes		-	2012					-	-	Subtotal	\$477,568	\$615,792
	1	•				STATE HIGHWAY WIDENING	G 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	2035		1		1 1	x x	x	RIP/R	\$39,337	\$55,486
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	2034					x x	x	RIP/R	\$62,000	\$84,454
CT-RTP07-008	NA	Caltrans	SJV	SR 190	Widen existing roadway	13.2/15.0 Porterville - Westwood to Rte 65	Widen from 2 to 4 lanes	0	Y	2035					x x	х	RIP/R	\$17,160	\$24,117
																	Subtotal	\$118,497	\$164,056
						STATE HIGHWAY INTERCHAN	GE PROJECTS												
CT-RTP07-011	11500000310	Caltrans	SJV	SR 99	Major I/C improvements	SR-99 at Caldwell Avenue	Reconstruct intechange and widen bridge structure	0	Y	2026			X X	х	x x	х	R/Local/RIP	\$54,600	\$54,600
CT-RTP07-013	11500000309	Caltrans	SJV	SR 99	Construct new I/C	SR-99 at AgriCenter (Commercial)	Construct new Interchange/SR 99 aux lanes	0	Y	2024		x x	X X	х	x x	х	RIP/R/Local	\$66,800	\$66,800
CT-RTP07-014	NA	Caltrans	SJV	SR 99	Major I/C improvements	SR-99 at Paige Ave.	Reconstruct intechange and widen bridge structure	0	Y	2029			х	х	x x	х	RIP/R/Local	\$56,848	\$66,817
CT-RTP07-021	NA	Caltrans	SJV	SR 198	Construct new I/C	SR-198 at Road 148 (Tower)	Construct new interchange	0	Y	2046						х	RIP/R	\$52,000	\$101,383
CT-RTP07-022	NA	Caltrans	SJV	SR 190	Major I/C improvements	SR-190 at Main Street	Widen bridge structure, add new ramps	0	Y	2037					x x	х	RIP/R	\$43,505	\$73,262
																	Subtotal	\$273,753	\$362,863
						OTHER REGIONAL PRO	DJECTS												
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	2037					x x	х	Local/HBR/R	\$10,100	\$15,174
PO-RTP18-002	NA	Porterville	SJV	Newcomb St	New crossing over SR190/Tule	North of Tule River to south of Poplar Ditch	New 4 lane overcrossing	0	Y	2035					x x	х	R/Local	\$43,468	\$67,665
TUL21-100	21500000783	Visalia	SJV	Riggin Avenue	Widen existing roadway	Akers Street to Demaree Street	Widen from 2 to 4 lanes	0	Y	2022	x x	x x	x x	x	x x	x	STBGP/R	\$4,227	\$4,227
TUL21-101	21500000783	Visalia	SJV	Riggin Avenue	Widen existing roadway	Mooney Boulevard to Conyer Street	Widen from 2 to 4 lanes	0	Y	2023	x	x x	x x	х	x x	x	HIP/R/Local	\$8,038	\$8,038
TUL21-102	21500000783	Visalia	SJV	Riggin Avenue	Widen existing roadway	Kelsey Avenue to Shirk Road	Widen from 2 to 4 lanes	0	Y	2024		x x	x x	х	x x	x	R/Local	\$11,250	\$11,250
TUL21-103	21500000783	Visalia	SJV	Riggin Avenue	Widen existing roadway	Shirk Road to Akers Street	Widen from 2 to 4 lanes	0	Y	2024		x x	x x	x	x x	x	Local	\$9,929	\$9,929
TUL20-101	21500000775	Visalia	SJV	Caldwell Ave (Ave 280)	Widen existing roadway	Santa Fe (Visalia) to Lovers Ln (Visalia)	Widen from 2 to 4 lanes & multi-use path	0	Y	2025		x	x x	х	x x	х	RIP/R	\$21,360	\$21,360
TUL11-120	21500000549	Tulare Co.	SJV	Ave 152 (Olive)	Widen existing roadway	West of Friant-Kern Canal to East of Redwood Rd	Widen from 2 to 4 lanes and bridge	0	Y	2030				х	x x	х	HBR/R	\$19,000	\$23,002
TUL20-102	21500000776	Tulare Co.	SJV	Avenue 280	Widen existing roadway	Lovers Ln (Visalia) to Virginia (Farmsersville)	Widen from 2 to 4 lanes & multi-use path	0	Y	2026			X X	х	x x	х	RIP/R	\$32,340	\$32,340
TUL20-103	21500000777	Tulare Co.	SJV	Avenue 280	Widen existing roadway	Brundage (Farmersville) to Elberta (Exeter)	Widen from 2 to 4 lanes & multi-use path	0	Y	2028			х	х	x x	х	RIP/R	\$25,674	\$25,674
								-								_	Subtotal	\$185,386	\$218,658

Notes: The SR99 widening (Ave 200 to Prosperity Ave), SR99/Paige I/C and SR99 Tulare SHOPP rehabilitation project are intended to be constructed together

\*The SR99 widening (County Line Rd to .7mi north of Court) and the SR99 SHOPP rehabilitation project are intended to be constructed together

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

 Total
 \$1,055,204
 \$1,361,369

 Costs prior to FY22/23:
 \$227,716

Page 1 of 1

#### TABLE D-16.2 **REGIONALLY FUNDED ROADS** CONSTRAINED OPERATIONAL PROJECTS FOR INCLUSION IN THE TULARE COUNTY 2022 REGIONAL TRANSPORTATION PLAN

RTP	CTIPS				Project		Type of	Exemp	t									Fund	Cost	Cost
Project	Project	Jurisdiction	NA	Facility	Scope	Length	Improvement	Status	RS	от								Туре	Constant	Year of
ID#	ID#																		(exc. FTIP)	Expend.
1	2	3	4	5	6	7	8	9	10	11								13	14	15
-		-	-	-	-	-	-	-	1	1	-	-				1.1.				
											2022	2023	2025	2026	2031	2037	2042			
						STATE HIGHWAY I	NTERCHANGE PROJECTS													
CT-RTP07-015	NA	Tulare Co.	SJV	SR 99	Operational I/C improve.	SR-99 south county interchanges	Turn lane, intersection, ramp improvements			204	)						x J	RIP/R/SHOPP	\$6,000	\$9,775
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			202	5		х	x x	κ x	x	x J	R/SHOPP	\$13,326	\$13,326
CT-RTP07-019	NA	Visalia	SJV	SR 198	Operational I/C improve.	SR-198 downtown corridor interchanges	Turn lane, intersection, ramp improvements			203	5				x		3	RIP/R/SHOPP	\$20,000	\$28,103
TUL16-104	21500000745	Visalia	SJV	SR 198	Operational I/C improve.	SR-198 at Lovers Lane	Intersection, rehab, operational improvements			202	5		x	X X	ι x	х	хJ	R/Local/SHOPP	\$21,595	\$21,595
																		Subtotal	\$60,921	\$72,800
						STATE HIGHWAY I	NTERSECTION PROJECTS													
TC-RTP18-001	NA	Tulare Co.	SJV	SR 198/SR 65	Intersection Improvements	SR-198 at SR-65	Turn lanes, intersection improvements			203	1				x	х	X J	sHOPP/R	\$2,580	\$3,228
TC-RTP18-002	NA	Tulare Co.	SJV	SR 198	Intersection Improvements	SR-198 at Spruce Rd	Roundabout and local street improvements	0	Y	203	1				x	x	x J	sHOPP/R	\$15,200	\$18,513
TUL20-100	21500000772	Lindsay	SJV	SR 65	Intersection Improvements	SR-65 at Tulare Ave & Oak Ave	Roundabout and local street improvements	0	Y	202	8			2	κ x	x	x J	RIP/R/SHOPP	\$21,700	\$24,261
TUL18-102	21500000759	Porterville	SJV	SR 190	Intersection Improvements	SR-190 at Westwood	Roundabout and intersection improvements			202	3	x x	x	х х	κ x	x	x J	sHOPP/R	\$9,585	\$9,585
TUL20-033	21500000773	Porterville	SJV	SR 190	Intersection Improvements	SR-190 at Plano	Roundabout and intersection improvements			2020	5			x x	ι x	x	хJ	sHOPP/R	\$5,136	\$5,136
																		Subtotal	\$54,201	\$60,723
						OTHER REC	GIONAL PROJECTS													
TUL17-001	21500000750	Dinuba	SJV	Nebraska/Alta	Intersection Improvements	Nebraska at Alta	Roundabout at intersection			202	5		x	x x	ι x	x	x J	CMAQ/R	\$2,177	\$2,177
TUL20-001	21500000765	Dinuba	SJV	Alta/Kamm	Intersection Improvements	Kamm at Alta	Roundabout at intersection         2026         x         x         x         x         x											CMAQ/R	\$4,012	\$4,012
TUL20-004	21500000774	Porterville	SJV	Plano/College	Intersection Improvements	Plano at College         Roundabout at intersection         2026         x <td>\$4,136</td> <td>\$4,136</td>													\$4,136	\$4,136
																		Subtotal	\$10,325	\$10,325

Total \$125,447 \$143,848

4 Non-attainment Area

Costs prior to FY22/23: \$22,197

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

## TABLE D-17.1

# UNCONSTRAINED PROJECT REQUESTS | UNCONSTRAINED REGIONAL AND LOCAL CAPACITY INCREASING AND OPERATIONAL PROJECTS FOR INCLUSION IN THE 2022 REGIONAL TRANSPORTATION PLAN (UNMET TRANSPORTATION NEEDS)

			Project		Test	COST
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	L				Income Cincul	
1 1	3	-	5	ه	т	13
Caluara	sιv	SR 137	Wides the use is adver	Constany un Tulaire	Wates fieres 2 es 4 leves	\$145,000
Caluara	siv	SR 99	Mani 1C milanana	SR-99 p. Mendacons des (Read   2)	la acteurs Matérica a	\$63,000
Caluar	siv	50.00	Organization and Second		ádd áus lean fran	
Catura	SIV.	KR 100			Pictor Com 2 m 4 loss	353,000
	217	28.45		ALCOMORE TO 2004A		364,000
	214	PK BS	Wide could is advay	Veralle us SR-201	Wideshaes 2 is 4 lasts	591,500
Caluana	SIV	SR63	Widescoulagio advay	Tulo suo Viada	Wates face 4 is 6 lares	\$1 7,000
Caluana	SIV	SR 65 (Spues)	Wideo cou ung i a adway	Anno 244 un SR-1 95	Webstiess 2 is 4 lasts	\$100,000
Caluara	SIV	SR 198	Wides the use is adver	SR-99 to Lorenz Lo	Websies4sties	\$121,000
Clasho	siv	Crowlad	Widentee au un stauer jaadwar	Network.com/me: 4122, Sca	Widee Research	52,391
Daha	kıν	Kanan dar		Ed 20 m Ed S6 3 m	Riden Commun	510 355
Date	cine					55014
	217		VIDENCES BUILT CALLS INDEWON			30,914
	214	SPOID WOY	AURON CONTRACTOR CONTRACTOR AND A	Ka 72 m Ka 70, 25 m	Vindesek essenuus.	220
	SIV	Sealo Way	Widestrougesetway	Artana a Rd 72, 75 as	Widea	\$2,000
Dabo	SIV	PH 72	Wideol cases nor cranels ready al-	B Maave Wayua Metanaka, Ina	WideeR concernen	54,593
Dabo	SIV	P3 64	Widenicas as un comagnadivay	8 Maant Wayna Metanata, Ina	Widee Researces	\$3,213
Casho	siv	Em.Crowford	Widescreausgroadway	Metalente Dava, 3 ca	Widea	\$51.6
Casho	siv	Mahamata	Wides could a solution	Mails Directo Crowlad, 4 ca	Wates	\$70.5
Daha	siv	Curvind		San Anuman un Karmen 2 m	WideeReconce	\$224
Date	city.	Kanana dan	Pådenterner	Construction Restored 25 m	Riden Ramon and	110
	214					(),101 ()000
	1 1 1				nand Signa	<u>اللكن</u>
in comme	SIV	Hootodo Art & Wolaw Art	Hooscolo Are: A. Wolaw, Are:	Harrodo Arc & Wdow Arc	Frafric Signal	300
/accords	sıv	HaaradaArraus	Casau us. ocw Roadway	Matelia Arreaucius Valaille Read	otw4 lactoval	35,500
Succession	sιv	Radicated conceases	Rainand crossing	Harrado Arc	Radicated concerning	\$600
Paravia	siv	HedemaArc	Wides was agreed way	Staar-Kee Caadus Newsads St. 8 Staa	Complexe 4-lane Avenual	\$2,2.97
Paravia	sιv	KadamaArc	Widescould read way	Rozycz, S. us basians S. U Sma	Wideou 6-last Maja (A coal	\$1,644
Pauradia	siv	Mana Si	Widenconventere	Tenna Dene Are un der 140 1 Sm	Committee & Jose Second	\$4.250
Descende	CIT/					(1,000
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Patowic	SIV	ladicas Arc	Cooluctorwisedway	Sinder and Tulc Rama	NewCommunia	39 J 75
Pavanile	SIV	Padrass Arc	Widestraugesetway	Vaadalas Arecus Spragelik Arec	Wideous 4-last Arus al	\$319
Paravelo	SIV	lashaa Arc	Widescoulagioadway	Uses Arecus Olive Arec	Wideous 4-lase Arvonal	\$356
Parawie	SIV	Mewanada Su	Wideo cou uagi a adway	Teapa Daart Are us SR190	Complexe 4-lane Auronal	52,634
Parawie	SIV	Newcasada Su	Cassusservicedway	SR 190 us Tule Roma	NewCassusas	5224
Paravia	sιv	Mervano and Su	Comunicative	Sudge and Tule Ring	NewCommuna	59.075
Pauralia	kiν	March Barrel & an Word & an	På den en a sen andere	SP 65 m Plenn St	Pudenus 4- kers Aussed	<2040
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Patawae	<u> </u>					35,505
Valande	214	CARAR .		Inicional na State wated St	Vindes us 4-lase Anno Ial	3288
Parawic	SIA	ONTAT	Widescould a strategy and way	Rospen Science Sc	Wideous 6-laos:Major Arico al	33.025
Parawie	SIA	Phone Su	Widescoulagioadway	Readesses Are: us Red Are:	Complexe4-lane Avenal	54,232
Parawie	SIV	ԲարբուՏւ	Wideo cou uagi a adway	Malbory Are to Westind Are	Wideous 4-last Arus al	\$377
Patowie	sιv	Traga. Dans Arc	Wides could grant way	Mewcanab Sulas S. Mana Su	Wideous 4-last Arus al	\$3,904
Paravia	sιv	Faabil Patway	Casaulas.ocv:re.astvay	Read Are us Read 124	NewCassiusus	534,176
Pauanda	siv	Higgs Patwor	Comunitory (portwork	Saadal Patawaya Ars 126	NewCommunan	\$14,846
Paurale	siv	Mont Art Example	Comunaceuratem	Newsmaph St. on Hills on St.	NewCommunity	\$ 20, 222
Deserved	cine	T			×	500 724
Patawe	217					5 44,764
Patowic	1217					و الن ا
Paramie	SIV	Read Arec	Pool Arrent Lines St.	Read And as Lace Su	Frafric Signal	\$291
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Pauawic	SIV	Would Are	Worldd Arca, Soabil Patway	Wealfeld Are al Facilial Park way	Traffic Signal	5791
Pauswic	SIV	Masaa Are	Marian Arc a Fandall Patriway	Manaza Area, Saabii Patway	Traffic Signal	\$791
Paravia	SIV	Faabil Patway	FaabilPatroy a DaykSu	Feable Patwaya, Dayle Su	Trafic Signal	\$791
Pavarels	siv	Suessa Di	Sumos Dira, Dayle Su	Success Di au Danie Su	Trafic Secol	\$791
Printer	siv	Foodal Portswee	Fondall Ports was a Rel 924	Sealal Palware Dd 284	Traffic Second	5201
Provide	SIV	Rendermen St.	Andrean Suga Originan Area	hadaan Si ni Chidaran dar	Trafic Secol	1002
D	02			<u> </u>		400.1
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Valordic	NR <sup>1</sup>	Linde and Arec	KNOD GED ATT DUM GED SL	Ulis base Arrow Mane Su	Lindia Signal	2/41
Paramie	SIV	Maaa Su	Place Stat World Are	Mass Sus. Wash Are	Frafric Signal	2291
Parawle	siv	Hanaisi	Hildran Stat Wards Ave	Félio ca. S. a. World Arc	Traffic Signal	\$791
Paravia	SIV	SeeseArc	Second Area, Wea, St.	Series and Area of West St	Traffic Signal	\$291
Parawle	siv	Secondare	Science Arrest Westwood St	Seranan Are a Westward S.	Trafic Signal	\$791
Paravia	siv	Soccessia	Serando Areca, Newcards S.	Seranan Are al Mexanda Su	Traffic Signal	\$791
Paurante	siv	SoomaArc	Second Area Inform St	Seranaa Are a ladiaa Si	Trafic Secol	\$291
Davender	on/	Serena Arr	Samana Anna Di-Si	Server and the Physics St.	Traffe Same	6201
Patowec .	217				Tang Signa	301
Palanic	214				110010 21000	5/01
Pavande	SIV	Feague Dance Are	Teapa, Daar Are a, Wei Si	Tengra Danc Avera Wea St	Traffic Signal	\$791
Paravelo	SIV	Trages Date: Are	Teagan Datas: Are an Weatward St.	Teapa, Daart Arreat, Weatwood St	Trafic Signal	\$791
Paravia	SIV	Trages, Dance Are:	Teogra, Ebox: Are al Mewanath St	Tanga Dana Arata Newcamb St	Traffic Signal	\$291
Paravia	siv	Teagan Dance Are:	Trages, Elses: Are: et ladace St.	Taga Daac Awa Jalaan Su	Traffic Signal	\$791
Parawie	sιv	Trages, Dance Are:	Teopo, Conc. Are n. Plans S.	Teopo, Danie Areca, Plana Su	Trafic Signal	\$791
Paurade	siv	Torres Dans das	Toma Dum day a Manay St	Toma Dans Awa Kilow S	Tueffer Second	\$291
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Parameter A	2017			Tana Dan Dalama Dala	Turke Signal	301
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Pavonelo	ISIA	Ռաբանն	Widescould grandway	Pleagen St. Studgent Plaive Slough	Elinder: Watering	\$1,107

## TABLE D-17.1 (CONT.)

# UNCONSTRAINED PROJECT REQUESTS | UNCONSTRAINED REGIONAL AND LOCAL CAPACITY INCREASING AND OPERATIONAL PROJECTS FOR INCLUSION IN THE 2022 REGIONAL TRANSPORTATION PLAN (UNMET TRANSPORTATION NEEDS)

			Paist	,	Type	COST
la enderten a	84	Facility	3en er	Project Lunda	19	10001
	1.4			r ingest a faith	1	
ĩ	3	•	5	6	т	13
Powerwic	SIV	ViloSu	Webca courage andway	Ville Su Badge av Pava Slaugh	Studge Watering	\$1,152
Powerwic	siv	Pulana Are	Webco courage andway	Pusano Are Budgen. Paulo Slough	Sudge Watering	\$971
Powerwic	sıv	Phone Su	Welco contagi aadway	Place Su Sudge ou Porve Slough	Sudg: Websing	51,323
Pauralia	siv		Welco conserve contame	Formu Su Burlance Paulo Shareh	Suder Webmen	S1162
Parestac	2174					(), (d) (), (d)
Pailowic	217	×813L	VID CD CD LOD ( DDD WOY			51,152
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Tube	21V	Are 124	RE FLWP 99	Arc 134 pa Flwp 99	lava dalage Mada	\$35,000
Tubec	SIV	Are: 200	周 H wp 99	Are 200 (B) Hwy 99	buochaage Mada	\$35,000
Tubec	SIV	Shanda kay Anec	R Hw7 99	BadaleyAre (B) Hwy 99	lava da ago Mada	\$1,200
Tulas	siv	Paolie Are	园 Hwy 99	Pacific Are: P3 Hwy99	New Overena and	59,000
Tulac	siv	Page Are	Ciada apparates	Page Are (2) UP Rahaad	New bridge sources	\$27,550
Tulas	siv		Charle anna anna	Communal Are 19 UP Rokand	New budge seuroses	\$22,000
Tuber	siv	0-4 mm - Si	Biden conserve entrem	Tutan dan un Dominian dan	Water Gran 2 in diamen	17 400
The	217/					
Tublec	214					37,205
Tubec	214		Widte costagi aadway	Encoprise Si un WeitSt		32,190
Tubec	SIV	Родовуля	Widea cosagi aadway	Շուցրա շնան ՄՏել IS առ	Wates fizza 2 us 4 las es	\$4,935
Tukac	siv	Page Are	Webse stange and way	Wen Su un K Su, 25 cm	Wates fiazo 2 uo 4 lazes	\$15,905
Tukes	siv	IK' SL	Webse stange andway	Randuna Arrouna Prago Arro, 13 con (pon sol)	Wates fiazo 2 us 4 las es	\$2,05I
Tukec	siv	Ture Dire	Weben countings and way	Fasta Directo Soulia o CL, Sias	Wates fiers 2 us 4 las es	51,067
Tulac	siv	Coupl Are	Weben consequences	Manacy Shed us Oadaan 15, 9 aa	Wates fians 2 us 4 lan es	\$6,409
Tukec	siv	Coupl Arc	Widto council and way	Wear Sr. տ.՝ J. Sr., մաս	Wates fians 2 us 4 kases	\$3,0.96
Tutan	sjv	Abou Si		Paralin Are us Octubele Are	Remanue un Alexen	\$3,462
T-L-	\$112	Samara (		С «Энфін Антир Понтин Антир А.С	Waters Grans 2 up 4	<14100
- 100 C	22.7		The contract contract work			314,100 60,014
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Tubec	SIV	Bandakey Ane	Welco coasegi eedway	Orek.com (Su as Round   32	Researce 4 lans	\$263
Tubec	SIV	Envogence Su	Webca countage andway	Разрану Ант а Саная Ант	Recommences 4 lands	\$3,762
Tulos	siv	HL 21	Cocosue, etwi eedway	Randum Area un Parge Area	New 2-last readway	\$7,0 IS
Tulare	siv	Oeduesie Si	Webca countage andway	Badaley Are: a Tulae Are	Recommence 4 land	56,999
Tulac	sıv	Oedaaan e Su	Commun. ocwi andwoy	Тиба с Але на Ризделиу Але	New 2-last readway	\$7,496
Tulas	sıv	Pages Ares	Welco contact potent	Enverning St. in West St.	Recommence of A land	\$6,7.99
Tuber	siv	The C	Weber and and and and	Rener Ann a Staddar Ann I an	Water Gam 2 in diamen	40.432
7.1	217		The contract data way			00,735
lutere	214	Wei z	Vild co cha agr and vay			32,757
Tubec	SIV	Han field Dir 4Lauguna St.	Heating Dr. a. Leagues S.	Մասնաե Di թել Հաղատ Տա	Traffic Signal	\$791
Visolas	VL2	Hauauaa Arraaus	Widea cosagi aadway	Μασα στη και Σακαμα, Έτς 1,5 και	Wateo fiazo 2 uo 4 latoreo	34,5.28
Vanino	SIV	Abas Seca	Webco cha sagi aadway	Tulas us Hilladals, 0.7 as	Wateslines4ustikeses	54,570
Vale	SIV	SR-198 Counder	Webea courses; andway	Malak: - Jahas as us Sacas	Wates fices 3 us 4 las es	\$1,214
Varie	siv	SR-198 Counder	Webca countage and way	Noble - Easter to Charles	Wates fiazo 3 us 4 lases	\$2,05I
Visola	sjv	SR-198 Coundon	Widea conservation	Marsal Kaze - Sacas va Sudes	Wateo (inco 3 uo 4 kao eo	\$1.527
Viale	siv	SR-198 Coundor	Wedge contact perform	Marsal Kana Mable - Manarsus Jahasas	Weben budges (in con 4 va 6 in pres	54.327
Viele	siv	Ammer 220 (Verley Phure)	Comun accuratem	Bern Mandelan un Del Id≊ 2 ma	New 2-last collector	06042
16-1-	\$ 137	A				
112010	217					314,044
Visolao	214	A PERSONAL SID		reconside Chance with 3 2 cm	rrew 7-1005, collector	314,752
Vizoleo	VL2	Start. Rood	Welco courage andway	Wancadak usSR198, 1 Sea	Wates fians 2 us 4 lan es	510,143
Vizie	siv	Sana Fe Suen	Walco costagi aadway	Arecaus 272 as Caldwell, I ca	Wates fiazo 2 uo 4 lazo es	54,922
Vizolas	SIV	Abas Seaa	Widte to a sign and way	Areaux 276 in Areaux 272, 0.5 m	Wates fians 2 us 4 lan es	\$3,451
Visile	siv	Arease 272	Cocosus, orwi andway	Rel 122 us Seeus Fre,0 See	New 2-last, 1/2 avaid	\$2,968
Vizelas	siv	Areaux 330	Computer over and voy	Plana a Danas et 3 S na	New 2-last, 1/2 autoral	\$10,136
Varie	sjv	Hwy63 (Deubo Shel)	Welco coasagi aadway	Աբբարար Տե Լահատ Թետոյ Անքար	Wates fiers 2 us 4 lan es	\$15,863
Varia	siv	Road 148 (Towa Su)	Webra manage and war	Are 272 up Are 276, 0.5 m	Wates fiese 2 us 4 leaves	\$3,622
Vigel	SIV	Read 143 (Town Sc)	Wedge company and and	Anac 226 un Wahar ISm	Waten (inne 2 in diae	50.000
16-1-	2.17					06,000
12010	217	301.2001		entre entre est		925,000 71,725
Visolas	214	Luber: Arreauc	Comeuna orani andway	Kali46 wa Kali52,00 ma	Prov 2-land, call case	51,644
Visile	SIV	Wolaa A waax	Welco costagi aadway	Rall 423 us Rall S2, 0.5 cm	Wates fiazo 2 uo 4 lazes	\$3,734
Visile	SIV	Lanes a Case:	Webco countage and way	Arec 272 us Caldwell, I as	Wates fians 2 us 4 lanses	\$3,748
Vizile	siv	Ondelago Stat Prospect Are	Cindelango Su cu Prospectu Arec	Chableage State Prospect Are	Traffic Secol	\$291
Visolas	SIV	Dreads a A. a. Waxadale Ave	Diversion Aug. Whereaster Ave	Dreados A.a. Waxadals Are	Traffic Signal	\$291
Visilio	siv	Addand Area, Causy Craw	Ashinad Area a Cause Cause	Address Are a Cousty Cesso	Traffic Signal	\$791
Visolas	SJV	Caaroon Arren Caul Si	Capacito Area CourSi	Canan an Arren Court St	Traffic Signal	\$291
Verley	siv	áconacá es a Basis Su	Account Areas State S	Areman Are n. Bu bo St	TuaTic Secol	5291
16-1-	\$112		Made Att State State A	Maharin a Maha Awa	TurfTer Same	6.001
14					n an a l	3001
Water	214	Mad Stat Mill Crost Line	Mana Stat Mail Cross Danie	Mana Sual Mill Croth Drive	inglie 246ag	2.001
Vizolo	VL2	Coursion CrownerPearl Si	Course a Chane Peol St	Caucina Chana Paul Sc	Traffic Signal	\$791
Vizoleo	siv	Causary Coaso as Royal Ondo Are	Country Craws at Rayal Only Ave	Causay Ceaus a Royal Octo Arc	Traffic Signal	\$791
Visile	SIV	Rochen Sun, Tulan Ave	Redete Sus Tulart Are	Randena Suna Tulano Are	Traffic Signal	\$291
Wandaha	siv	W Store	NewComputing	Area 204 us Area 196	Casouus.2 last read	5950
Waadaba	siv	Are: 200	NewComunation	W Managa us W Sama	Cassuus.2 last raad	\$130
TulacCo	SJV	Panel 140	Webco country	Ante: 280 us Ante: 256	Wates fiess 2 us 4 las es	\$7,160
						\$1,299,994
1	. 1		U			2112.5414.64

## TABLE D-18.1 SYSTEMS LEVEL LONG-RANGE PLAN COST TABLE

				Year of Exp	enditure D	ollars, Millio	ns					
			BR	STSYEARS	See ESTIPC	(vole)		NEXTS	NEXTS	NEXT 5	NEVIS	
	COSTSIREVENUE LISES							YEARS 2027-	YEARS 2032-	Y FARS 2037-	YEARS2042-	25 YE/
		11591 2022/22	76ar2 2022/24	Tear 3 2020/25	Year4	Year5 202e27	Hve Year Sum	32	37	42	47	TOTA
_		AU 22425	A) 43(A)	2024423	2023#20	2020327	aum					
ξ	Highnay	\$111	\$137	\$®	\$57	\$99	\$4733	\$547.4	\$6336	\$7385	\$349.2	\$3,287
Ĕ.	Highway, State (SHOPP)	\$61	\$84	\$14	<b>(8</b> 0)	\$40	\$198.2	\$230	\$266	\$309	\$358	\$1,360.
ŝ.	Highway, Local Streets and Roads	\$50	<b>\$</b> 53	\$56	\$57	\$59	\$275.1	\$3 18	<b>\$</b> 367	\$425	\$491	\$1,876
Ņ.	Tansi	\$21	\$22	\$22	\$23	\$23	\$1113	\$127.6	\$#64	\$167.9	\$192.7	\$7455
Ë	TransitSystems facilities and fleet Maintenance	<b>5</b>	\$6	\$6	\$6	\$6	\$28.9	\$33	\$38	\$44	\$50	\$193.7
<u>с</u>	Bese Rail/Bus Service	\$16	\$16	\$16	\$17	\$17	\$82.4	\$94	\$108	\$124	\$ 143	\$552.2
6	Ober (Specify)											
5	Other (e.g. Bicyle/PedFacility Maint and Preservation)	<b>\$</b> 0	<b>\$</b> 0	<b>\$</b> 0	<b>\$</b> 0	\$0	\$20	\$2	\$2	<b>3</b>	\$3	\$126
_	Operations, Maintenance and Presewation Total	\$132	\$159	<b>\$</b> 22	<b>\$</b> 81	\$123	\$5967	\$677.3	\$7825	\$904.2	\$1044.9	<b>\$</b> 2,995
	Highnay	\$#	<b>នុក្</b>	\$12	\$13	\$13	\$665	\$102.6	\$920	\$159.6	\$120.0	\$540.6
	Highway Project Development Total, Non-Major Projects	\$14	\$5	\$2	\$13	\$13	\$66.5	\$102.6	\$92.0	\$159.6	\$120.0	\$540.6
	Sht (STP & Regional)	\$8	<b>\$</b> 9	វា	\$7	\$7	\$37.9	\$70	\$54	\$116	\$69	\$345.8
	لعمام	\$5	\$6	\$6	<b>\$</b> 6	<b>\$</b> 6	<b>\$</b> 286	<b>\$</b> 33	<b>\$</b> 38	\$44	\$51	\$1948
	Highway Project Development Total, Major Projects											
	Righto fCley-Mejor Projecte											
	Reliminary Engineering-Major Rojecta											
	Other (e.g. third party costs)-Major Projects											
	Transi	*	*	*	\$4	\$4	\$213	\$21.4	\$280	\$321	\$368	\$#25
	Transil Project Development Total, Non-Major Projects	\$4	\$4	\$4	\$4	\$4	\$213	\$24	\$28	\$32	\$37	\$ 142.5
	Transk Project Development Total, Major Projects											
	Righto fUlay-Major Projecta											
	Reliminary Engineering-Major Rojecta											
	Ober (Specifi) – Major Projecta											
	Other modes (specify Bike/Ped	*	\$2	\$2	\$3	\$3	\$137	\$14	\$16	\$15	\$21	\$33.0
_	Project Development Total	\$21	\$21	<b>\$</b> 19	\$20	\$21	\$1015	\$141.3	\$1361	\$2099	\$177.4	\$7661
n	GARVEE DebtService Payments											
2	Measure R Bond	(\$ 2)	(\$ 2)	(\$ 2)	(\$12)	(\$12)	(\$58.8)	(\$59)	(\$59)			(\$176.)
5	Portruile Bond	(\$1)	(\$1)	(\$1)	ាំ។	(ទី1)	(\$6.4)	(\$11)	ារ			(\$ 18.6
Ж	Other DebtService (Speciff)											
_	Dett Services Total	(ទី ទី)	(\$ 6)	(ដី ទៀ	(\$13)	(\$13	(\$5.2	<b>(\$69.3</b> )	(\$50.1)			<b>(\$195.</b> )
	Highnay	\$43	\$78	\$39	\$40	\$42	\$2126	\$336.0	\$2989	\$5287	\$382.5	\$1,783
	New Highway Constructon											
z	Shte(STPS Regional)	\$29	<b>\$</b> 63	\$23	\$24	<b>\$</b> 26	\$ 165.2	\$247	\$191	\$4.10	\$245	\$1,257.
Ξ.	احما	\$5	\$5	\$5	\$16	\$16	\$77.3	\$89	\$ 103	\$119	\$138	\$526.7
3	New Highway Constructor, Major Projects											
ř.	Jzansk	\$25	\$25	\$27	\$27	\$28	\$629	\$152.4	\$174.8	\$200.5	\$230.0	\$390.6
ź.	New TransitConstuction	\$25	\$26	\$27	<b>\$</b> 27	<b>\$</b> 28	\$ 182.9	\$152	\$175	<b>\$</b> 200	<b>\$</b> 230	\$290.6
3	New TransitConstuction, Major Projects											
	Other modes (specified Bile Red	\$P	57	57	<b>\$</b> 8	\$8	\$111	<b>\$1</b> 3	\$4.8	\$55	<b>\$</b> 52	\$249.1
	N BAY CONSTRUCTION TO TAL	\$30	\$111	\$72	\$75	\$78	\$1166	\$531.3	\$517.1	\$788.9	\$574.5	\$2.923

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# TABLE D-18.1 (CONT.) SYSTEMS LEVEL LONG-RANGE PLAN COST TABLE

	Year of Expenditure Dollars, Millions       FIRST 5 YEARS (See ESTIP Cycle)														
			FIR	ST 5 YEARS (	See FSTIP C	ycle)		NEXT 5	NEXT 5	NEXT 5	NEXT 5				
	COSTS/REVENUE USES	Year 1 2022/23	Year 2 2023/24	Year 3 2024/25	Year 4 2025/26	Year 5 2026/27	Five Year Sum	YEARS 2027- 32	YEARS 2032- 37	YEARS 2037- 42	YEARS 2042- 47	TOTAL			
	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			
L	Air Quality Programs and Activities	\$0	\$0	\$0	\$0	\$0	\$2.1	\$2	\$3	\$3	\$4	\$14.6			
.N.	Other (Specify)														
E M	Highway	\$0	\$0	\$0	\$0	\$0	\$0.5	\$0.6	\$0.7	\$0.8	\$1.0	\$3.6			
IAG	Transportation Management, ITS, Signal Systems	\$0	\$0	\$0	\$0	\$0	\$0.3	\$0	\$0	\$0	\$0	\$1.8			
IAN	Safety Specific Improvements	\$0	\$0	\$0	\$0	\$0	\$0.3	\$0	\$0	\$0	\$0	\$1.8			
IS N	Other (Specify)														
NE	Transit	\$0	\$0	\$0	\$0	\$0	\$0.3	\$0.4	\$0.4	\$0.5	\$0.6	\$2.2			
γsı	Transportation Management, ITS, Signal Systems	\$0	\$0	\$0	\$0	\$0	\$0.2	\$0	\$0	\$0	\$0	\$1.1			
S	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/RE	SOURCE USES TOTAL	\$222	\$279	\$171	\$163	\$209	\$1,044.6	\$1,286.0	\$1,382.4	\$1,905.9	\$1,906.0	\$7,524.9			
	T/RESOURCE USES TOTAL       \$222       \$279       \$171       \$163       \$209       \$1,044.6       \$1,286.0       \$1,382.4       \$1,905.9       \$1,906.0       \$7,524.5														
KEY	U = Data are unavailable.														
	NA = Not applicable (not a projected revenue source at the development time of RTP.	Note that some	e of these were	SAFETEA-LU fu	nding 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 fundi	ng.													
	SHOPP: For state facilities, includes bridge preservation, roadside preservation, road	dway preservati	on and other (S	HOPP categorie	s of emegency r	esponse, mobi	lity and collision r	eduction)							
	Major Project: As defined in SAFETEA-LU, projects over \$500 million in total costs or	designated by	FHWA. Requir	re financial plan a	and projece mar	nagement plan.									
	Project Development: Major cost categories include preliminary engineering and desi	gn, right of way	(ROW), third pa	irty costs such as	sutilities and rai	Iroad adjustmer	nts, 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.														
	Construction: Cost of physically constructing the project based on current costs for labor, materials, equipment, mobilization, bonds and profit														
	Construction: Cost of physically constructing the project based on current costs for labor, materials, equipment, mobilization, bonds and profit.														
OURCES:	See accompanying fund source tables. Tables include information on fund estimation	approach & infl	ation factors.												

TABLE D-19.1
MAINTAINED PUBLIC ROAD MILEAGE

	Rural	Urban	Total
Dinuba	3.57	77.48	81.05
Exeter	0.00	46.21	46.21
Farmersville	0.00	27.32	27.32
Lindsay	0.00	36.71	36.71
Porterville	1.74	197.26	199.00
Tulare	0.00	241.02	241.02
Visalia	2.00	506.22	508.22
Woodlake	0.00	22.84	22.84
County	3,146.17	458.91	3,605.08
LOCAL	3,153.48	1,613.97	4,767.45
STATE	244.14	97.91	342.05
FEDERAL	39.25	0.00	39.25
TOTAL	3,436.87	1,711.88	5,148.75
Source: HPMS Put			

## TABLE D-20.1 DAILY VEHICLE MILES OF TRAVEL (1,000)

	Rural	Urban	Total
Dinuba	8.28	228.15	236.43
Exeter	0.00	59.13	59.13
Farmersville	0.00	67.90	67.90
Lindsay	0.00	65.64	65.64
Porterville	1.02	357.28	358.30
Tulare	0.00	636.96	636.96
Visalia	18.26	1,487.54	1,505.80
Woodlake	0.00	33.90	33.90
County	2,670.17	963.87	3,634.04
LOCAL	2,697.73	3,900.37	6,598.10
STATE	2,868.62	3,004.90	5,873.52
FEDERAL	22.92	0.00	22.92
TOTAL	5,589.27	6,905.27	12,494.54
Source: HPMS Put			

TABLE D-21.1 ROAD MILES BY FEDERAL AID HIGHWAY FUNCTIONAL CLASSIFICATION SYSTEM

-								
	Federal Aid Eligible					Non-Eligible		
		Other	Other					
		Fwy/	Principal	Minor	Major		Minor	
	Interstate	Expy	Artery	Arterial	Collector	Collector	Collector	Local
Tulare Co.	0.00	74.54	157.57	373.76	724.29	N/A	411.93	3,406.66
						Federal Aid Eligible		1,330.16
					Fe	deral Aid I	Non-Eligible	3,818.59
Source: HPMS Public Road Data Book - 2019								