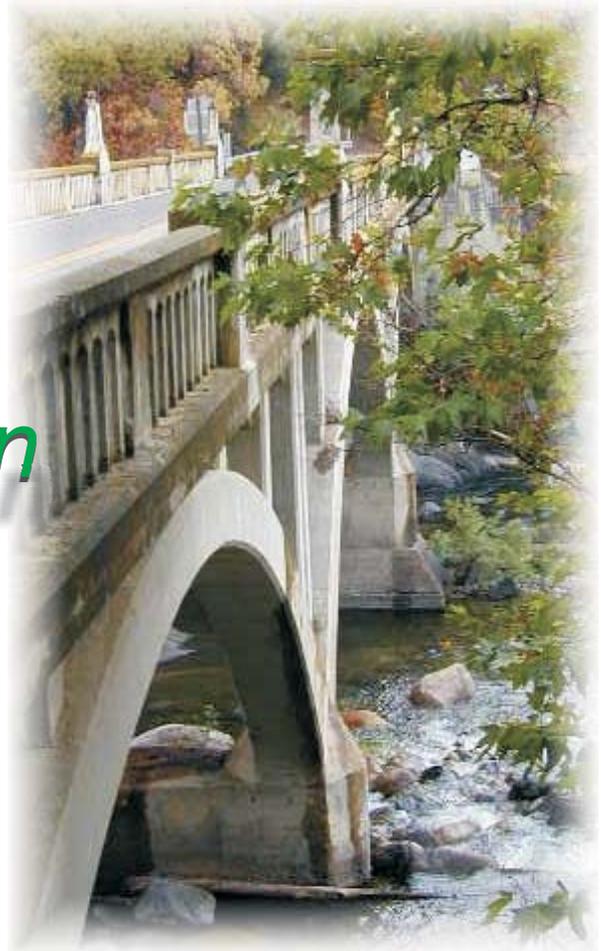


2011

Regional
Transportation
Plan

Tulare County
Since 1852



*July 19, 2010
Seventeenth Edition
Final*

The preparation of this report has been financed in part by the State of California Department of Transportation, the Federal Highway Administration, Federal Transit Administration, local transportation funds and in-kind contributions of member agencies of the Tulare County Association of Governments. The Tulare County 2011 Regional Transportation Plan was developed to meet the California Transportation Commission 2007 Regional Transportation Guidelines.

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

In the matter of:

RESOLUTION ADOPTING THE TULARE)	
COUNTY ASSOCIATION OF GOVERNMENTS)	
2011 REGIONAL TRANSPORTATION PLAN)	
2011 FEDERAL TRANSPORTATION)	Resolution No. 10-036
IMPROVEMENT PROGRAM AND)	
CORRESPONDING AIR QUALITY)	
CONFORMITY ANALYSIS)	

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

WHEREAS, federal planning regulations require Metropolitan Planning Organizations to prepare and adopt a long range Regional Transportation Plan (RTP) for their region; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, . Section 65080 of the California Government Code requires each regional transportation planning agency to prepare a regional transportation plan and update it for submission to the governing Policy Board for adoption; and

WHEREAS, Section 65080 of the California Government Code requires each regional transportation planning agency to prepare a regional transportation plan and update it for submission to the governing Policy Board for adoption; and

WHEREAS, a 2011 Regional Transportation Plan has been prepared in full compliance with federal guidance; and

WHEREAS, a 2011 Regional Transportation Plan has been prepared in accordance with state guidelines adopted by the California Transportation Commission; and

WHEREAS, federal planning regulations require that Metropolitan Planning Organizations prepare and adopt a short range Federal Transportation Improvement Program (FTIP) for their region; and

WHEREAS, the 2011 Federal Transportation Improvement Program (2011 FTIP) has been prepared to comply with Federal and State requirements for local projects and through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass

transportation services acting through the Tulare County Association of Governments forum and general public involvement; and

WHEREAS, the 2011 FTIP program listing is consistent with: 1) the 2011 Regional Transportation Plan; 2) the 2010 State Transportation Improvement Program; and 3) the Corresponding Conformity Analysis; and

WHEREAS, the 2011 FTIP contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, the 2001 FTIP meets all applicable transportation planning requirements per 23 CFR Part 450; and

WHEREAS, projects submitted in the 2011 FTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the 2011 RTP and 2011 FTIP includes a new Conformity Analysis; and

WHEREAS, the MPO must demonstrate conformity per 40 CFR Part 93 for the RTP and FTIP; and

WHEREAS, the 2011 RTP and 2011 FTIP do not interfere with the timely implementation of the Transportation Control Measures; and

WHEREAS, the 2011 RTP and 2011 FTIP conforms to the applicable SIPs; and

WHEREAS, in accordance with EPA Companion Guidance for the Conformity Rule for multi-jurisdictional areas, Tulare County Association of Governments has developed their portion of the PM_{2.5} regional emissions analysis separately and provided the entire PM_{2.5} nonattainment area conformity demonstration; and

WHEREAS, the PM_{2.5} nonattainment area conformity demonstration is contingent upon adoption by all MPOs in the PM_{2.5} nonattainment area; and

WHEREAS, the documents have been widely circulated and reviewed by Tulare County Association of Governments advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Tulare County consistent with public participation process adopted by Tulare County Association of Governments; and

WHEREAS, a public hearing was conducted on May 17, 2010 to hear and consider comments on the 2011 RTP, 2011 FTIP, and Corresponding Conformity Analysis; and the remainder of the MPOs in the PM_{2.5} nonattainment area have conducted public hearings as well; and

NOW, THEREFORE, BE IT RESOLVED, that Tulare County Association of Governments adopts the 2011 RTP, 2011 FTIP, and Corresponding Conformity Analysis.

BE IT FURTHER RESOLVED, that the Tulare County Association of Governments finds that the 2011 RTP and 2011 FTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

The foregoing Resolution was adopted upon the motion of Member Ennis, seconded by Member Ortega, at a regular meeting on the 19th day of July, 2010, by the following vote:

AYES: Ishida, Vander Poel, Cox, Worthley, Ennis, McKittrick, Allwardt, Boyer, Kimball, Ortega, Link, Zimmerman, Sparks, McKinley

NOES:

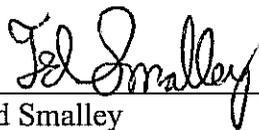
ABSTAIN:

ABSENT: Martinez, Mendoza

TULARE COUNTY ASSOCIATION OF GOVERNMENTS



Pete Vander Poel
Chair, TCAG



Ted Smalley
Executive Director, TCAG

I hereby certify that the foregoing is a true copy of a resolution of the Tulare County Association of Governments duly adopted at a regular meeting thereof held on the 19th day of July, 2010.

**2011
Regional Transportation Plan
Table of Contents**

<i>Section</i>	<i>Page</i>
EXECUTIVE SUMMARY	
Introduction	1 - 1
Policy Element	1 - 3
Action Element	1 - 3
Financial Element	1 - 17
Goods Movement Chapter	1 - 20
Valleywide Chapter	1 - 20
Public Participation	1 - 20
Environmental Impacts	1 - 21
Air Quality Conformity.	1 - 21
POLICY ELEMENT	
Regional Issues	2 - 1
Goals, Objectives, and Policies	2 - 2
Regional Goal	2 - 2
Regional Corridors	2 - 3
Transit	2 - 4
Aviation	2 - 5
Rail	2 - 5
Goods Movement	2 - 6
Non-Motorized Transportation	2 - 6
Air Quality	2 - 7
Regional Blueprint.	2 - 8
TSM Strategies, TDM Measures and TCM Programs	2 - 9
Performance Measures	2 - 12
Environmental Justice.	2 - 14
ACTION ELEMENT	
Assumptions	3 - 1
Needs and Scenarios	3 - 8
Forecasting	3 - 20
Alternatives	3 - 23
Cost Consideration	3 - 23
Social Impacts.	3 - 23
RTP Analysis	3 - 24
Performance Measures	3 - 28
Environmental Issues.	3 - 31
SAFETEA-LU Requirements	3 - 33
The Action Element Conclusion	3 - 36

Short Term and Long Term Projects	3 - 37
Linkage with Valley Air Quality Requirements	3 - 45
State Implementation Plan	3 - 45
Air Quality Standards	3 - 46
Action Element Overview	3 - 49
Transportation Strategies	3 - 59
Actions by Mode	3 - 64
Mass Transit	3 - 65
Non-Motorized Transportation	3 - 80
Rail	3 - 81
Aviation	3 - 84
Goods Movement	3 - 87
Operations & Maintenance	3 - 89
Projects.	3 - 91

FINANCIAL ELEMENT

Funding Sources Overview	4 - 1
State Funding	4 - 3
Federal Funding Sources	4 - 10
Local Funding	4 - 17
Surplus and Deficits	4 - 33
Transit	4 - 34
Bicycle and Pedestrian	4 - 35
Railroad	4 - 35
Aviation	4 - 36
Air Quality	4 - 36

GOODS MOVEMENT CHAPTER

Introduction	5 - 1
Goods Movement	5 - 1
SR-99	5 - 3
Trucks	5 - 4
Rail	5 - 5
Next Steps.	5 - 6

VALLEYWIDE CHAPTER

Executive Summary.	6 - 2
San Joaquin Valley Profile.	6 - 3
Policy Element	6 - 12
Modal Discussion	6 - 13
Intelligent Transportation Systems	6 - 31
Regional Planning.	6 - 36
Financial Element.	6 - 49

REFERENCES	7 - 1
----------------------	-------

GLOSSARY	8 - 1
--------------------	-------

APPENDICES

APPENDIX “A” COMMENTS Appendix A
APPENDIX “B” REGIONAL ROAD SYSTEM Appendix B
APPENDIX “C” ENVIRONMENTAL IMPACT REPORT Appendix C
(Separate Document-Available Upon Request)
APPENDIX “D” AIR QUALITY CONFORMITY FINDINGS Appendix D
(Separate Document-Available Upon Request)
APPENDIX “E” COORDINATED TRANSPORTATION PLAN Appendix E
(Separate Document-Available Upon Request)
APPENDIX “F” PUBLIC PARTICIPATION PLAN Appendix F
APPENDIX “G” PUBLIC OUTREACH DOCUMENTS. Appendix G
APPENDIX “H” RTP CHECKLIST Appendix H

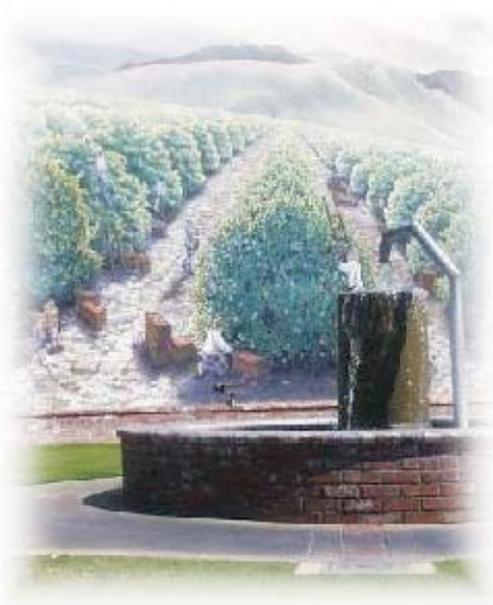
**2011
Regional Transportation Plan
List of Figures**

<i>Figures</i>	<i>Page</i>
1 - 1	Tulare County and the San Joaquin Valley 1 - 2
3 - 1	Regional Road System 3 - 2
3 - 2	2010 Tulare County Average Daily Traffic Volumes 3 - 4
3 - 3	2035 Tulare County Average Daily Traffic Volumes 3 - 7
3 - 4	2010 Tulare County Regional Rural Roads Levels of Service 3 - 10
3 - 5	2010 Tulare County Regional Urban Roads Levels of Service 3 - 11
3 - 6	Tulare County Bicycle Routes. 3 - 14
3 - 7	Existing Tulare County Airports 3 - 15
3 - 8	Tulare County Railroads 3 - 16
3 - 9	Tulare County 2035 Regional Roads at Capacity with No Projects 3 - 22
3 - 10	Tulare County 2035 Regional Roads at Capacity with Projects 3 - 26
3 - 11	STIP/R Short Range Capacity Increasing Projects 3 - 38
3 - 12	STIP/R Long Range Capacity Increasing Projects 3 - 39
3 - 13	Regional Highway and Street Projects Funded by Local Agencies or Developers, Visalia 3 - 40
3 - 14	Regional Highway and Street Projects Funded by Local Agencies or Developers, Tulare 3 - 41
3 - 15	Regional Highway and Street Projects Funded by Local Agencies or Developers, Porterville 3 - 42
3 - 16	Regional Highway and Street Projects Funded by Local Agencies or Developers, Dinuba 3 - 43
3 - 17	Regional Highway and Street Projects Funded by Local Agencies or Developers, Farmersville 3 - 44
3 - 18	North/South Regional Corridors 3 - 53
3 - 19	East/West Regional Corridors. 3 - 54
3 - 20	Tulare County Transit Routes. 3 - 68
3 - 21	Mass Transportation Common Carriers 3 - 78
3 - 22	City Operated Local Transit Service Areas 3 - 79
3 - 23	High Speed Rail 3 - 83
5 - 1	California Trade Corridors 5 - 1
5 - 2	Tulare County Goods Movement System. 5 - 2
5 - 3	San Joaquin Valley Short-Haul Rail System 5 - 7

**2011
Regional Transportation Plan
List of Tables**

<i>Tables</i>	<i>Page</i>
3 - 1 Daily Traffic on Selected Segments of the Regional Road System	3 - 3
3 - 2.1 Population 1950 to 2009	3 - 6
3 - 2.2 Population Growth Rate 1950-2009	3 - 6
3 - 3 2008 RTIP Funded Projects Inventory	3 - 12
3 - 3a 2010 RTIP Funded Projects Inventory	3 - 13
3 - 4 Level of Service Criteria	3 - 19
3 - 4.1 Population Projections.	3 - 20
3 - 4.2 Household Projections.	3 - 20
3 - 4.3 Employment Projections	3 - 20
3 - 5 Guidelines for the Selection of RTIP Projects.	3 - 27
3 - 6 Performance Measures	3 - 30
3 - 7 State of California Air Resources Board Ambient Air Quality Standards	3 - 48
3 - 8 San Joaquin Valley Air Basin Designations and Classifications..	3 - 49
3 - 9.1 Visalia Annual Transit Ridership	3 - 69
3 - 9.2 City of Tulare Annual Transit Ridership	3 - 72
3 - 9.3 Porterville Annual Transit Ridership	3 - 73
3 - 9.4 T-Pass Sales and Ridership	3 - 75
3 - 9.5 Tulare County Public Use Airports	3 - 84
3 - 10 Project Justification for Local Roads	3 - 91
3 - 11 Project Justification for RTIP/IIP funded Roads	3 - 95
3 - 12 Unconstrained Projects List Justification	3 - 96
3 - 13 Local Funded Roads Capacity Increasing Projects.	3 - 97
3 - 14 Regional Funded Roads Capacity Increasing Projects	3 - 104
3 - 15 Unconstrained Capacity Increasing Projects	3 - 106
3 - 16 Systems Level Long-Range Plan Cost Table	3 - 107
3 - 17 Maintained Public Road Mileage	3 - 109
3 - 18 Daily Vehicle Miles of Travel	3 - 109
3 - 19 Road Miles by Federal Aid Highway Functional Classification System	3 - 110
4 - 1 STIP Cycles & Project Timelines 2009/10-2034/35	4 - 5
4 - 2 Tulare County 2008 State Highway Operation & Protection Program	4 - 6
4 - 2a Tulare County 2010 State Highway Operation & Protection Program	4 - 7
4 - 3 Highway Safety, Traffic Reduction, Air Quality and Port Security Fund Act	4 - 8
4 - 3a Public Transportation Modernization, Improvement and Service Enhancement.	4 - 9
4 - 4 Federal Transit Administration Sections 5307 & 5311	4 - 15
4 - 5 Surface Transportation Program	4 - 16
4 - 6 Congestion Mitigation & Air Quality.	4 - 16
4 - 7 Transportation Enhancement	4 - 16
4 - 8 2009/10 Final Local Transportation Fund Apportionment	4 - 19
4 - 9 2009/10 Final State Transit Assistance Fund	4 - 20
4 - 10 State Transit Assistance Fund (through 2035)	4 - 21
4 - 11 Local Transportation Fund (through 2035)	4 - 21

4 – 12	Measure R Regional Sales Tax	4 – 22
4 – 13	Year of Expenditure Revenues/Expenditures Summary.	4 – 23
4 - 14	Regional Transportation Plan Revenues	4 – 24
4 - 15	Regional Transportation Plan Expenditures	4 – 27
4 - 16	Regional Transportation Plan Revenues Verses Expenditures	4 – 30
4 - 17	Capital Transit Needs Schedule	4 – 37
4 - 18	Capital Improvement Program (CASP 2010-2019)	4 – 38



*Exeter Mural
and City Park*

Executive **S**ummary



City of Lindsay Mural

EXECUTIVE SUMMARY

Location

Tulare County is located in California's San Joaquin Valley [Figure 1-1]. Tulare County is bordered by Inyo County to the east, Fresno County to the north, Kings County to the west and Kern County to the south. The western third of the County is valley floor while the middle and eastern thirds of the County contains the foothills and the Sierra Nevada mountain range. The County is situated 180 miles north of Los Angeles and 200 miles south of San Francisco. State Route 99 (SR-99), a major north-south corridor in the State, provides direct access to Los Angeles and Sacramento. State Route 198 (SR-198) provides an east to west corridor between Sequoia and Kings Canyon National Parks and Interstate 5 in Fresno County.

The San Joaquin Valley consists of the counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Tulare, Kings, and Kern. The centralized location and affordable land cost allow Tulare County to attract industries that need efficient access to transportation facilities throughout the state. Tulare County's economic environment is diversified, ranging from agricultural production to manufacturing durable goods. Tulare County supports the economic environment with approximately 441,481 residents (2008 Department of Finance).

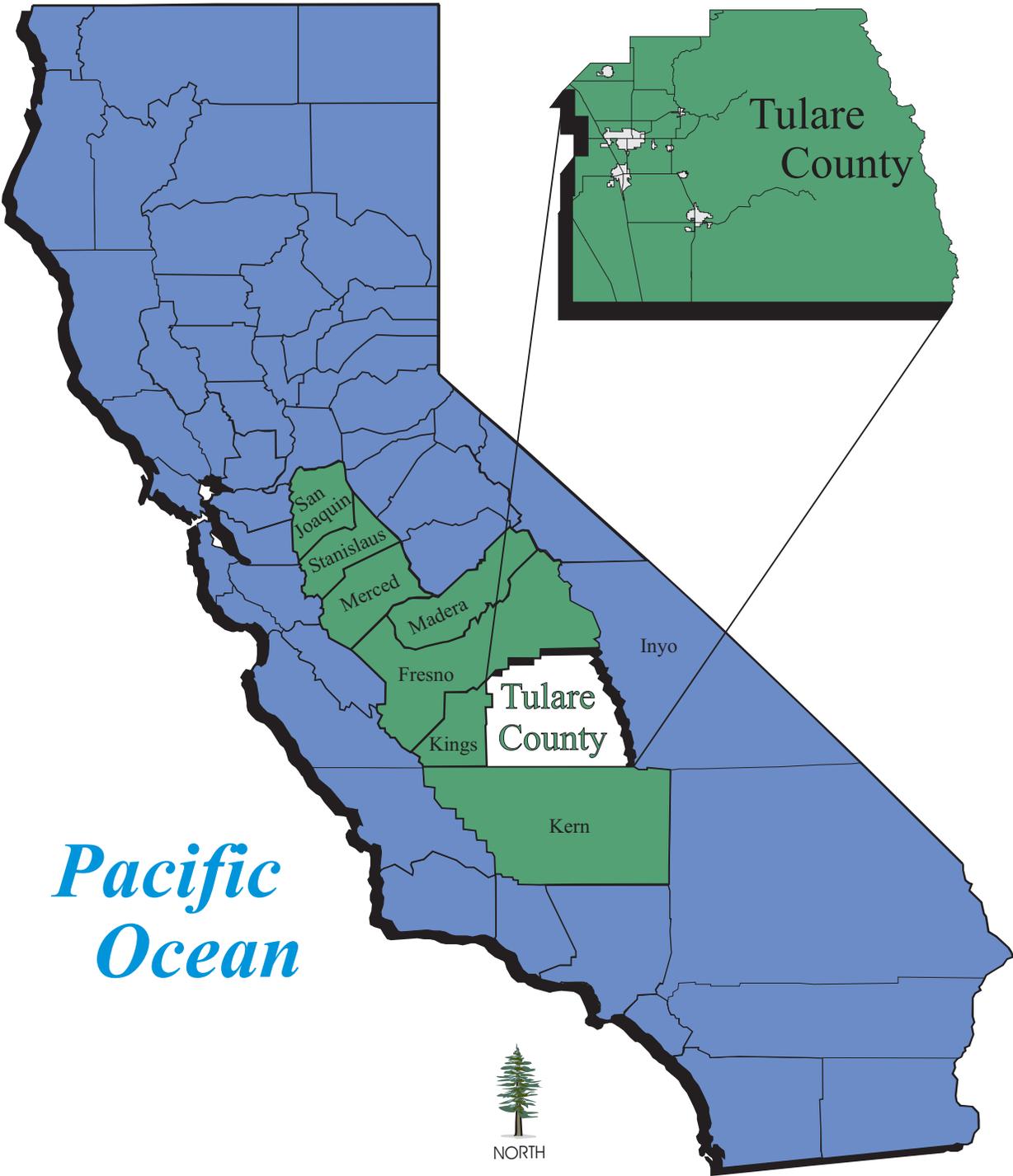
The Regional Transportation Plan

The Tulare County Association of Governments (TCAG) developed the 2011 Regional Transportation Plan (RTP). The RTP must be at least a 20-year planning document that is consistent with the Regional Transportation Improvement Program (RTIP) to qualify projects for the State Transportation Improvement Program (STIP). This RTP is a 25 year document addressing transportation needs through 2035. The first RTP was written and adopted in 1975 with updates every two years. In 1999, the California Transportation Commission (CTC) changed the requirement to every three years and changed it to every four years in 2006 to meet the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) requirements. The last RTP was updated in 2007. The document is based on regional transportation facilities and proposed constrained improvements funded during the time frame of the Plan.

The RTP includes a Valleywide Chapter that is also included in the RTPs of the other seven San Joaquin Valley Counties. The purpose of the Valleywide coordination effort is to address several issues of inter-jurisdictional significance, including air quality, highways, streets and roads, aviation, rail, goods movement and transportation demand efforts.

TCAG represents the Cities of Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia, Woodlake, Tulare County and the Tule River Indian Tribe in the transportation planning process. TCAG coordinates with federal, state, regional governments and the Native American tribal government to develop strategies that address transportation issues. The effort promotes direct involvement by the government and interested groups in the transportation planning and project selection process.

Figure 1-1
Tulare County and the
San Joaquin Valley



What's New?

In addition to updating the information contained in the 2007 RTP, there are several significant additions to the 2011 RTP. These include the following:

- Goals, policies and objectives for the Tulare County Regional Blueprint (Policy Element)
- Cost estimates for Operations & Maintenance (O&M), Project Development and Capital Investment (Action Element)
- A discussion regarding how local agencies address O&M (Action Element)
- The addition of the Goods Movement Chapter
- The addition of a chapter addressing greenhouse gas emissions in the Environmental Impact Report (EIR) (Appendix C)
- The addition of the Coordinated Transportation (Transit) Plan (Appendix E)
- The addition of the Public Participation Plan (Appendix F)

POLICY ELEMENT

The Policy Element identifies transportation goals, objectives and policies that meet the needs of the region. Goals, objectives and policies are established to determine specific courses of action to guide Tulare County toward implementation of the RTP. The element begins by discussing general regional issues including population growth, development, sources of funding and impact mitigation techniques.

REGIONAL ISSUES

Tulare County's steady growth rate is increasing demands on the existing transportation system. In some cases, traffic has exceeded roadway capacity and

mitigation measures are needed to relieve congested areas.

Tulare County has increased efforts to expand alternative modes of transportation. In spite of these efforts, the automobile has continued to be the primary mode of transportation in the County. As a result, capacity increasing projects will need to be constructed to relieve congestion, improve air quality and reduce the number of daily trips on our roadways. By utilizing Transportation System Management (TSM), Transportation Demand Management (TDM), and Transportation Control Measures (TCMs), and by encouraging development and improvement of alternate modes of transportation, projections indicate that the circulation system, within Tulare County, will operate more efficiently.

As development within Tulare County intensifies and impacts to the circulation system occur, appropriate mitigation measures become important considerations. Tulare County and the cities continue the development of projects to insure that minimum levels of service (LOS) on principal arterials (regional road system) are maintained in rural (LOS "D") and urban (LOS "E") areas. For State Highways, Caltrans has set a goal of LOS "D."

ACTION ELEMENT

ASSUMPTIONS

The Action Element has been prepared based on the best possible planning assumptions available to TCAG during the preparation of the 2011 Regional Transportation Plan. Unforeseen natural disasters, state financial constraints and cost increases can affect the projects listed in the RTP. The RTP is prepared assuming current funding levels (see financial element) will remain constant over the next 20 years. Population in Tulare County is expected to

continue to grow at about 2% per year (20 year average). The RTP recognizes that there is a current funding shortfall to cover all transportation needs in Tulare County. Due to the size and number of road miles in Tulare County there will continue to be a deficient regional road system.

In November 2006, the voters of Tulare County passed a ½ cent 30-year regional sales tax (Measure R) to help alleviate the financial strain on the Regional Road System (Appendix B). Measure R is expected to generate over \$1.2 billion in dedicated transportation funding through 2037. Measure R will not address all of the transportation needs in Tulare County but it should show positive progress in reducing congestion and attracting new businesses.

Travel demand in Tulare County is determined through an assessment of current and future traffic estimates using field surveys and traffic counts, census data, local plans, land use trends and the Tulare County Regional Transportation Model.

Population

Tulare County has been one of the faster growing counties in the state. Since 1950, its annualized growth rate is 1.8% (2.0% since 1980). Population growth has been primarily in the incorporated cities versus the unincorporated county [Table 3-2]. As of January 2009, the Department of Finance (DOF) estimates the County population to be 441,481 and the city populations as follows:

Visalia 123,670	Tulare 58,506
Porterville 52,056	Dinuba 21,237
Lindsay 11,684	Farmersville 10,771
Exeter 10,665	Woodlake 7,769

Funding

Transportation funding has traditionally come from federal and California State sources with some funding being generated locally for transportation improvements.

The passage of Measure R added an estimated \$1.2 billion over the 30 year life of the sales tax from 2007 to 2037. A positive dedicated source of transportation funds will greatly aid in the delivery of needed projects.

In addition to the regional sales tax, Tulare County primarily receives funds from the following sources: the State Transportation Improvement Program (STIP) through SB 45, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), congressional or senate legislation for farm to market funds, Federal Transit Administration (FTA) funds, State bond sources (Proposition 1b) and local developer impact fees.

Even with positive funding accomplishments, Tulare County funds will be insufficient to maintain the current circulation system as well as correct the deferred maintenance issue. The need includes capacity increasing projects as well as maintenance on the existing system. Funding continues to fall short of the needs in Tulare County. However, the agencies in Tulare County have managed to keep the system together with the current funding levels, but are losing ground each year as inflation and traffic demand grows faster than funding.

Projections

Assuming the population continues to grow and the traffic demand continues to increase along with population, improvements on the regional circulation system must be addressed. Unfortunately, not all needs will receive the attention necessary for the improvements due to funding constraints.

NEEDS AND SCENARIOS

Transportation needs are derived from congestion and circulation conditions that result from development, population growth and roadway characteristics. The County's continual growth has contributed

to the need to improve streets, highways, and inter-city transit.

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

- Tulare County Regional Transportation Model (TP+/Viper);
- Regional Transportation Improvement Program (RTIP), Interregional Transportation Improvement Program (ITIP) and State Transportation Improvement Program (STIP);
- Federal Transportation Improvement Program (FTIP); and
- Transit Development Plans (TDPs).

This section provides a summary of existing and future conditions on the Tulare County transportation system. The analysis is intended to establish a rational process to meet future travel needs. Long-term effects on roadway capacities by projecting future traffic levels and improvements that result in increasing traffic volumes are examined.

FORECASTING

Forecasting is a vital part of planning for future road and transportation improvements that will meet the anticipated deficiencies in the transportation system. Population, households, employment and land use are key ingredients in determining future impacts on the circulation system. Projections were developed from Department of Finance data, transportation model inputs and data from Woods & Poole for population, housing units and employment and income [Tables 3-4.1 to 3-4.3]. Woods & Poole Economics, Inc. is a nationally recognized firm that specializes in projections.

Land Use

The predominant land use in the County is agricultural. Exceptions include urban areas and smaller communities that have residential, recreational, commercial, industrial and public facilities. With growth

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

Traffic (build vs. no build)

Figures 3-4 and 3-5 identify roadway segments that are considered to be at capacity with LOS D, E and F in the rural areas and E and F in the urban areas for 2009. Figure 3-9 displays regional roads at capacity with no improvements being built and Figure 3-10 displays regional roads at capacity with improvements being built. The Tulare County Regional Transportation Model identified these segments.

Environmental Justice

To address the evaluation of environmental justice issues, Table 3-6 includes specific performance measures that were considered as TCAG evaluated all capacity-increasing projects proposed by the local agencies. The performance measure insures 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, projects will meet the needs of all County residents and will be further evaluated as additional planning, programming and implementation phases are initiated.

ALTERNATIVES

The RTP evaluates each project based on need, safety, level of service, cost and environmental factors. TCAG currently uses the criteria in Table 3-5 as a guideline in selecting STIP projects that will use the limited amount of Regional Improvement Program (RIP) funds available to Tulare

County. TCAG will be under less financial stress based on the passage of Measure R, the STIP augmentation and the State bond passage in November 2006. Figures 3-9 and 3-10 illustrate the projects that will be developed under different scenarios.

COST CONSIDERATION

The 2011 RTP is a financially constrained document. All projects listed in the RTP are fundable during the scope of the Plan with exception of the unconstrained projects listed in Tables 3-12 and 3-15. TCAG anticipates there will be approximately \$476 million available in STIP funds through FY 2034/35. Developer impact fee programs or other local funding sources (including state disbursements to local agencies) will likely generate over \$1.7 billion in revenue. Measure R is expected to generate over \$1.2 billion over its 30 year life from 2007 to 2037. Other state and federal funding sources will also boost TCAG's spending power over the next 25 years.

Member agencies submitted a list of other desired projects to receive future federal and state funding totaling over \$2 billion. There is approximately \$383 million available to Transit, \$177 million available in CMAQ for Air Quality improvements, \$35 million available for Transportation Enhancements and a \$25 million open for statewide competition available for bicycle improvements (See Table 4-14 for funding).

SOCIAL IMPACTS

The social impacts from not building and improving the regional road system are lower levels of service and more roads at capacity. Impacts from no improvements also include road deterioration, more deferred maintenance and road surface failure. The impacts affect the mentality of the residents living and traversing Tulare County. Not improving the roads impacts residents who

must cope with the already poor condition of roads in the rural areas, and residents who live in the cities will have to cope with longer travel times, increased congestion, and poorer air quality. The cost of fuel affects everyone from businesses to residents which leads to more general financial frustration. The lack of gas tax funds that do go to road improvements, along with the State's General Fund problems causes more dissatisfaction to the drivers and taxpayers of Tulare County. With over 3,000 miles of rural roads that are over \$600 million behind in road maintenance, Tulare County faces a struggle to maintain the current system as well as to address future congestion.

Other social impacts that may result from poor transportation planning include the development over historical landmarks, Indian burial grounds or camps, and demolishing current homes in the right of ways of new developments. Every aspect of increasing the highway or road process is thoroughly weighted to minimize impacts on the environment or sacred grounds.

RTP ANALYSIS

To assess highway and arterial needs, TCAG developed a process to evaluate candidate capacity-increasing projects considering performance-based measures and level of service (LOS) analysis.

Project Rankings

According to the RTP Guidelines, each RTP agency (RTPA) should define a set of "program level" transportation system performance measures that reflect the goals and objectives adopted in the RTP. The program level performance measures in the RTP set the context for judging the effectiveness of the RTP, as a program, in furthering the goals and objectives of the RTP, while the STIP Guidelines address

performance measurements of specific projects.

The RTIP is a listing of all transportation projects proposed over a five year period for the Region that are funded through the STIP. The projects 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 consistency with the RTP, financial constraint, and the ability to make a conformity determination.

Conformity

TCAG is required to make findings of air quality conformity for both the RTP and the FTIP before the documents are approved by federal agencies.

Regional Transportation Monitoring

Transportation planning for the region requires continually improved and updated information on the condition and utilization of the transportation 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.

Triennial Performance Audit for Transit

State law requires that TCAG designate an independent entity to make a performance audit of its transit activities and the activities of each transit provider to whom TCAG allocates funds. The audit is conducted every three years and must evaluate the efficiency, effectiveness, and

economy of the operation for which the audit is being conducted. TCAG must certify with the Director of the State Department of Transportation that the required audit has been completed in order to receive State transit funds.

Benchmarking

As the designated RTPA, TCAG is required to prepare the RTP using performance based measures that will help decision makers better analyze transportation options and trade-offs.

Environmental Issues

Aesthetics

The portion of Tulare County that is most relevant to the RTP is relatively flat within the Valley region. The Valley area is where the vast majority of the population and road system exists, are met in the east by foothill and mountain ranges and include the Cities of Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia, and Woodlake. The aesthetic quality of the County has been affected by transportation for some time. As a result, the existing and planned multimodal transportation system is not considered to have a significant impact on the aesthetic quality in Tulare County.

Agricultural Resources

Located in the world's richest agricultural region, Tulare County is ranked as the second most productive in agricultural commodity values of any county in the United States. Tulare County is also the number one milk-processing county in the country. Agriculture is one of the primary industries in the County, with much of the level and moderately sloping land used for the production of agricultural crops. Tulare County's agricultural production yields over 250 products annually, the top annual products being milk and dairy products,

walnuts, almonds, navels and valencia oranges, grapes, peaches, and cattle. Agricultural products were valued at over \$5 billion in 2008.

Air Quality

Tulare County is in the California Air Resources Board-designated San Joaquin Valley Air Basin (SJVAB). The air basin is an extreme non-attainment area for ozone and particulate matter less than 2.5 microns in size (PM_{2.5}). The air basin is an unclassified attainment area (federal) and attainment area (State) for carbon monoxide (CO).

Cultural Resources

The prehistoric human occupation of the area now known as Tulare County is evident as traces of existence have been found. There are numerous recorded archeological sites in the County, most of which are located in the foothill and mountain areas. Recorded prehistoric artifacts include village sites, campsites, bedrock milling stations, pictographs, petroglyphs, rock rings, sacred sites and resource gathering areas. Tulare County is home to a significant number of potentially significant historical sites.

Geology & Soils

The Valley is basically a flat, alluvial plain, containing rock and soil derived from the uplift and erosion of the nearby Sierra Nevada and Coast Ranges Mountains. Soils and rock in the valley and foothill regions are generally dense and compact, and relatively safe from damage from earthquakes. The San Andreas Fault is the primary earthquake fault of concern for the San Joaquin Valley. The San Andreas Fault lies to the west of the Valley in the Coast Ranges and has produced several large earthquakes in historic times.

Public Services

Various federal, state and local agencies and private companies in Tulare County provide public services. Fire services in urban areas of the County are generally provided by local agency fire departments. Various fire districts, the County fire dept., and/or the U.S. Forest Service and the State Department of Forestry also provide fire suppression services to urban areas, as well as in rural areas of the County and/or in federal and State Park preserve and recreation areas.

Recreation

The eastern half of Tulare County is comprised primarily of public lands that include the Sequoia National Park, Inyo and Sequoia National Forests, and Mineral King, Golden Trout, and Domelands Wilderness Areas. Opportunities for all-season outdoor recreation include: hiking, water and snow skiing, fishing and boating.

Transportation & Traffic

Implementation of the 2011 RTP will result in improvements to existing regional transportation and circulation systems. RTP implementation to the street and highway network will assist in the improvement to airports, mass transportation services and facilities. Identification of additional bikeways and pedestrian improvements, and improved transportation systems that accommodate goods movement will provide region-wide benefits.

LINKAGE WITH VALLEY AIR QUALITY REQUIREMENTS

State Implementation Plan

For many years, the San Joaquin Valley has had bad air quality. An inversion layer sits atop the valley that creates poor ventilation and air stagnation. Other contributors to the deterioration of air quality include: ambient air from coastal air basins; agricultural industry; industrial factors; travel characteristics of employees; and vehicle (and truck) trips through the Valley. All of these activities generate pollution. Concentrations of gaseous pollutants are largely generated by identified mobile and stationary sources.

Due to the Basin's light wind patterns and surrounding mountains, air quality problems occur throughout the year. Particulate matter pollution is a problem in winter months as is ozone in the summer. These conditions, coupled with the continuing increase in population, congestion and existing agricultural production have led to significant air quality problems.

Major elements that contribute to the Valley's non-attainment of air quality standards include: Volatile Organic Compounds (VOC), Reactive Organic Gases (ROG), Nitrogen Oxides (NO_x), Sulfur Oxides (SO_x), Carbon Monoxide (CO), Ozone (O₃), and Particulate Matter (PM_{2.5} and PM₁₀).

Particulate matter can be traced to agricultural activities, planned and unplanned fires, and unpaved and entrained road dust (e.g. car brakes and side road dust). Fuel combustion, solvent use, industrial processes, waste burning, petroleum process, landfills, and pesticides generate significant levels of ROG and NO_x that react in the presence of sunlight to create ozone. Ozone and Particulate Matter are two of the major air pollutants found in the Valley.

Federal and State Legislation

Federal legislation requires that the RTP integrate transportation and air quality during the planning process. The 1990 California Clean Air Act (CCAA) amendment requires the stipulations in order to receive federal funding. Failure to meet Federal and State requirements of the CAAA may result in disciplinary actions.

ACTION ELEMENT OVERVIEW

The circulation system in Tulare County plays a significant role in the economy. As a rural region, Tulare County is dependent on local highways, streets, and roads to meet basic transportation needs. Consumers outside of the region that are dependent on the San Joaquin Valley for agricultural goods may have trouble receiving goods if the road network is not maintained. In order to maintain a deteriorating circulation system, Tulare County, and the cities have implemented programs to reduce congestion, improve efficiency and obtain dedicated funds.

The objective of the highway, streets, and roads section is to identify a regional circulation system. Once the system is determined, the funding to maintain and improve these roadways is identified. The funds available are insufficient to address every regional roadway. In order to provide a balance and maintain an efficient circulation system, a prioritized project list is developed.

Aviation is also available as an option in Tulare County's overall transportation system. In the Cities of Visalia, Porterville, and Tulare, local transit systems provide public access to the airports. The Visalia Municipal Airport, the largest in the County, currently provides direct service to Ontario, CA. All three airports have services including charters, fixed base operations, avionics, and general aviation.

Other modes of transportation in Tulare County are classified as Non-Motorized transportation. Non-Motorized transportation includes pedestrian walkways and bicycle facilities. In Tulare County's populated centers, bicycle commuting is a viable transportation alternative.

Goods movement throughout Tulare County is also an important aspect of the region's circulation system and economic vitality. Goods are moved through the region by both rail and trucks. The addition of rail, bicycle facilities, and existing mass transit will reduce congestion and improve air quality throughout the County.

Long Range Plan

Currently, the Long Range Plan for Tulare County includes \$740 million in locally funded projects (Table 3-13) and \$1.2 billion in regional projects (Table 3-14). There is an estimated \$2.1 billion available for operations and maintenance (Table 3-16). Requested projects that do not currently have complete sources of funding identified total \$545 million (Table 3-15).

Corridor Preservation

The analysis of the regional circulation system in the 2011 RTP emphasizes persons and goods movement through transportation corridors. Corridors may be thought of in terms of the number of people or tonnage of freight moved in any particular direction, regardless of the facility.

In Tulare County major travel corridors often closely mirror regionally significant roadways.

Previous Plan Accomplishments

Since the inception of the Regional Transportation Plan, Tulare County has seen many Transportation Projects come to fruition. This is the 17th Regional Transportation Plan prepared by TCAG.

Implementation

TCAG continues to implement the RTP and administer federal finances to the member agencies. Measure R aids in the implementation and funding of transportation projects. The RTP is a document designed to target future projects and eventually build those projects. The RTP is a guideline to prioritize the list of fundable projects that Tulare County can anticipate to build in the next 20 years. Using the revenue estimates as shown in the Financial Element and the project cost elements in Tables 3-13 and 3-14, the financially constrained projects listed in the RTP will be built over the next 20 years.

Air Quality

Air Quality in the San Joaquin Valley remains a top concern for Valley residents. Designated as a non-attainment region for ozone and particulate matter, local agencies and communities will be looking into instituting measures for improving emissions in Tulare County, specifically achieving reductions in transportation, agriculture, and other activities. The San Joaquin Valley Air Basin exceeded 8-hour ozone requirements 150 days in 2008, and exceeded PM 2.5 limits 81 days that year. Air Quality standards are set by the State and Federal governments. The Reasonably Available Control Measures (RACMs) and Best Available Control Measures (BACMs) are being encouraged. TCAG also has encouraged the use of Hybrid vehicles, zero emission vehicles, alternative fueled vehicles (such as Compressed Natural Gas (CNG)) and the replacement of Heavy Duty Diesel motors with newer cleaner models.

However, Air Quality is a regional problem that requires the attention of the 8 counties in the San Joaquin Valley Air Basin. Work must be done to meet the State and Federal Clean Air Act requirements. See the State Implementation Plan section on page

3-46 for a thorough discussion on Air Quality and measures being taken by Tulare County.

Land Use

Land use in Tulare County is predominately agriculture, and the County is committed to retaining the rich agricultural land. The foothill and mountain regions are controlled predominantly by the State and federal governments. However, as population increases, so does the demand for new housing, retail and commercial space. Agricultural land around the cities is being converted into urban uses. Housing, land, employment and economics are balanced to minimize the amount of agricultural land taken by development. Economic principles tend to take precedence over the conservation of land.

Environmental Issues & Impacts

The RTP has projects, which are planned for development within the scope of the Plan (2035) and will have a certified Program Environmental Impact Report (EIR) to determine the significant impacts to the environment. The CEQA Guidelines recommend tools for determining the potential for significant environmental effects including:

- *Initial Study checklist [(see the Notice of Preparation (NOP) – Appendix A)];*
- *CEQA Mandatory Findings of Significance (see the NOP, Appendix A);*
- *consultation with other agencies; and*
- *agency thresholds of significance.*

The Notice of Preparation (NOP) determined that a Programmatic EIR is required for the Tulare County 2011 RTP because the Plan would result in significant

environmental impacts. The NOP concluded that adoption of the RTP would result in less than significant impacts. See Environmental Impact Report Appendix under separate cover.

New Technologies

TCAG has encouraged the use and replacement of new efficient heavy duty diesel motors in public vehicles and fleets as well as some private. As Compressed Natural Gas (CNG) infrastructure becomes available to the consumer, more CNG use is expected. The Cities of Tulare, Visalia, Dinuba, Porterville and the County currently have or are building CNG refueling facilities. Several transit agencies use CNG to power transit buses, school buses, fleet vehicles and utility vehicles. Visalia is currently using electric trolleys in the Downtown area that as a free service to downtown patrons and a link to shopping in the area.

Emergency Preparedness

Tulare County has in place an emergency plan to cope with natural disasters that are statewide or happen locally. The County Fire Department and local stationed California Department of Forestry (CDF) are well prepared to fight fires locally as well as statewide. The United States Forest Service (USFS) is in charge of fires that happen in the national parks and Tulare County assists with the fire management process as needed.

Institutional and Legislative Actions

Since the mid 1970s, with the passage of Assembly Bill (AB) 69 State law has required the preparation of Regional Transportation Plans (RTPs) to address transportation issues and assist local and state decision makers in shaping California's transportation infrastructure.

Senate Bill (SB) 45, signed into law by Governor Wilson in October 1997, made significant changes in the formula for funding State and local projects. AB 1012,

approved October 7, 1999, amended SB 45 in funding project delivery.

The current federal transportation reauthorization bill, the Safe Accountable, Flexible, Efficient Transportation Equity Act – A Legacy For Users (SAFETEA-LU) was signed by President Bush in 2005 and contained funding for a broad range of federal transportation programs through September 31, 2009. SAFETEA-LU was extended into 2010 while a successor transportation bill is being developed. SAFETEA-LU replaced the Transportation Equity Act for the 21st Century (TEA 21), which expired in 2003.

One feature of SAFETEA-LU, which has received substantial interest, is the large number of “earmark” projects within the bill. Over 3,000 earmark projects are contained in SAFETEA-LU, including funding for improving State Route 99, Ave 416, Ben Maddox Rd and Farm to Market roads in Tulare County.

Evaluation

Evaluating each project that is considered in the RTP is done through several processes. TCAG staff takes recommended projects and evaluates each one based on adopted guidelines. TCAG Staff reports to the TCAG Board with recommendations and evaluations about Federal Transit Administration funds. Projects are re-evaluated each time the RTP is updated or new projects are identified. The RTP is a plan that determines which projects are eligible for funding, identifies project parameters and schedules an approximate time of construction within the 20 year horizon.

Resource Sharing

Tulare County has partnered with many jurisdictions and agencies in the past. TCAG has partnered on air quality issues, project development, long range planning and other efforts. Past improvements include the

cross-valley rail (track upgrade) improvements. Tulare County is in the process of developing the Blueprint Planning Process that consolidates long range planning concerns throughout the Valley.

TRANSPORTATION STRATEGIES

Tulare County has long been known for affordable housing opportunities. Attraction of the affordable housing is expected to remain the source for much of the County's future population growth. As a result, any major increase in employment within the County will cause increased demands in the housing market.

Considering increased population, expansion of industry and residency throughout the County, the need for compact mixed-use developments, ridesharing and alternative commuting modes become an issue.

Additional population concentrations of residential, commercial and industrial development will result in more automobiles within the urban areas, more auto emissions and deterioration of ambient air quality. Additional industrial and commercial development may result with increased emissions at and near such sites.

Implementation Strategies

Implementing the 2011 RTP is done incrementally through the development of short range programs. The programs include the 2011 FTIP, 2010 RTIP/STIP and FTA requirements for transit agencies. All projects must comply with legislative requirements and must also be included in the appropriate documents in order for the project to receive federal and/or state funding.

Transportation Demand Management

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.

Air Quality

Tulare County conforms to all air quality requirements set by the San Joaquin Valley Air Pollution Control District (SJVAPCD) and the California Clean Air Act as well as the Federal Clean Air Act. For a detailed description on air quality conformity refer to Appendix D – Air Quality Conformity Findings.

Transportation System Management

TSM is designed to identify short range, low cost capital projects that improve operational efficiency of existing infrastructure. TSMs are an important tool endorsed by the SJVAPCD and state to meet air quality standards and congestion management levels-of-service.

Land Use

Historically, land use in Tulare County has been predominantly agricultural. The agriculture industry, which includes dairies, produce, citrus and livestock, continues to be Tulare County's most intensive land use. The remaining areas are urban communities that include public facilities, residential, recreational, commercial and industrial land uses. As pressures for growth and development of land uses within city and community urban boundaries intensifies, implementation of planned street and highway improvements are imperative to accommodate increased trips generated by development.

New Technology

TCAG member agencies have implemented new technology that includes Compressed Natural Gas (CNG) fueling stations, Liquefied Natural Gas (LNG) and hybrid vehicle purchases. The Cities of Tulare, Visalia, Dinuba, Porterville,

Farmersville and the County have constructed or will construct CNG fueling stations and are currently operating the transit fleets with CNG as well as some city vehicles. The Cities of Porterville and Dinuba are currently in the process of enlarging CNG fueling stations to power transit fleets and some city vehicles. The City of Visalia is currently using electric trolleys in the Downtown area. As technology advances and become affordable, TCAG and the member agencies will take advantage of the benefits that come from improving the air quality.

ACTIONS BY MODE

The following modes are the actions that are being implemented by Tulare County and the Cities to improve the transportation on the Regional Road System. The section looks at Highways, Streets, and Roads, Mass Transit, Non-Motorized, (Bicycle and Pedestrian) Rail, Aviation and Goods Movement.

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-range 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 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).

Public Transportation

Public transportation provides an economical and efficient alternative for getting people to work, school and other chosen destinations.

In Tulare County, buses are the primary mode of public transportation. Public transportation also takes the form of shared-ride taxi, automobile and vanpools; dial-a-ride, and specialized handicapped accessible services.

In Tulare County, social service transportation is provided by the following: local transit agencies, demand responsive operators and city/county special programs for senior citizens, mental health organizations and disabled citizens programs. These programs are funded and subsidized through State and federal grants, Local Transportation Funds (LTF), State Transit Assistance Funds (STAF), and local transportation sales tax revenues.

Tulare County Area Transit (TCAT)

TCAT has been providing rural route service between various cities and towns in Tulare County since 1981. TCAT retains MV Transportation to provide all of its transit services, which includes fixed route and demand responsive services for inter-city and intra-city service in many small communities throughout the County.

TCAT is the most extensive transit system in Tulare County and connects with Dinuba Area Regional Transit (DART), Visalia City Coach (VCC), Tulare InterModal Express (TIME), Porterville City Operated Local Transit (COLT), Kings Area Rural

Transit (KART), Kern Regional Transit, Orange Belt and Greyhound bus.

City of Visalia

Visalia City Coach (VCC), operated by MV Transportation, provides both fixed route and demand response service within the Visalia Urbanized Area. VCC began serving Visalia in 1981 and is now providing service for over 150,000 residents in the Visalia Urbanized Area (including Goshen, Exeter and Farmersville). The City of Visalia also operates a dial-a-ride service that began in February 1981. The dial-a-ride system is available to senior citizens and the physically disabled who need basic transportation services to the doctor, shopping, and other destinations.

In 1998, VCC introduced the Downtown Trolley which services the downtown business district with a free transit shuttle. The Downtown Trolley has proven a real asset to downtown Visalia by allowing people to access downtown businesses without parking an automobile.

In an effort to make transit services even more attractive to riders in Visalia and the surrounding areas, the City has constructed the Downtown Transit Center. The modern, state-of-the-art center serves as a central hub for VCC and other regional services connecting with VCC. The City of Visalia is also doing its part in improving air quality by upgrading their transit fleet with modern CNG buses and in constructing a new CNG fueling station.

City of Tulare

The City of Tulare, through MV Transportation, currently operates a fixed route system, the Tulare InterModal Express (TIME), and a dial-a-ride service called TIME Dial-a-Ride Tulare. Dial-a-ride services began operations in 1980 while fixed route services began operations in December of 1989. Currently, TIME operates seven fixed

EXECUTIVE SUMMARY

bus routes that provide service Monday through Friday from 6 a.m. to 6 p.m., and on Saturday from 9 a.m. to 5:30 p.m.

City of Porterville

The City of Porterville transit system, known as the City Operated Local Transit (COLT), began operating a demand responsive service in 1981. The system, operated by Sierra Management, presently provides fixed route and demand-response service to Porterville and the surrounding urban areas. Tulare County is responsible for reimbursing Porterville for the portion of service provided in the surrounding County communities of Strathmore and Springville. In 2003, Porterville also opened a new transit center. The transit center now serves as the transfer hub for all their buses and minivans, in addition to the Tulare County Transit bus transfers.

City of Dinuba

Public transit service in the City of Dinuba and the adjacent areas is provided through a dial-a-ride system and three fixed routes through Dinuba Area Regional Transit (DART). The City also operates a free trolley service (Jolly Trolley) in the downtown area, with stops at the local Wal-Mart and K-Mart stores. MV Transportation provides all of these services under contract with the City.

DART recently added a new route in partnership with the Fresno County Rural Transit Agency (FCRTA) linking the City of Dinuba with the City of Reedley in Fresno County. DART also contracts with Tulare County to provide service outside Dinuba city limits to County residents who live within their service area.

Cities of Exeter and Farmersville

The City of Exeter transit system began in June 1992 as a fixed route service serving residents within the City's urban area. Currently, the City of Exeter operates a dial-a-

ride service providing transit to local residents on a demand responsive basis.

In 2004 the City of Exeter and City Farmersville became part of the Urbanized Area of Visalia, and VCC began operating fixed route service between the three communities.

City of Woodlake

The City of Woodlake transit system began service in September 1999. Transit is provided as a demand-response service for the Woodlake Service Area which includes the City and surrounding unincorporated area. Services are available to over 8,000 residents in the Woodlake area. The buses are fully serviced, fueled and maintained by the City.

Tule River Indian Tribe

The Tule River Indian Tribe provides transit for casino employees and Indian healthcare services for Tule River tribal members and other tribal communities.

Kings Area Rural Transit

Kings Area Rural Transit (KART) provides a vanpool program which is primarily utilized by farm workers and state prison guards. The vanpools extend throughout the southern San Joaquin Valley, including Kings, Tulare, Kern and Fresno Counties. KART also provides fixed route service linking Hanford (in Kings County) to various locations in the City of Visalia.

Unmet Transit Needs Process

Every March TCAG holds an "unmet transit needs" hearing as required by the California Transportation Development Act (TDA). If any "unmet transit needs" are found to be reasonable to meet by the Social Service Transportation Advisory Council (SSTAC) they must be addressed before Local Transportation Fund (LTF) money can be used for streets and roads improvements. If an "unmet transit need" is found to be

unreasonable to meet, it is noted and documented for possible future consideration.

Non-Motorized Transportation

With the advent of programs such as Air Quality Attainment and Transportation Demand Management; transportation planning agencies are taking a detailed look at bicycling as an alternate form of transportation. In the populated areas of Tulare County, bicycles are a particularly viable mode of transportation. Bicyclists enjoy the flat topography and the moderate climate of the area.

One program that has worked successfully in Tulare County is the placement of bike racks on transit buses. This creates an interface between bicycles and transit that broadens the options for commuters to leave their cars at home. Bicycle racks and lockers conveniently located near transit stops make the interface more attractive. The County of Tulare, Tulare Transit Express, Visalia City Coach and Porterville Transit are all equipped with bicycle racks.

Rail

There are three railroad companies that provide freight service within Tulare County: Union Pacific (UP), Burlington Northern & Santa Fe (BN&SF) and the San Joaquin Valley Railroad (SJVRR). The railroads connect the County to all-major west coast markets and destinations. There are rail service spurs and freight terminals throughout the County that serve specific industries.

Light Rail

In 2005, TCAG conducted a light rail feasibility study that looked at service between Visalia and Tulare. The study collected information on preferred routes, cost estimates and future population intensities. The feasibility concluded that residential and commercial densities near the rail line would need to be increased (zoning amendments) to

support the cost. Densities and interest will be monitored in the future to determine if a light rail system is feasible.

Passenger Rail Project Priorities

The Tulare County Association of Governments (TCAG) is concerned with the preservation of and continued use of existing rail lines in the region. The San Joaquin Valley Railroad expressed interest in improving a freight rail system to serve the Cities of Visalia, Hanford, Lemoore and Huron. TCAG programmed one million dollars of CMAQ funding to upgrade the existing rails. A second phase would include passenger rail service between the Cities of Huron, Lemoore, Hanford, Visalia, Exeter, Lindsay and Porterville. The route would serve as a link to the Amtrak station in Hanford and could also serve as a link to a high-speed rail station, either in Visalia or Hanford.

The California High-Speed Rail Authority has proposed high-speed train service for intercity travel in California between the major metropolitan centers of San Francisco, San Jose and Sacramento in the north. The service will run through the Central Valley to Los Angeles and San Diego in the south. The system is proposing exclusive tracks for most of the route, alignments will be within or adjacent to existing rail or highway right-of-way and new upgraded stations with connections to local transit routes.

Aviation

Tulare County's airport system can be subdivided 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 and two privately owned airports open to public use in operation Countywide. The remaining airstrips that presently exist

throughout the County are used for agricultural aviation activities. Out of the airports mentioned above, only Visalia Municipal Airport has regularly scheduled commercial service.

Goods Movement

Planning for rail and goods movement in Tulare County is driven by the free enterprise system. 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 use of rail for goods movement is growing as rail operators improve efficiency and supply. TCAG supports the use of rail and other alternative transportation methods such as aviation to alleviate conditions resulting from truck transport. Train movements are most efficient with durable goods and long distance travel. The service benefits the region by reducing congestion, helping to reduce air pollution and making safe, efficient use of the transportation corridors.

Pass Through Movements

In Tulare County, the corridor that is most impacted by pass through movements is the SR-99 corridor (including the adjacent UP Railroad). 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.

Operations & Maintenance

Tulare County has 4,880 miles of publicly maintained roads. Local agencies are

responsible for the operations and maintenance (O&M) of 3,978 miles of road. The local agencies use various pavement management systems to address and prioritize O&M needs. A variety of federal, state and local funds are used for the O&M of the local roadways. However, there is currently not enough revenue to address deferred maintenance.

FINANCIAL ELEMENT

The purpose of the Financial Element is to provide an assumption of the cost and revenues necessary to implement the RTP. The assumptions include revenue estimates for specific governmental funding programs, local contributions, license and fuel taxes, and development fees. Tulare County passed a local sales tax for transportation purposes in 2006. Measure R was a great boost for transportation funding within the county and is estimated to provide about \$1.2 billion in funding over its 30 year lifespan. The majority of available funds generated from federal and state gas taxes are distributed in a variety of grants and acts. The following provides a summary of the major funding sources (please refer to the Financial Element for more complete descriptions and listing of funding sources):

State Funding Sources

State Transportation Improvement Program (STIP):

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund (Prop 42) and other state funding sources. The STIP is adopted by the California Transportation Commission (CTC) every two years and programs projects over a 5-year period. Funding is allocated through Senate Bill 45 (SB 45) which distributes funds

to Interregional Improvement Programs (IIP) and Regional Improvement Programs (RIP). STIP funds may also be used for Intelligent Transportation System (ITS) projects.

State Highway Operation and Protection Program (SHOPP):

The SHOPP program is operated by Caltrans that includes State Highway safety and rehabilitation projects, seismic retrofit projects, land projects, building projects, landscaping, operational improvements, bridge replacement, and the minor program. It is funded through state and federal sources and can not be used for capacity increasing projects.

Proposition 1b (State transportation bond):

On November 7, 2006, the State of California passed Proposition 1B. The distribution of this \$19.9 billion transportation bond is outlined in SB1266, the Highway Safety, Traffic Reduction, Air Quality and Port Security Fund Act of 2006 [Table 4-3]. In Tulare County the bulk of this funding is currently programmed prior to FY 2010/11. Exceptions include the State-Local Partnership Program (SLPP) and STIP augmentation. About \$300 million in bond funding was programmed prior FY 2010/11 in Tulare County.

Federal Funding Sources

Federal Transit Administration (FTA):

The FTA provides grant funding for improvements in rural and urban transit systems. This includes metropolitan, statewide and planning programs from Sections 5303, 5304 and 5305, grants for urbanized areas for public transportation capital investments from Section 5307, grants for “new starts” capital investment projects from Section 5309, capital assistance for elderly persons and persons with disabilities from Section 5310, capital, operating and administrative assistance for non-urbanized transit operations from Section 5311, funding for Jobs Access and Reverse Commute

projects from Section 5316 and funding for alternative transportation in parks and public lands from Section 5320.

Safe, Accountable, Flexible, Efficient Transportation Equity Act – Legacy for Users (SAFETEA-LU):

SAFETEA-LU (adopted August 25, 2005) replaced the Transportation Equity Act for the 21st Century (TEA 21 - adopted in June 1998) which in turn replaced the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). SAFETEA-LU continues to fund transportation improvements throughout the United States. Funds are directed toward projects and programs for a broad variety of highway and transit work through several funding components which include the Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), Transportation Enhancements (TE), Safety Program, Rail Programs and Emergency Relief Programs. SAFETEA-LU was set to expire in September, 2009 but was extended into 2010 until a successor transportation reauthorization bill is adopted.

Local Funding Sources (including State-Local disbursements)

Highway Users Tax Account (HUTA):

The state collects 18 cents per gallon excise tax (also known as the “Gas Tax”) on gasoline and diesel fuel. About 65% of the revenues are allocated to Caltrans through the State Highway Account (SHA) and 35% are subvented to the cities through HUTA.

Traffic Congestion Relief (TCR) – Prop 42:

The state also collects a 5% sales tax on gasoline which goes into the Transportation Investment Fund (TIF). The TIF is distributed 40% to the STIP, 20% to the Public Transportation Account (PTA) and 40% to local streets and roads through Traffic Congestion Relief.

Vehicle License Fees (VLF):

The state collects vehicle license, registration and drivers license fees. VLF is distributed to the Department of Motor Vehicles (DMV) and local agencies. Driver license and vehicle registration fees are split between the DMV, ARB and the California Highway Patrol (CHP).

Measure R (Regional Transportation Sales Tax):

In November of 2006, Tulare County residents passed Measure R, which enacted a half cent sales tax for the next 30 years. The Measure R Expenditure Plan used a straight-line estimate of \$21.8 million per year totaling \$654 million in regional sales tax funds for the 30 year life of the measure. Actual Measure R receipts include \$26.5 million in revenue for FY 2007/08 and \$23.8 million for FY 2008/09. Figure 4-12 shows Measure R projections using an escalation factor rather than the straight-line projections in the Expenditure Plan. Measure R is estimated to generate about \$1.2 billion in funding over its 30-year lifespan.

Funding is distributed towards regional projects (50%), city/county specific improvements (35%), transit, bicycle, rail and environmental projects (14%) and administration and planning (1%). Although Measure R will aid in transportation projects, the issue of deferred maintenance remains.

Financial Constraint/Year of Expenditure

The 2011 RTP is financially constrained. By definition, all projects listed in this document (unconstrained projects are listed for informational purposes) have been identified with a funding source(s) to complete the project during the scope of the Plan (25 years). The sources of revenues have been estimated based on past receipts and use escalation factors as summarized on Table 4-13. Revenues and expenditures per source are displayed on Tables 4-14 through 4-16.

Project costs are also escalated per year of expenditure and are listed in the Action Element (Tables 3-13, 3-14 and 3-16).

Surpluses & Deficits

In the County there is generally no surplus of funds available for additional transportation projects in the short term. However, there is additional bonding capacity and the ability for additional short-term loans against the Measure R regional sales tax or local agency general fund sales taxes if circumstances were to arise where local or regional funding is needed to replace or enhance other revenue streams or to potentially advance existing projects or add new projects.

Also, there have been unanticipated revenue sources in the past that have supplemented funding for projects in the RTP. For example, the American Recovery and Reinvestment Act (ARRA) of 2009 included about \$48 billion in transportation investment nationwide with \$23 million for transportation and transit projects in Tulare County.

The single largest issue for Tulare County is “deferred maintenance” or lack of road rehabilitation funding. For most counties in the San Joaquin Valley, there are considerable miles of roads requiring maintenance due to the unique requirements of the agricultural production and smaller populations. Most street and roads funding received by the state are population based. The result is a lack of necessary funding to maintain County roads.

There are also several regional projects that don’t have identifiable sources of funding within the 25 years of this RTP. These projects are listed on Table 3-15 in the Action Element.

GOODS MOVEMENT CHAPTER

A new addition to the 2011 RTP, the Goods Movement Chapter addresses goods movement issues in Tulare County. Tulare County is the #2 agricultural county in the United States and is bisected by SR-99, one of the busiest truck corridors in the country. Because of these factors and as one of the fastest growing counties in the state, goods movement issues and impacts to the transportation system are of vital importance to Tulare County and its residents.

VALLEYWIDE CHAPTER

The Valleywide Chapter provides a regional perspective to transportation planning in the San Joaquin Valley. The chapter addresses several regional issues including air quality, highways, streets, aviation, rail and goods movement. The chapter provides a regional view on issues. This is the fifth product of a cooperative effort pursuant to a memorandum of understanding signed by the participating agencies.

PUBLIC PARTICIPATION

TCAG held a series of public meetings designed to inform and generate feedback for various transportation needs from residents. TCAG operates a booth at the Tulare County Fair every year to educate the residents of Tulare County on transportation issues as well as gathering survey information for the RTP and Blueprint efforts. A timeline of TCAG's outreach meetings is listed in Appendix G: Public Outreach Documents.

TCAG also disseminated information regarding the RTP and its development through TCAG's "On the Move" newsletter, press releases to the local newspapers and the TCAG website. Public outreach for the RTP

was consistent with the Public Participation Plan and the Environmental Justice goal in the Policy Element.

Tribal Consultation

TCAG continues consultation efforts with the Tule River Indian Reservation in Tulare County. We strive 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. This safety project, for Reservation Rd, was completed in 2007.

Resource Agencies

As stated previously, TCAG has already been involving the resource agencies in transportation planning for over ten years. The Environmental Advisory Committee includes the following agencies: Sequoia National Park, Irrigation Districts, Sierra Los Tulares Land Trust, Agricultural Commissioner/Sealer, U.S. Fish and Wildlife Service, California Department of Fish and Game, Tulare County Redevelopment Agency, County of Tulare, County of Tulare Parks Department, Kaweah Delta Water Conservation District, Bureau of Land Management, and Caltrans.

The Environmental Advisory Committee was consulted in November 2009 in the development of the 2011 RTP Policy Element and again in ___ 2010 in the development of the draft 2011 RTP. In addition, a list of agencies contacted in regards to the development of the 2011 RTP is included in Appendix G: Public Outreach Documents.

EXECUTIVE SUMMARY

Visual techniques

Large color maps (as appropriate with topography) and other graphics are used to illustrate the RTP. A separate map is used for each mode of travel. For larger, urban areas separate maps are developed for each city. As with the 2007 RTP, many of the exhibits in the *final* RTP are in color with GIS layers showing topography and waterways.

The use of poster-sized maps and PowerPoint occurs at most if not all of the public presentations. The RTP (draft and final), including maps and other graphics, has been posted on the TCAG website.

Public Participation Plan

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

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

ENVIRONMENTAL IMPACTS

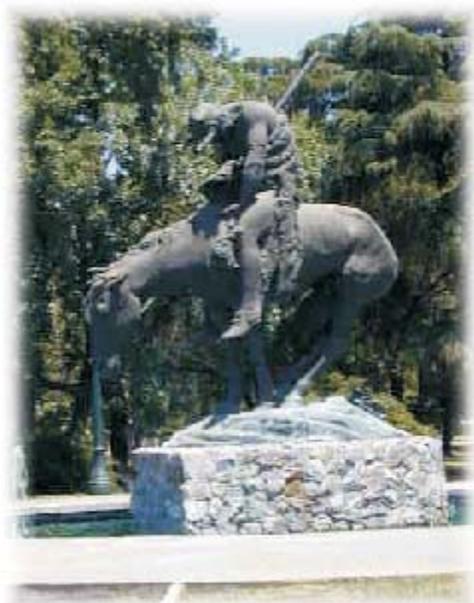
The 2011 RTP Environmental Impact Report (EIR) evaluates potential significant impacts that may result from the planning and implementing of the 2011 RTP. The review is consistent with the CEQA and NEPA guidelines. The 2011 RTP EIR focuses on those impacts that were found to be

potentially significant on a regional, system-wide level as a result of the Initial Study/Environmental Assessment and Impacts Checklist that were prepared. The EIR is included with the 2011 RTP under separate cover (Appendix C).

AIR QUALITY CONFORMITY

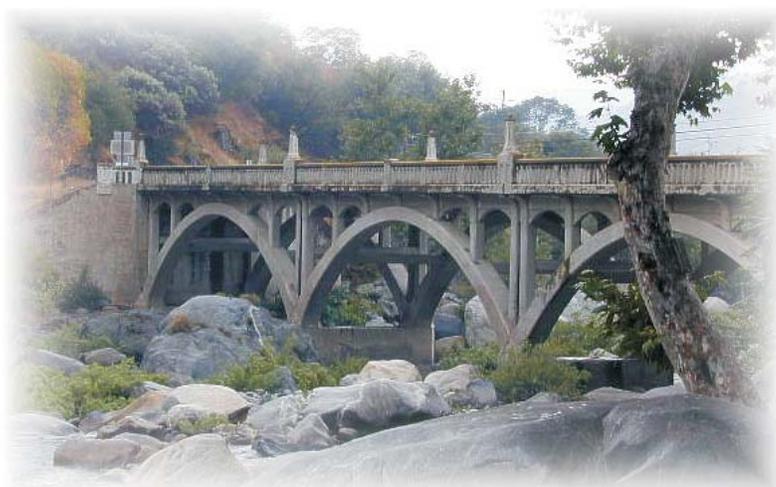
The Clean Air Act and federal transportation conformity rule (40 Code of Federal Regulations Parts 51 and 93) requires that each new RTP and transportation improvement program (TIP) must be demonstrated to conform before the RTP/TIP is approved by the MPO or accepted by FHWA. This analysis demonstrates that the criteria specified in the federal transportation conformity rule for a conformity determination are satisfied by the TIP and RTP.

Currently, the eight-county San Joaquin Valley is designated as a non-attainment area with respect to federal air quality standards for ozone, and particulate matter under 2.5 microns in diameter (PM-2.5).



*End of the Trail
Mooney Grove Park*

Policy
Element



*Pumpkin Hollow Bridge
Three Rivers-Circa 1922*

POLICY ELEMENT

The Policy Element identifies transportation goals, objectives, and policies that meet the needs of the region. Goals, objectives, and policies are established to determine specific courses of action to guide Tulare County toward implementation of the 2011 Regional Transportation Plan (RTP).

REGIONAL ISSUES

Tulare County's steady growth rate increases the demand on the transportation system. In some cases, traffic has exceeded roadway capacity and mitigation measures are needed to relieve capacity problems. The Financial Element identifies existing, new and innovative funding sources to improve the transportation system.

Considering the current trend of funding allocations identified in the State Transportation Improvement Program (STIP), Local Transportation Fund (LTF), State Transit Assistance Fund (STAF) and State and Federal gasoline tax revenues; there are insufficient funds to meet growing maintenance and capacity needs on the planned street and highway system.

Tulare County continues to increase efforts to expand alternative modes of transportation. In spite of these efforts, the automobile continues to be the primary mode of transportation in the County. As a result, it will be important to increase capacity at various existing roadways and new facilities to relieve congestion and improve air quality. Utilization of Transportation System Management (TSM), Transportation Demand Management (TDM) strategies, Intelligent Transportation Systems (ITS), Transportation Control Measures (TCM) and by encouraging development and

improvement of alternate modes of transportation, it is expected that Tulare County's circulation system will increase efficiency. Without such programs and improvements, urbanized areas will continue to experience congestion and contribute to pollution in the San Joaquin Valley. Time lags between planning and construction of new facilities will continue to increase due to federal and State regulations, insufficient funds, complex environmental procedures and cost increases in construction. Furthermore, the priority of projects in the STIP, as well as local projects, will be affected by the deliverability.

As development within Tulare County intensifies and impacts to the circulation system occur, appropriate mitigation measures become important considerations. Techniques used in TSM, TDM, and TCM programs include signal timing, staggered work hours, Reasonable Available Control Measures (RACMs), rideshare programs and transit system improvements. The result is a reduction in traffic congestion and pollution.

TCAG continues to integrate environmental justice into the transportation planning process. Environmental Justice is needed to comply with Title VI of the Civil Rights Act of 1964 and associated regulations and policies, Executive Order 12898 on Environmental Justice. In general, the laws and orders prohibit discrimination on the basis of race, income, age, or disability. In the transportation-planning context, TCAG seeks to assure that plan benefits and burdens are not inequitably distributed within the region.

TCAG plans to accomplish this goal through two main efforts: public outreach and review of project-related studies and programs to insure that

POLICY ELEMENT

environmental justice issues are addressed in the planning, programming and implementation process. The public outreach efforts are intended to insure that all members of the public have the opportunity to participate meaningfully in the planning process. The efforts include targeted outreach to minority, low-income, and Native American communities within the region to assure that the concerns are heard and addressed. TCAG's outreach included participation in the 2009 Tulare County Fair, the 100th Anniversary of Mooney Grove Park, completion of over

400 surveys with public comments, Environmental Advisory Committee, Rail Advisory Committee, Tulare County Planners Group and the Technical Advisory Committee. TCAG held three public workshops within the regions (North, Central, and South County) to facilitate convenient input from the public. In addition, TCAG staff conducted a formal consultation with the Tule River Indian Council and resource agencies to review the Draft RTP and EIR and to gather valuable input into the planning process.

GOALS, OBJECTIVES AND POLICIES

A "*goal*" is the end toward which effort is directed; it is general in application and not constrained by a specific point in time.

An "*objective*" provides clear, concise guidance to obtain the goal. Objectives are successive levels of achievement in movement toward the goal. They are results to be achieved by a stated point in time [e.g. short-range (10 years) and long-range (20 years)].

A "*policy*" is a specific statement that guides decision-making. It indicates a clear commitment and a course of action selected from alternatives.

REGIONAL

GOAL: PROVIDE AN EFFICIENT, INTEGRATED MULTI-MODAL TRANSPORTATION SYSTEM FOR THE MOVEMENT OF PEOPLE AND GOODS THAT ENHANCES THE PHYSICAL, ECONOMIC AND SOCIAL ENVIRONMENT.

Objective: Develop and maintain a multi-purpose circulation network that is convenient, safe, and efficient throughout the scope of the Regional Transportation Plan (20 year planning cycle).

Policies:

1. Support developments that identify and perform mitigation measures to maintain the existing transportation system.
2. Safety projects shall be given heightened consideration.
3. Each jurisdiction in Tulare County should consider energy conservation techniques (e.g. bicycle lanes, rideshare, van pools, public transit and rail) during development of general plan circulation elements.
4. Support improvements of critical segments along the State Highway System.
5. Support Intelligent Transportation Systems for the State Highway interchanges from rural to urban standards.

6. Support coordinated transportation planning and programming.
7. TCAG should provide for continued coordination and evaluation of the planned circulation system between cities within the County.
8. Frontage roads are encouraged along State Highways, where appropriate.
9. TCAG supports examination of alternative funding sources for streets, roads, State Highway, rail systems, transit and other transportation mode improvements.
10. Continue to evaluate intersections, rail grade crossings and transportation corridors for safety improvements through the annual monitoring program.
11. Develop funding strategies to fund safety projects in cooperation with Caltrans and member agencies.
12. Support the allocation of available funds to maintenance and deficiencies of the existing regional and local transportation systems.
13. Advocate and support planning studies and development of intermodal corridors.
14. Identify the opportunities for increased utilization of existing rail corridors.

REGIONAL CORRIDORS

GOAL: PRESERVE AND ENHANCE REGIONAL CORRIDORS.

Objective: Coordinate local planning to guide development that minimizes the impacts along regional corridors during the planning and programming phases in the Regional Transportation Improvement Program (RTIP 5-year programming cycle). A region-wide approach between the cities, County, TCAG, Caltrans and the public is necessary for corridor preservation of transportation facilities.

Policies:

1. Encourage restriction of direct access along regionally significant corridors by limiting the frequency of signalized intersections to 1/2-mile intervals and one-mile spacing between interchanges.
2. Encourage the connection and improvements of inter- and intra-county transportation routes for all modes of transportation.
3. Encourage the dedication of rights-of-way to facilitate the planned ultimate corridors of State Highways, including interchanges, as well as major local arterial and collector streets.
4. Continue a coordinated effort with adjacent counties to plan and implement a regional rail system.

TRANSIT

GOAL: PROVIDE A SAFE, SECURE, COORDINATED AND EFFICIENT PUBLIC TRANSIT SYSTEM THAT CAN REASONABLY MEET THE NEEDS OF THE CITIZENS.

Objective: Encourage and support the development of a safe, efficient, effective and economical public transit system through the update and implementation of local Transit Development Plans, General Plans, Short Range Transit Plans and Regional Transit Plans.

Policies:

1. TCAG shall encourage each transit agency to further citizen involvement processes, as well as participate in Social Services Transportation Advisory Committee (SSTAC) and Transit Forum meetings.
2. Encourage development of a transit system that interconnects and coordinates with other modes of transportation (i.e. passenger rail, intercity bus, multi-jurisdictional transit, bicycle facilities, pedestrian walkways, etc.).
3. Encourage the Cities of Visalia and Tulare to evaluate and consider implementation measures for transit-oriented land use along potential light rail corridors.
4. Require all Transit Development Plans and short range transit plans and security to include a section on transit safety and security. Encourage Transit Agencies to annually review transit safety procedures.
5. Update and adopt unmet transit needs definitions at least every five years, and seek increasing public participation in the transit unmet needs process.
6. Encourage transit agencies to make use of all available federal, state, and local funding (Measure R funds) in expanding and improving local transit services, and ensure the timely use of those funds in achieving transit goals and objectives.
7. TCAG will continue to work with local transit agencies to improve public outreach concerning the use of transit as an alternative to automobile travel.
8. Encourage transit agencies to consider improved extended service and weekend service to better serve the transit public.
9. TCAG shall consider, in conjunction with affected agencies, the development of a new Joint Powers Agreement (JPA) to manage light rail service along the Mooney Boulevard Corridor future years.

AVIATION

GOAL: DEVELOP AND MAINTAIN A SYSTEM OF AIRPORTS THAT SATISFIES OR ADDRESSES AIR COMMERCE AND GENERAL AVIATION NEEDS OF THE COUNTY.

Objective: Promote growth and use of both public and private airports as identified in the Capital Improvement Program that is prepared every 3 years.

Policies:

1. Develop, operate and maintain public use airports consistent with forecasted aviation demand.
2. Encourage efforts to ensure that compatible land uses adjacent to airports are consistent with the Tulare County Comprehensive Airport Land Use Plan or the city's certified Airport Master Plan.
3. Increase efforts to promote the service provided and use of air travel for passengers and freight.

RAIL

GOAL: TO PROMOTE SAFE, ECONOMICAL, CONVENIENT RAIL SYSTEMS AND SCHEDULES THAT MEET THE NEEDS OF PASSENGER AND FREIGHT SERVICES.

Objective: Support the growth of rail passenger and freight usage by identifying available funding and programming in the Federal Transportation Improvement Program (4 year programming document).

Policies:

1. Support the extension of continuous rail passenger service, Cross Valley Rail, High Speed Rail and light rail along select corridors.
2. Encourage Amtrak to add passenger rail service to the Union Pacific track in Tulare County.
3. Support the High Speed Rail Commission in connecting the Bay Area and Southern California with high speed rail.
4. Support a High Speed Rail alignment that would accommodate a station stop in Tulare or Kings County.
5. Support the existing San Joaquin connector bus service operating between Tulare County and the Hanford Station as a temporary measure until such time as direct service is available within the County.
6. Review the feasibility of establishing a light rail system between the City of Visalia and Tulare every 10 years.
7. Support continued improvement of freight rail service and freight transfer points within Tulare County.
8. Coordinate with the Public Utilities Commission to notify Tulare County of any rail line abandonment proposals to evaluate possible impacts on the transportation system and consider alternative uses for such facilities.

GOODS MOVEMENT

GOAL: PROVIDE A TRANSPORTATION SYSTEM THAT EFFICIENTLY AND EFFECTIVELY TRANSPORTS GOODS WITHIN AND THROUGHOUT TULARE COUNTY.

Objective Increase the use of air and rail transportation and encourage an efficient truck transportation system within the Scope of the Regional Transportation Plan (20-year planning document).

Policies:

1. Encourage the interaction of truck, rail, and air freight transportation.
2. Restore and maintain freight rail service in Tulare County as a significant transportation mode, providing service to commerce and industry.
3. Special consideration should be given to transportation programs that improve the operational efficiency of goods movement and air quality.
4. Coordinate with other agencies to restore and enhance rail service to existing facilities in order to attract new industries to locate in Tulare County.
5. Work with Caltrans and neighboring regions in the development of intermodal corridors common to and between the regions.

NON-MOTORIZED TRANSPORTATION

GOAL: ESTABLISH SAFE AND CONVENIENT FACILITIES THAT PROMOTES THE USE OF NON-MOTORIZED TRANSPORTATION.

Objective: Encourage bicycle usage in Tulare County by providing safe and convenient bike routes and facilities as prepared in the Tulare County Regional Bike Plan (4 year planning document).

Policies:

1. Continually update a Regional Bicycle Plan to identify bicycle routes that are appropriate for commuter, recreational and student riders.
2. Designate regional bicycle routes that are designed for safe use by bicyclists and reduce conflicts with motor vehicles.
3. Enhance the coordinated information system for bicyclists and carpools.
4. Local agencies and Tulare County are encouraged to review needs of bicyclists within their jurisdictions.
5. Support implementation of bicycle support facilities such as bike racks, showers, locker rooms and other facilities during the project review process.
6. Support the bicycle as an alternate transportation mode and coordinate with other modes of transportation, particularly with transit.
7. Encourage employers to offer incentives (showers, locker rooms, prizes, rewards, and financial incentives) for bicyclists to reduce congestion and increase parking.
8. Support development of designated regional bicycle paths adjacent to or separate from commute corridors, connecting cities and communities.

9. Encourage the use of abandoned railroad right-of-ways and waterway right of ways for multi-use trails.
10. Encourage and support maintenance of existing bicycle and pedestrian facilities.

Objective: Encourage safe pedestrian walkways within commercial office, industrial, residential and recreational developments within the FTIP (4 year programming document).

Policies:

1. Encourage removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of people with disabilities and ADA compliance.
2. Encourage cities to consider needs of pedestrians and people with disabilities during the project review process.

AIR QUALITY

GOAL: PROMOTE THE IMPROVEMENT OF AIR QUALITY AND CONGESTION MANAGEMENT THROUGH IMPLEMENTATION OF LAND USE AND TRANSPORTATION ALTERNATIVES AND INCENTIVES THAT REDUCE VEHICLE MILES TRAVELED.

Objective: Encourage coordinated development and research to achieve a jobs-housing balance accompanied by alternate modes of transportation that would reduce the increase in vehicle miles traveled by coordinating with local agencies' general plans (20 year planning documents) and through other planning processes.

Policies:

1. Encourage mixed-use developments in urbanized areas.
2. Encourage further development of the bicycle and pedestrian circulation system.
3. Support the rideshare program and the implementation of TSM, TDM, TCMs and renewable energy.
4. Support the implementation of ozone and particulate matter reduction measures in order to reduce emissions in the San Joaquin Valley Air Basin.
5. Support the implementation of alternative fuels, CNG vehicles, and other renewable energy sources.
6. Achieve United States Environmental Protection Agency standards for 8-hour ozone and PM_{2.5} by the current attainment date, or earlier if practicable.

TULARE COUNTY REGIONAL BLUEPRINT

GOAL: IMPROVE QUALITY OF LIFE BY ALLOWING TULARE COUNTY RESIDENTS TO ENJOY CLEAN AIR

Objective: Improve transportation mobility, goods movement, and public transportation.

Policies:

1. Implement small, incremental, project-level improvements in air quality that will add to substantial improvements in air quality.
2. Promote adoption of clean, renewable energy technologies to ensure a reliable supply, enhance the region's economy, and improve air quality.
3. Promote the placement of compatible land uses in close proximity to each other and design them to provide for a high quality environment where residents can walk or bicycle for many of their trips and reduce the distance they drive to work.
4. Educate the public to have a better understanding of air quality issues and their solutions.
5. Expand awareness of the need to reduce greenhouse gases and incorporate the latest scientific information into planning efforts.
6. Integrate the development of land use and transportation, recognizing their dependence.
7. Provide an adequate supply of housing for our region's workforce and adequate sites to accommodate business expansion and retention to minimize interregional trips and long-distance commuting.
8. Promote the use of biomass for fuel and energy production.
9. Support a 25% increase in overall density beyond the Blueprint Status Quo Scenario.
10. Support urban separators around cities.
11. Focus growth in urban areas.

GOAL: PROVIDE A FLEXIBLE, EFFICIENT, SUSTAINABLE, AND WELL-INTEGRATED MULTI-MODAL TRANSPORTATION SYSTEM FOR THE MOVEMENT OF PEOPLE AND GOODS THAT ENHANCES THE PHYSICAL, ECONOMIC, AND SOCIAL ENVIRONMENT.

Objective: Improve, enhance, and expand the region's bicycle and pedestrian system and improve the connectivity of different transportation modes where it will result in better overall mobility.

Policies:

1. Improve mobility through more efficient land use patterns that will reduce single-occupant trip generation and support use of alternative modes.
2. Develop a network of fast, convenient, high quality transit services that are competitive with the cost and time to drive alone during peak periods.

3. Establish connected, multi-purpose trail and bikeway systems that facilitate walking and bicycling as a viable mode of transportation and recreation.
4. Develop collaborative partnerships with irrigation districts, rail companies, and other agencies to utilize canals, waterways, abandoned right of ways, and other lands as biking and pedestrian trails.
5. Support light rail between cities.
6. Support expanded transit throughout Tulare County.

GOAL: IMPROVE GOODS MOVEMENT WITHIN THE REGION TO INCREASE ECONOMIC VITALITY, MEET THE GROWING NEEDS OF FREIGHT AND PASSENGER SERVICES, AND IMPROVE TRAFFIC SAFETY, AIR QUALITY, AND OVERALL MOBILITY.

Objective: Coordinate with regional transportation systems across county borders to ensure an efficient flow of people and goods along key trade and interregional commuting corridors.

Policies:

1. Improve safety and capacity of vital east-west corridors.
2. Ensure that the high-speed rail system, if implemented, supports Tulare County in achieving its economic, environmental, land use, and mobility goals.
3. Define regional infrastructure and develop a process for monitoring the performance and adequacy of the infrastructure and developing future needs.
4. Support the extension of State Route 65 north to Fresno County.

TSM STRATEGIES, TDM MEASURES, TCM, ITS PROGRAMS

GOAL: IMPROVE TRANSPORTATION MOBILITY AND OPERATIONS BY IMPROVING AND UTILIZING TSM STRATEGIES, TDM, TCM, AND ITS PROGRAMS.

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

(TSM strategies coordinate travel modes through operating, regulating and service policies to achieve maximum efficiency and productivity for the whole circulation system.)

Objective: Improve vehicular flow and efficiency of the region's circulation system by programming operational improvement projects in the RTIP (5-year scope).

Policies:

1. Encourage signal timing or coordination programs in urbanized areas.
2. Support implementation of separated bus turnouts for bus stops.
3. Encourage removal of on-street parking in heavily congested areas.
4. Recommend that traffic is channeled and access is controlled (Arterial and Major Collectors).

POLICY ELEMENT

5. Support installation of adequate left and right turning pockets to allow increased storage, as necessary.
6. Encourage improvements in design of signalized intersections to improve turning for large vehicles and circulation flow.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

(TDM consists of managing human behavior regarding how, when and where people travel.)

Objective: Encourage uses of alternate transportation modes, flex hours and mixed land uses resulting in a balance between jobs and housing by commenting and providing input on General Plan updates and land use development policies (20-year planning document).

Policies:

1. Support rideshare outreach and public information programs.
2. Encourage employers to utilize flex hours, vanpools, and telecommuting.
3. Support mixed land use developments that encourage a balance of jobs and housing.
4. Support efforts to designate bikeways and pedestrian facilities within urbanized areas.
5. Support outreach programs that encourage carpooling, transit use, bicycling, walking, flex hours, vanpools and telecommuting as an alternative to the single occupant vehicle.
6. Support Regional Blueprint activities and planning efforts.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

(Intelligent Transportation Systems are a range of technologies including processing, control, communication and electronics, that are applied to a transportation system. It also includes an advanced approach to traffic management.)

Objective: Encourage the use of Intelligent Transportation Systems (ITS) technology by participating in the San Joaquin Valley Intelligent Transportation System Strategic Deployment Plan.

Policies:

1. Support and adopt the San Joaquin Valley ITS Strategic Deployment Plan.
2. Start the maintenance of effort required for the San Joaquin Valley ITS Strategic Deployment Plan.
3. Coordinate with all San Joaquin Valley Councils of Governments.

TRANSPORTATION CONTROL MEASURES (TCM)

(TCM reduces vehicle trips, vehicle miles traveled, vehicles idling, or traffic congestion to reduce motor vehicle emissions.)

Objective: Encourage the reduction of automotive emissions, impacts, and fuel consumption associated with urban travel by monitoring and modeling capacity increasing projects in the Federal Transportation Improvement Program (4-year programming document).

Policies:

1. Continue to encourage ridesharing throughout the County.
2. Support development of Transportation Management Associations (TMA) to coordinate small business rideshare programs.
3. Encourage employers to support rideshare programs within the County.
4. Encourage telecommuting.
5. Support attractive alternatives to the use of private automobiles (e.g. transit).

PERFORMANCE MEASURES

Goal: DEVELOP AN EFFICIENT, MAINTAINED, AND SAFE CIRCULATION NETWORK THAT MAXIMIZES VALUE, LONGEVITY AND FISCAL RESPONSIBILITY THAT ALSO MINIMIZES ENVIRONMENTAL IMPACTS AND MEETS PUBLIC EXPECTATIONS.

Objective: Develop an efficient regional road and circulation system that allows *mobility* and *accessibility* for vehicles, bicycles, pedestrians, and mass transportation in the Scope of this RTP (20-year plan).

Policies:

1. Maintain and improve the highway, streets, and roads in Tulare County with federal, state, and local available funding
2. Support the development of bicycle and pedestrian plans and projects that contribute to the increased usage of bicycles and pedestrians on the regional road and circulation system.
3. Develop cohesion and cooperation among transit operators that provide efficient and accessible transit service between and within communities.
4. Maintain a Level of Service C or better on rural roads and Level of Service D or better on Urban roads.

Objective: Develop a *reliable and practical* regional road system for the scope of the RTP (20-year plan)

Policies:

1. Monitor road conditions using the Highway Pavement Management System (HPMS) and traffic counters to determine circulation and road conditions on the regional road system.
2. Identify future regional road and circulation needs during the RTP development.
3. Program regional road and circulation system improvements and maintenance projects using federal, state, and local funding.
4. Monitor regional road and circulation system based on the Highway Capacity Manuel.

Objective: Develop *cost-effective* transportation improvements, which utilize public funds that benefit the regional road and circulation system in the scope of this RTP (20-year plan).

Policies:

1. Rank and score transportation projects using federal and state funding, based on regional significance, safety, cost effectiveness and project need based on adopted guidelines.
2. Coordinate local funding on regionally significant projects.
3. Develop alternate transportation improvements to reduce vehicles miles traveled and emissions.

Objective: Develop a durable regional road and circulation system that promotes *sustainability* and value in the scope of this RTP (20-year plan).

Policies:

1. Develop projects that are valuable to the regional road and circulation system that reduce vehicle miles traveled, reduce level of service and create safe travel corridors within the region.
2. Promote alternative transportation usage and develop support of facilities to encourage growth.
3. Develop a minimum level response time for transit Dial-a-Ride service, minimum delays for fixed routes service and expanded service areas for transit carriers.
4. Utilize highway, streets, and road shoulders for bicycle use and pedestrian access.

Objective: Advocate agency fiscal responsibility (*economic well being*) of public transportation funding in developing the regional road and circulation system in the scope of this RTP (20-year plan).

Policies:

1. Complete performances audit every three years on TCAG and its member agencies (that encompasses transit, state, and federal funding on projects and their development and completion).
2. Complete a fiscal audit of TCAG and agencies every year as required by California State law for public agencies.

Objective: Coordinate transportation and circulation with land use development, which minimizes *environmental* impacts and encourages the coexistence of nature and human circulation needs in the scope of this RTP (20-year plan).

Policies:

1. Complete and adopt a program Environmental Impact Report (EIR) for the RTP.
2. Complete and adopt a full individual EIR on all major capacity increasing highway, street, and road projects on the regional road and circulation system.

Objective: Support circulation projects, which improve and create *safe and secure* highways, streets, and roads on the regional road and circulation system in Tulare County in the scope of this RTP (20-year plan).

Policies:

1. Develop Project Study Reports (PSR) on major capacity increasing projects on the regional road and circulation system.
2. Identify projects in the RTP that improve circulation and lower accident rates on the regional road and circulation system

POLICY ELEMENT

Objective: Promote fair and *equitable* transportation improvements throughout the regional road and circulation system in Tulare County in the scope of this RTP (20-year plan).

Policies:

1. Develop a project ranking system to be used on all major capacity increasing projects to identify the level of need, equitability, safety and project benefits for the region as a whole.
2. Develop a Regional Transportation Improvement Program (RTIP) every two years.
3. Program any federal or state funding using the RTIP project ranking, otherwise what is specified by specific funding requirements of each program (e.g. Congestion Mitigation and Air Quality Program (CMAQ))

Objective: Perform public outreach to insure public *satisfaction* on the regional road and circulation system in Tulare County in the scope of this RTP (20-year plan).

Policies:

1. Encourage public participation through each of the steps in regional project development.
2. Publish public notices and hearings to allow the public to comment on regional road and circulation projects.
3. Provide a time for public comment at the TCAG Board at each meeting.
4. Encourage public participation through the public outreach campaign during the development of the RTP.

ENVIRONMENTAL JUSTICE

Goal: ENSURE THAT TRANSPORTATION INVESTMENTS DO NOT DISCRIMINATE ON THE BASIS OF RACE, COLOR, NATIONAL ORIGIN, SEX, AGE OR DISABILITY.

Objective: Encourage regional transportation planning that is consistent with Title VI and Environmental Justice Federal Requirements in the scope of this RTP (20-year plan).

Policies:

1. All existing and new public transit services shall be provided in a manner consistent with Title VI of the 1964 Civil Rights Act and Executive Order 12898 on Environmental Justice, including the prohibition of intentional discrimination and adverse disparate impact with regard to race, ethnicity or national origin.
2. Direct jurisdictions to ensure that public funds are not spent in a way that encourages, subsidizes or results in discrimination.



*City of Porterville
Salute to the Farmer*

Action
Element



*City of Lindsay
Sweet Briar Plaza*

ACTION ELEMENT

ASSUMPTIONS

The Action Element has been prepared based on the best possible planning assumptions available to TCAG during the preparation of the 2011 Regional Transportation Plan (RTP). There are many variables that can be predictable and many more that can only be estimated. With all things considered the past and traditional funding mechanisms and needs drive the development of this RTP. Unforeseen State natural disasters and State financial constraints can affect the projects listed in this RTP. The RTP is prepared assuming stable funding sources, escalated revenues based off of current and past funding levels (see financial element) and projects cost using year of expenditure cost estimates. This Plan assumes that there is a current funding shortfall to cover all transportation needs in Tulare County. Due to the size and large number of miles of roads in Tulare County there will continue to be deficient funding for the Regional Road System [Figure 3-1]. TCAG and the County will continue to lobby for increased funding for farm to market roads and other opportunities that present themselves to improve the circulation in Tulare County.

Travel demand in Tulare County is determined through an assessment of current and future traffic estimates using field surveys and traffic counts, census and Department of Finance (DOF) data, local plans and the Tulare County Regional Transportation Model. In this region, as in most, commuters make up the bulk of the peak hour trips. However, retail, recreational, agricultural, mining, and industrial land uses are also major generators of traffic. Commuters, shoppers, and people in need of services in both cities impact the corridor between the

Cities of Tulare and Visalia. The County of Tulare employs approximately 4,400 people throughout the County, many of whom come from all parts of the County, as well as other counties, to the City of Visalia (based upon estimates of Tulare County Human Resource Department).

Examples of demand generated by agriculture include truck trips from fields to processing plants, milk shipments, processed goods en route to markets and raw material shipments such as packaging materials to be used by processing plants. There are also many trips generated by industrial land uses, aggregate and raw materials being shipped to manufacturers and finished products going to market for construction purposes. Per Caltrans traffic counts, many of the state highways in the County are experiencing truck traffic that accounts for between 15% to 25% of all vehicle trips (SR-65, SR-99, SR-198). Some county regional roads such as Road 80 and Avenue 416 also experience heavy truck traffic (18% to 19% of all vehicle trips). Each segment on the Regional Road System has its own unique mix of traffic and as development continues throughout the region, demand for all types of travel on the transportation network will continue to increase.

Projections indicate that this region can expect increased population, and therefore travel demand, to continue to increase steadily for the scope of this Plan. As more housing is constructed and employers move into Tulare County, travel demand will continue to increase. These new activities will cause an intensification of use on our State Highways, streets and roads. Agencies have developed plans to accommodate growth. The RTP describes future systems that respond to increased transportation demands.

Table 3-1, Travel Demand on Selected Segments of the Regional Road System in Tulare County was derived from the Tulare County Regional Transportation Model and

Figure 3-1 Tulare County Regional Road System

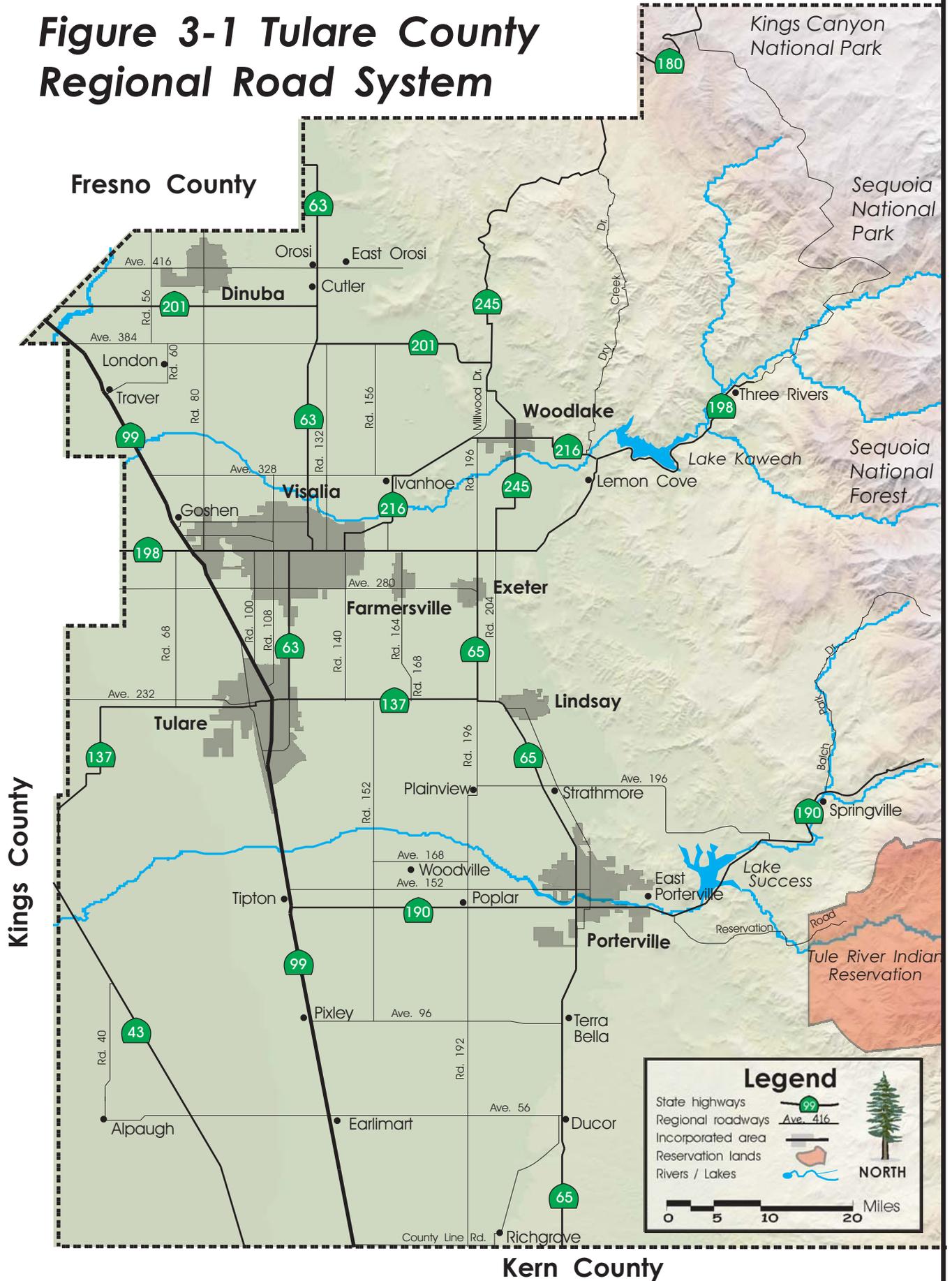
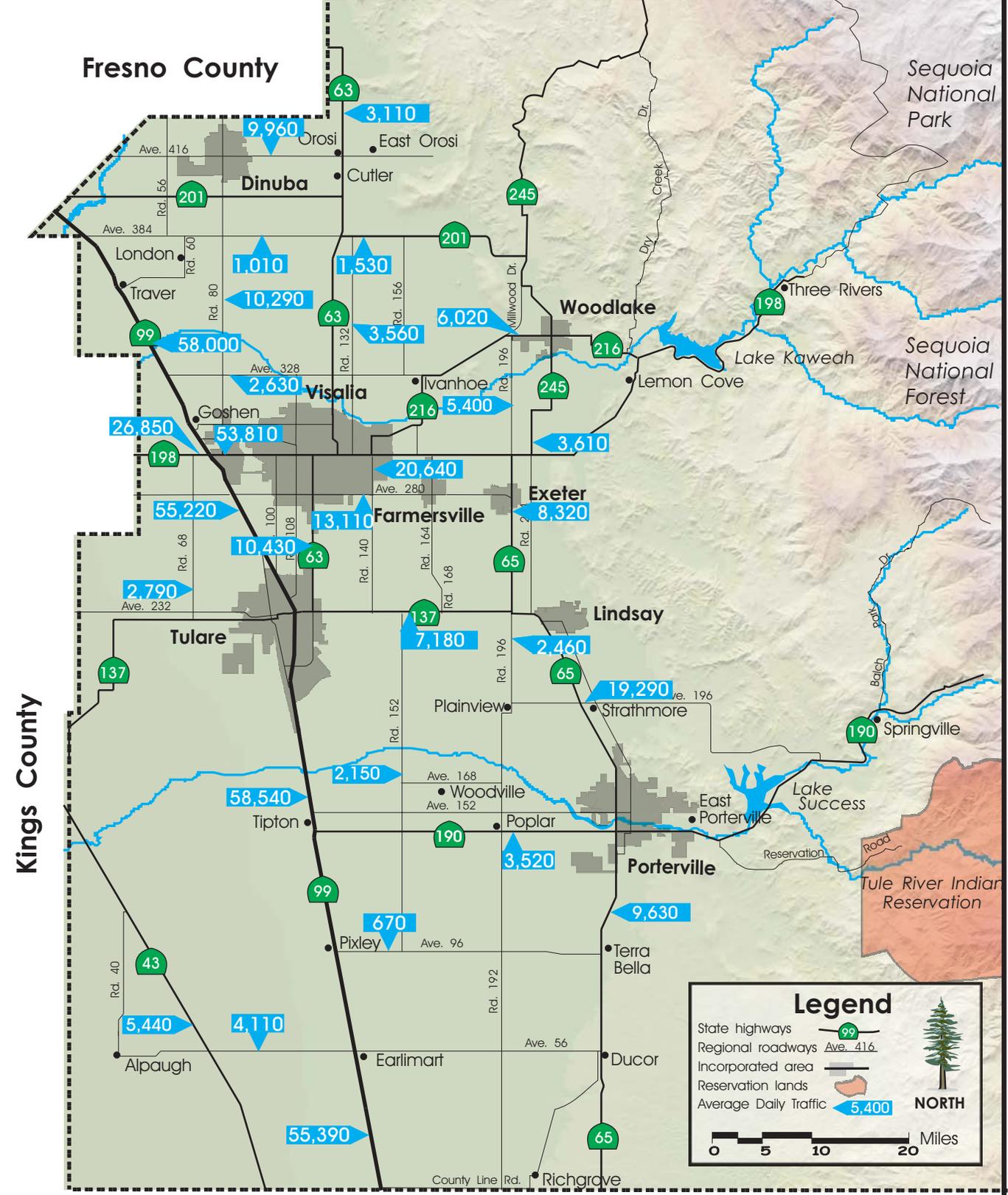


Table 3-1
DAILY TRAFFIC ON SELECTED SEGMENTS OF THE
REGIONAL ROAD SYSTEM IN TULARE COUNTY

SEGMENT	2010 ADT*	2035 ADT*	2010 - 2035	
			NET INCREASE	% INCREASE
SR-43 - Kern County to Kings County	5,440	8,710	3,270	60.11
SR-63 - SR-201 to Fresno County Line	3,110	5,820	2,710	87.14
SR-63 - SR-137 to Avenue 280	10,430	14,150	3,720	35.67
SR-65 - SR-198 to SR-137	8,320	10,300	1,980	23.80
SR-65 - SR-137 to SR-190	19,290	27,240	7,950	41.21
SR-65 - SR-190 to Kern County Line	9,630	21,890	12,260	127.31
SR-99 - SR-198 to Fresno County Line	58,000	67,320	9,320	16.07
SR-99 - SR-198 to SR-137	55,220	100,570	45,350	82.13
SR-99 - SR-137 to SR-190	58,540	106,910	48,370	82.63
SR-99 - SR-190 to Kern County Line	55,390	111,540	56,150	101.37
SR-137 - Road 152 to Road 168	7,180	36,530	29,350	408.77
SR-190 - SR-99 to Newcomb	3,520	20,370	16,850	478.69
SR-198 - SR-99 to Kings County Line	26,850	52,090	25,240	94.00
SR-198 - SR-99 to SR-63	53,810	97,530	43,720	81.25
SR-201 - SR-63 to SR-245	1,530	5,120	3,590	234.64
SR-216 - Road 168 to SR-245	6,020	4,690	(1,330)	(22.09)
SR-245 - SR-198 to SR-216	3,610	5,900	2,290	63.43
Avenue 56 - SR-43 to SR-99	4,110	5,320	1,210	29.44
Avenue 96 - SR-65 to SR-99	670	1,130	460	68.66
Avenue 280 - SR-63 to Farmersville	13,110	28,500	15,390	117.39
Avenue 328 - SR-99 to SR-63	2,630	6,290	3,660	139.16
Avenue 384 - Road 80 to SR-63	1,010	860	(150)	(14.85)
Avenue 416 - Dinuba to Orosi	9,960	14,550	4,590	46.08
Road 68 - Avenue 232 to SR-198	2,790	3,180	390	13.98
Road 80 - Avenue 328 to SR-201	10,290	29,390	19,100	185.62
Road 132 - Avenue 328 to SR-201	3,560	10,970	7,410	208.15
Road 140 - Avenue 280 to SR-198	20,640	37,900	17,260	83.62
Road 152 - SR-137 to SR-190	2,150	2,380	230	10.70
Road 196 - SR-198 to SR-216	5,400	6,660	1,260	23.33
Road 196 - SR-137 to Avenue 192	2,460	3,250	790	32.11
YEAR TOTAL	464,670	847,060	382,390	82.29

* 2007 TCAG Transportation Model Projections

Figure 3-2 2010 Tulare County Average Daily Traffic Volumes



2003 TCAG Transportation Model TP+ /Viper

Kern County

existing traffic counts. The Model uses population figures based from California Department of Finance (DOF) data and land use assumptions based on current general plans for each of the cities and the County. Table 3-1 also shows the projected percent increase in Average Daily Trips (ADT) for each of the segments over that time period as well as total daily trips, vehicle miles traveled (VMT) and the percent increases for each year. Figure 3-2 shows the ADT on selected segments for the year 2009 and Figure 3-3 shows the projected ADT for 2035. These projections are a fair indication of trends and are used as a basis for system planning and strategies for reducing congestion.

Regional Road System

Figure 3-1 displays the Regional Road System in Tulare County; the roads have been identified as roads that have regional significance to Tulare County circulation infrastructure.

Population

Since 1950, Tulare County population has experienced a 1.9% annualized growth rate as displayed in Table 3-2.2. The current County population is 441,481. The city populations according to the DOF January 2009 estimates are as follows: Visalia 123,670, Porterville 52,056, Tulare 58,506, Dinuba 21,237, Lindsay 11,684, Exeter 10,665, Farmersville 10,771 and the Woodlake 7,769.

Funding

Transportation funding has traditionally come from federal and state sources with some funding being generated locally for transportation improvements. Local funding was greatly enhanced with the passage of Measure R (1/2 cent sales tax initiative). Examples of funding sources include: the State Transportation

Improvement Program (STIP) through SB 45, the Transportation Enhancement Act (ISTEA, TEA 21, SAFTEA-LU), special congressional or senate legislation for farm to market funds, Federal Transit Administration (FTA) funds and some local sources from developer and impact fees. For a more detail review of funding sources, please refer to the Financial Element.

In November 2006, Tulare County residents passed the Measure R regional sales tax. The .5 cent sales tax is estimated to bring in over \$1.2 billion over its 30-year life for transportation projects. There are many needs for capacity increasing projects as well as basic operations and maintenance of the existing system. Even with Measure R, funding falls short of the needs in Tulare County. Other sources of funding for new projects and operations and maintenance of the existing system are constantly being explored by TCAG and the local agencies. For example, Tulare County is investigating the development of traffic impact fees to assist in funding transportation improvements.

Projections

Assuming the population continues to grow and traffic demand continues to increase along with population, improvements on the regional circulation system must be addressed. Figure 3-3 displays the TCAG model projections for the average daily traffic volumes in 2035. Figures 3-4 and 3-5 display the level of service (LOS) D or worse for segments on the Regional Road System and identifies transportation needs for those that are at capacity or near capacity and will require improvements during the scope of this plan. Unfortunately, not all needs will receive the attention necessary for the improvements due to funding constraints.

Table 3-2.1 Population 1950 to 2009

	1950	1960	1970	1980	1990	2000	2009
Dinuba	4,971	6,103	7,917	9,907	12,743	16,844	21,237
Exeter	4,078	4,264	4,475	5,606	7,276	9,168	10,665
Farmersville	uninc.	3,101	3,456	5,544	6,235	8,737	10,771
Lindsay	5,060	5,397	5,206	6,936	8,338	10,297	11,684
Porterville	6,904	7,991	12,602	19,707	29,563	39,615	52,056
Tulare	12,445	13,824	16,235	22,530	33,249	43,994	58,506
Visalia	11,749	15,791	27,268	49,729	75,636	91,565	123,670
Woodlake	2,525	2,623	3,371	4,343	5,678	6,651	7,769
Incorporated	47,732	59,094	80,530	124,302	178,718	226,871	296,358
Unincorporated	101,532	109,310	107,792	121,436	133,203	141,150	145,123
County Total	149,264	168,404	188,322	245,738	311,921	368,021	441,481

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

Table 3-2.2 Population Growth Rate

	1950-60	1960-70	1970-80	1980-90	1990-00	2000-09	Annualized
Dinuba	22.8%	29.7%	25.1%	28.6%	32.2%	26.1%	2.5%
Exeter	4.6%	4.9%	25.3%	29.8%	26.0%	16.3%	1.6%
Farmersville	n/a	11.4%	60.4%	12.5%	40.1%	23.3%	2.6%
Lindsay	6.7%	-3.5%	33.2%	20.2%	23.5%	13.5%	1.4%
Porterville	15.7%	57.7%	56.4%	50.0%	34.0%	31.4%	3.5%
Tulare	11.1%	17.4%	38.8%	47.6%	32.3%	33.0%	2.7%
Visalia	34.4%	72.7%	82.4%	52.1%	21.1%	35.1%	4.1%
Woodlake	3.9%	28.5%	28.8%	30.7%	17.1%	16.8%	1.9%
Incorporated	23.8%	36.3%	54.4%	43.8%	26.9%	30.6%	3.1%
Unincorporated	7.7%	-1.4%	12.7%	9.7%	6.0%	2.8%	0.6%
County Total	12.8%	11.8%	30.5%	26.9%	18.0%	20.0%	1.9%

NEEDS AND SCENARIOS

Transportation needs are derived from congestion and circulation conditions that result from development, population growth and roadway characteristics. Increase in the County's growth has contributed to the need to improve streets, highways, and inter-city transit.

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

- Tulare County Regional Transportation Model Viper (TP+);
- 2010 State Transportation Improvement Program (STIP);
- The 2010 Regional Transportation Improvement Program (RTIP) and 2011 Federal TIP; and
- Transit Development Plans (TDPs).

Senate Bill (SB) 45 changed the STIP from a seven-year program to a five-year program with a six-year transitional STIP cycle. This provides for each county to receive a minimum amount of funding over the STIP cycle. The STIP is composed of a RTIP from each county in California and the Interregional Improvement Program (IIP) from Caltrans. The **draft 2010 RTIP (CTC adoption is scheduled in May 2010 – prior to adoption of the 2011 RTP)** includes construction and/or preliminary phase programming on SR-99, SR-198, SR-216, Plaza Dr and Rd 80. The 2008 RTIP projects are listed on Table 3-3 and the draft 2010 RTIP projects are listed on Table 3-3a. Although funds are limited, TCAG proposes programming many improvements to regional roads and State Routes. Tables 3-13 and 3-14 at the end of this chapter list the projects in the County that have identified sources of funding. Table 3-15 displays the list of unconstrained projects that have been

requested during the scope of this Plan, but are not fully fundable at this time.

The Action Element provides a summary of existing and future conditions on the Tulare County transportation system. Existing and future circulation issues and land use trends are also addressed. The analysis is intended to establish a rational process to meet future travel needs. This Element examines the long-term effects on roadway capacities by projecting future traffic levels and improvements that result in increasing traffic volumes.

Specialized Needs-Farm to Market

Agriculture accounts for a large percentage of commodity movement in Tulare County. Crops, ranching and forest production accounts for a large share of commercial truck travel in the region. In 2008, Tulare County farms produced over \$5 billion in gross revenue as estimated by the County Agricultural Commissioner's office. Every year for more than a decade agricultural products in Tulare County have accounted for at least \$1 billion worth of business. Other major types of commercial truck travel in the region include: retail distribution, construction, gravel mining, delivery to and from industrial facilities, gasoline and fuel distribution, and household goods movement. 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 and the central location of Tulare County between the Los Angeles and Bay Area metropolitan areas.

Caltrans has requested that corridor studies be an integral part of the RTP. Corridor studies are appropriate for commodity movement because even though all types of roads in the County are used for commodity movement, a large amount of truck traffic uses several major travel

corridors in the region (see the Corridor section for specific facilities). Rail lines are also often an integral part of major corridors.

Together, truck and rail systems move the bulk of goods within and through the region. Other modes of commodity movement in the region include aviation and pipelines. Destinations for commodity movement in the region include farms, packing and processing plants, cold storage facilities, dairies, grain elevators, lumber mills, manufacturers and distribution centers.

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.

Other issues involving the trucking industry are inadequate on-site parking, which leads to trucks queuing on public roadways. This action causes decreased roadway capacity as well as safety concerns. Facilities that handle high volumes of trucks must be built and maintained to a standard that accommodates this type of heavy commercial use. Many roadways now carrying large percentages of trucks were initially built when the sizes of commercial loads were smaller and truck use frequency was lower. The structural integrity and maintenance of our transportation infrastructure is more important than ever. Please refer to the Goods Movement chapter for additional information.

Existing System Maps

The existing circulation system involves a variety of modal choices for the movement of people and goods. The following maps display the existing circulation system:

- Bicycle Routes (Fig 3-6)
- Aviation System (Fig 3-7)
- Railroad Lines (Fig 3-8)

**Figure 3-4
2010 Tulare County Regional
Rural Roads**

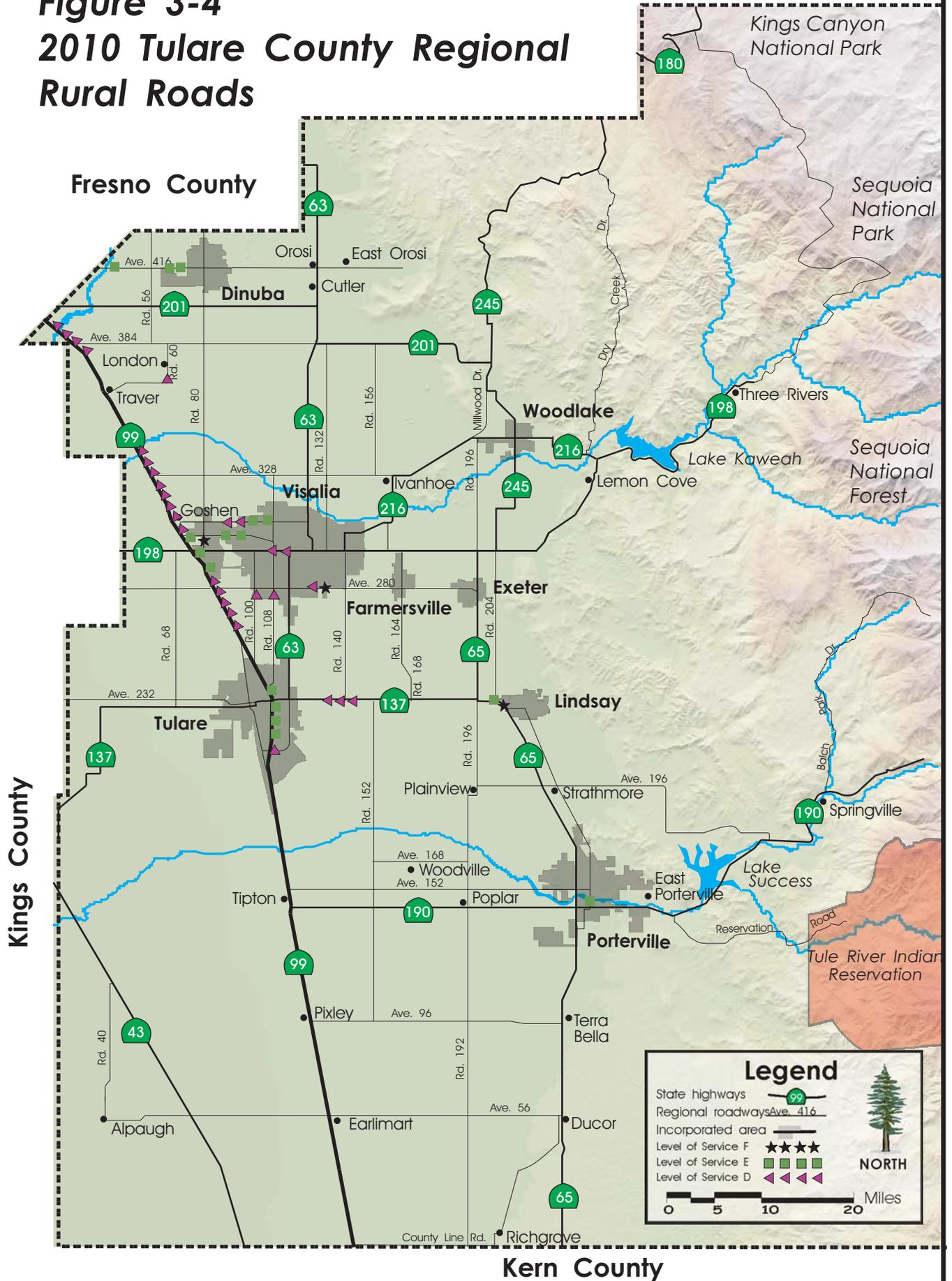


Figure 3-5 2010 Tulare County Regional Urban Roads Level of Service

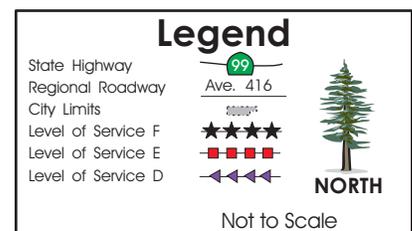
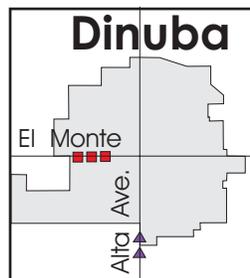
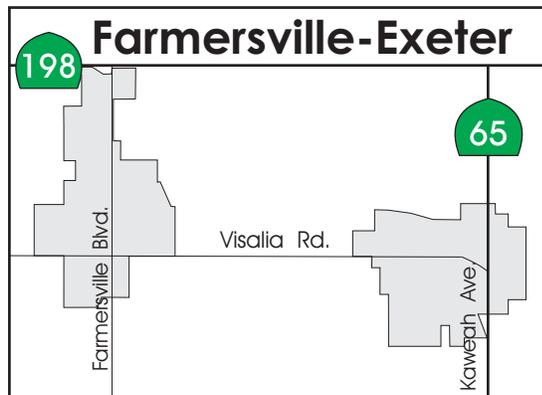
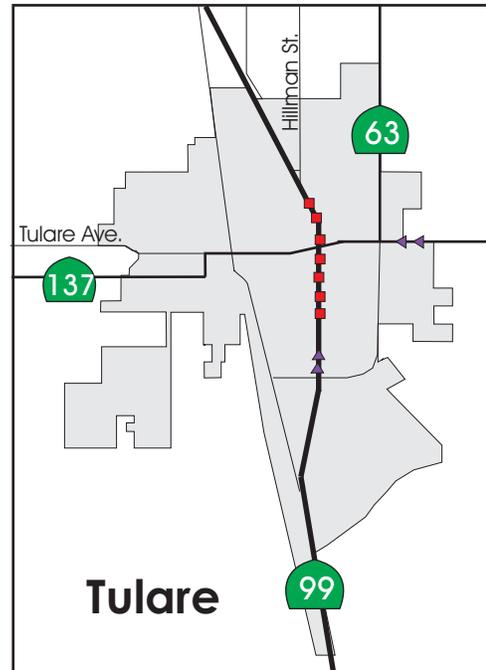
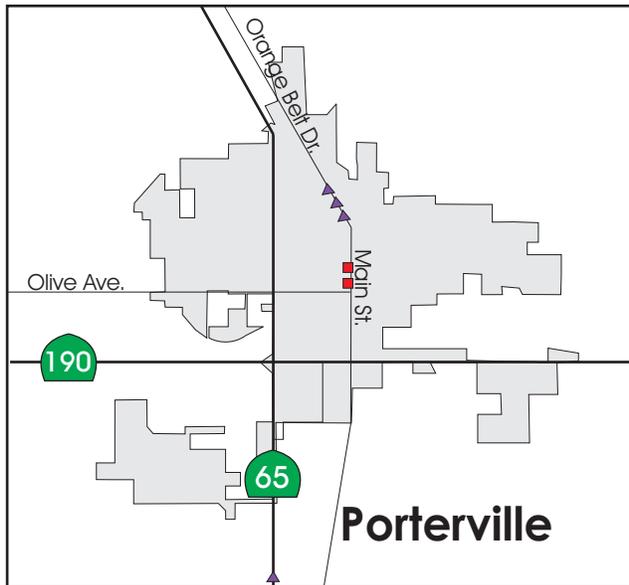
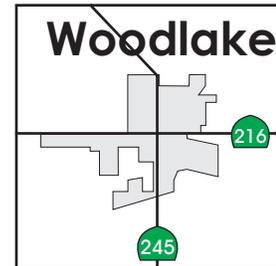
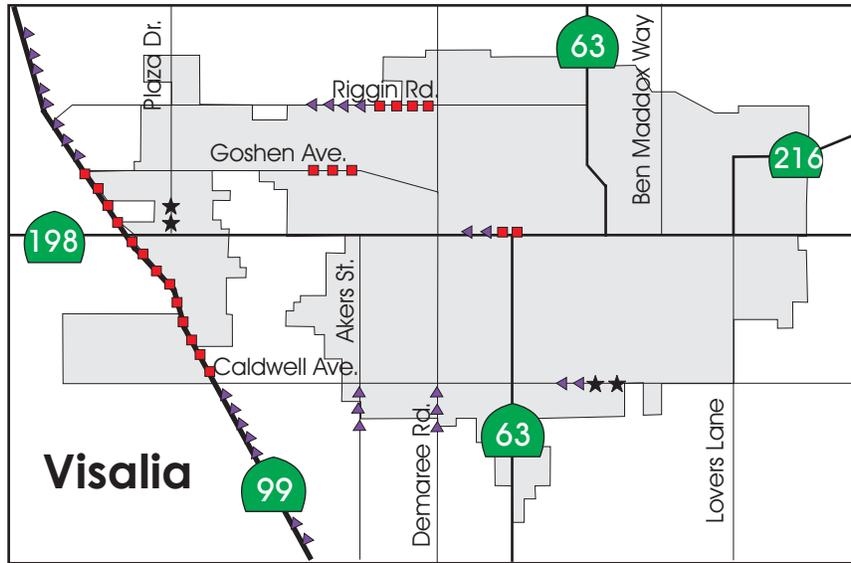


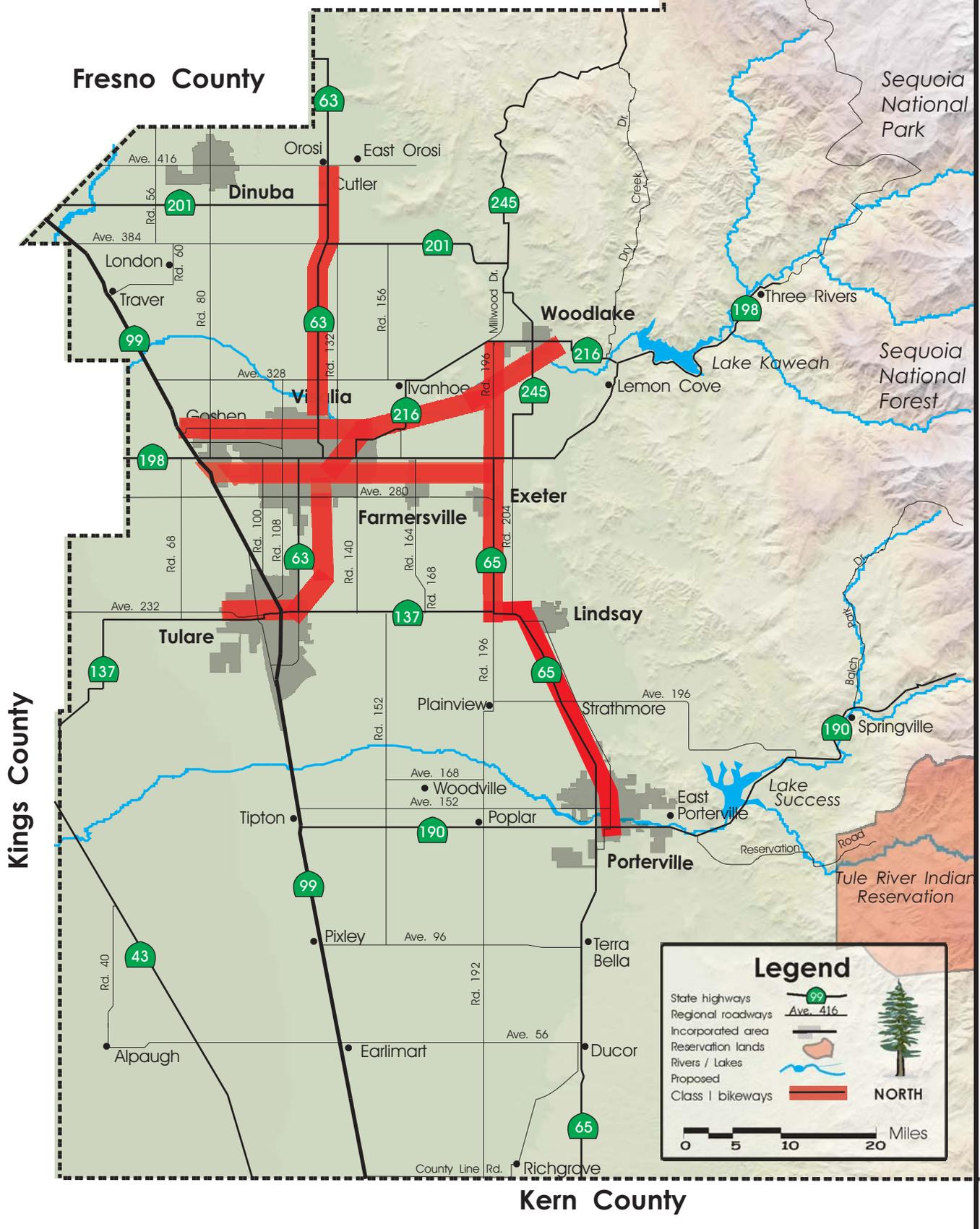
Table 3-3
2008 Regional Transportation Improvement Program (RTIP)

Agency	Rte	PPNO	Project	Total	Project Totals by Fiscal Year						Project Totals by Component					
					Prior	08-09	09-10	10-11	11-12	12-13	R/W	Const	E&P	PS&E	R/W Sup	Con Sup
Highway Projects:																
Tulare County	loc	6L11	Rd 80 expwy, Ave 304-Av 328, 4 lanes (phase 1)	7,855	0	7,855	0	0	0	0	0	7,855	0	0	0	0
Caltrans	198	A4360B	4-lane expressway, Rt 43-Rt 99 (RIP)(CMIA)(08S-08)	8,390	8,390	0	0	0	0	0	6,727	0	0	800	863	0
Caltrans	65	104	Align Rd 204, Rt 65-Rt 198, 4 lanes	3,150	3,150	0	0	0	0	0	0	0	3,150	0	0	0
Caltrans	65	8650	Rt 190-Av 56, widen to 4 In expwy	11,773	11,773	0	0	0	0	0	6,400	0	800	1,773	2,800	0
Caltrans	99	6400	Tagus Ranch, Prosperity Av-Goshen OH, 6-lane	12,000	0	0	0	0	3,300	8,700	7,600	0	0	3,300	1,100	0
Caltrans	99	6423	Betty Drive Interchange improvements	5,700	0	1,600	0	0	4,100	0	0	0	1,600	3,500	600	0
Caltrans	216	106	Visalia, Lover Ln- McAuliff St, 4 lanes	11,000	1,900	3,070	0	0	6,030	0	2,200	5,500	1,900	460	410	530
Visalia	loc	105	Plaza Dr, Airport Dr-Goshen Av, 4 ln & 6 ln (08S-34)	16,020	0	0	0	16,020	0	0	0	16,020	0	0	0	0
Tulare County	loc	6414	Rd 80 expwy, Ave 384-Av 416, 4 lanes (phase 2)(08S-34)	16,020	0	0	16,020	0	0	0	0	16,020	0	0	0	0
Tulare County	loc	6414A	Rd 80 expwy, Ave 342-Av 384, 4 lanes (phase 3)(08S-34)	22,280	0	0	0	22,280	0	0	0	22,280	0	0	0	0
Subtotal, Highway Projects				114,188	25,213	12,525	16,020	38,300	13,430	8,700	22,927	67,675	7,450	9,833	5,773	530
Transportation Enhancement (TE) Projects:																
Visalia	te	D013	Packwood Creek bicycle path	195	0	195	0	0	0	0	0	195	0	0	0	0
Woodlake	te	6438	Bravo Lake Botanical Garden	100	0	0	0	100	0	0	0	100	0	0	0	0
Visalia	te	D006A	Santa Fe bike path	402	0	0	402	0	0	0	0	402	0	0	0	0
Visalia	te	D019	St Johns River bike path, Rd 148-Cutler	245	0	0	86	159	0	0	78	159	0	8	0	0
Tulare	te	D020	Santa Fe rail to rail extension	272	0	0	272	0	0	0	0	250	0	22	0	0
Visalia	te	D021	Transit Center/Main St corridor	179	0	0	6	173	0	0	0	173	0	6	0	0
Lindsay	te	D022	Government Center plaza	205	0	0	6	199	0	0	0	199	0	6	0	0
Tulare CAG	res	D006	TE reserve	2,008	0	0	0	337	763	908	0	2,008	0	0	0	0
Subtotal, TE Projects				3,606	0	195	772	968	763	908	78	3,486	0	42	0	0

Table 3-3a
Draft 2010 Regional Transportation Improvement Program (RTIP)

Agency	Rte	PPNO	Project	Total	Project Totals by Fiscal Year						Project Totals by Component					
					Prior	10-11	11-12	12-13	13-14	14-15	R/W	Const	E&P	PS&E	R/W Sup	Con Sup
Highway Projects:																
Caltrans	65	104	Align Rd 204, Rt 65-Rt 198, 4 lanes	3,150	3,150	0	0	0	0	0	0	0	3,150	0	0	0
Caltrans	65	8650	Rt 190-Av 56, widen to 4 ln expwy	11,773	11,773	0	0	0	0	0	6,400	0	800	1,773	2,800	0
Caltrans	99	6400	Tagus Ranch, Prosperity Av-Goshen OH, 6-lane	12,000	0	0	2,000	1,150	1,300	7,550	7,600	0	0	3,300	1,100	0
Caltrans	99	6423	Betty Drive Interchange improvements	5,700	1,600	0	0	0	4,100	0	0	0	1,600	3,500	600	0
Caltrans	216	106	Visalia, Lover Ln- McAuliff St, 4 lanes	11,000	4,970	0	6,030	0	0	0	2,200	5,500	1,900	460	410	530
Visalia	198	105	SR-198 aux lanes, SR-198/Plaza I/C, Plaza widening Airport to Goshen	16,020	0	0	16,020	0	0	0	0	16,020	0	0	0	0
Tulare County	loc	6414	Rd 80 expwy, Ave 384-Av 416, 4 lanes (phase 2)	16,020	0	16,020	0	0	0	0	0	16,020	0	0	0	0
Tulare County	loc	6414A	Rd 80 expwy, Ave 342-Av 384, 4 lanes (phase 3)	22,280	0	22,280	0	0	0	0	0	22,280	0	0	0	0
Subtotal, Highway Projects				97,943	21,493	38,300	24,050	1,150	5,400	7,550	16,200	59,820	7,450	9,033	4,910	530
Transportation Enhancement (TE) Projects:																
Visalia	te	D019	St Johns River bike path, Rd 148-Cutler	245	86	159	0	0	0	0	78	159	0	8	0	0
Visalia	te	D021	Transit Center/Main St corridor	179	6	173	0	0	0	0	0	173	0	6	0	0
Lindsay	te	D022	Government Center plaza	205	6	199	0	0	0	0	0	199	0	6	0	0
Lindsay	te		Tulare Rd Pedestrian Safety Bollards	167	0	167	0	0	0	0	0	167	0	0	0	0
Visalia	te		Packwood Creek .25m riparian trail	118	0	0	118	0	0	0	0	118	0	0	0	0
Visalia	te		Packwood Creek .75m riparian trail	250	0	0	250	0	0	0	0	250	0	0	0	0
Farmersville	te		Farmersville Blvd median & sidewalk	575	0	0	0	575	0	0	0	575	0	0	0	0
Tulare	te		Santa Fe Trail lighting, Mooney-Prosperity	250	0	0	250	0	0	0	0	250	0	0	0	0
TCAG	te		Santa Fe Trail Gap Closure - phase 1	1,100	0	0	0	0	1,100	0	0	1,100	0	0	0	0
TCAG	te		Santa Fe Trail Gap Closure - phase 2	1,100	0	0	0	0	0	1,100	0	1,100	0	0	0	0
Tulare CAG	res	D006	TE reserve	1,703	0	0	1,191	333	147	32	0	1,703	0	0	0	0
Subtotal, TE Projects				5,892	98	698	1,809	908	1,247	1,132	78	5,794	0	20	0	0

Figure 3-6 Tulare County Bicycle Paths



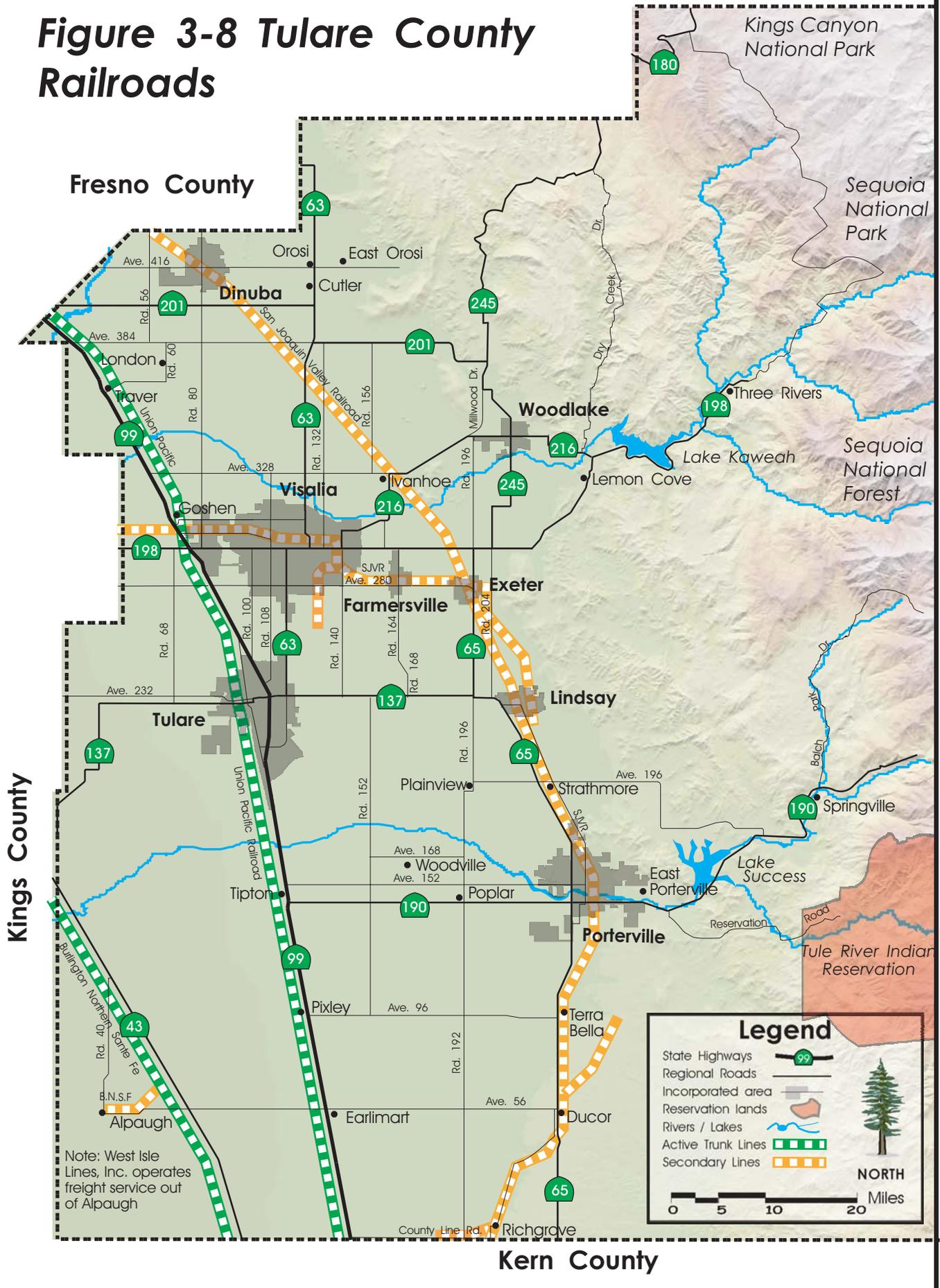
Legend

- State highways
- Regional roadways
- Incorporated area
- Reservation lands
- Rivers / Lakes
- Proposed
- Class I bikeways

NORTH

0 5 10 20 Miles

Figure 3-8 Tulare County Railroads



Capacity Problems

According to the 2005 Highway Capacity Manual (HCM), capacity is defined as "the maximum hourly 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, 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 LOS of a roadway.

$\frac{V}{C}$ = Actual number of vehicles.
 Capacity = Maximum number of vehicles on a particular segment of roadway during a specific time frame.

The 2005 HCM defines V/C ratio as "the ratio of demand flow rate to capacity for a traffic facility."

According to the 2005 HCM, LOS is categorized by two parameters, uninterrupted flow and interrupted flow. Uninterrupted flow facilities have no fixed elements, such as traffic signals, that cause interruptions in traffic flow (e.g., freeways, highways, and controlled access). Interrupted flow facilities have fixed elements that cause an interruption in the flow of traffic such as stop signs, signalized intersections, and arterial roads (Transportation Research Board). The difference between uninterrupted flow and interrupted LOS is defined in the following summary.

Uninterrupted Traffic Flow Facilities LOS (2005 Highway Capacity Manual)

- LOS A represents free flow. Individual vehicles are virtually unaffected by the presence of others in the traffic stream.
- LOS B is in the range of stable flow, but the presence of other vehicles in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.
- LOS C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual vehicles becomes significantly affected by interactions with others vehicles in the traffic stream.
- LOS D is a crowded segment of roadway with a large number of vehicles restricting mobility and a stable flow. Speed and freedom to maneuver are severely restricted and the driver experiences a generally poor level of comfort and convenience.

- LOS E represents operating conditions at or near level capacity. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.
- LOS F is used to define forced or breakdown flow (stop and go gridlock). This condition exists wherever the amount of traffic approaches a point where the amount of traffic exceeds the amount that can travel to a destination. Operations within queues are characterized by stop and go waves and they are extremely unstable.

Interrupted Traffic Flow Facilities LOS (2005 Highway Capacity Manual)

- LOS A describes operations with average intersection stopped delay of ten seconds or less (how long a driver must wait at a signal before the vehicle can begin moving again).
- LOS B describes operations with average intersection stopped delay in the range of 10.0 to 20.0 seconds per vehicle, and with reasonably unimpeded operations between intersections.
- LOS C describes operations with higher average stopped delays at intersections (in the range of 20.0 to 35.0 seconds per vehicle). Stable operations between locations may be more restricted due to the ability to maneuver and change lanes at mid-block locations can be more restrictive than LOS B. Further, longer queues and/or adverse signal coordination may contribute to lower average speeds.
- LOS D describes operations where the influence of delay is more noticeable (35.0 to 55.0 seconds per vehicle). Intersection stopped delay is longer and the range of travel speeds are about 40 percent below free flow speed. This is caused by inappropriate signal timing, high volumes and some combinations of these.
- LOS E is characterized by significant approach stopped delay (55.0 to 80.0 seconds per vehicle), and average travel speeds of one-third the free flow speed or lower. These conditions are generally considered to represent the capacity of the intersection or arterial.
- LOS F characterizes arterial flow at extremely low speeds, with high intersection stopped delay (greater than 80.0 seconds per vehicle). Poor progression, long cycle lengths and high traffic demand volumes may be major contributing factors to this condition. Traffic may be characterized by frequent stop-and-go conditions.

LOS DETERMINATION CRITERIA

ROADWAY TYPE

Interrupted Flow
 Signalized Intersection
 Multi-Way Stop Intersection
 Urban/Suburban Arterial

LOS BASED ON

Delay; stopped delay/veh.
 Delay, stopped delay/veh.
 Average travel speed, mph

Uninterrupted Flow

Freeway
 Rural Multi-Lane
 Rural Two-Lane

Density; pc/mi/ln*
 Density; pc/mi/ln*
 Delay; % time delayed

* *Passenger cars/mile/lane*

To understand the relationship of V/C and LOS, the 2005 HCM provides a table that relates V/C to delay, density, speed and volume to LOS (as displayed below).

Table 3-4
 Level of Service Criteria

LOS	DENSITY (PC/MI/LN)	UNINTERRUPTED FLOW			INTERRUPTED FLOW				
		70 MPH FREEWAY DESIGN SPEED			URBAN & SUBURBAN ARTERIAL 4 LANES SIGNALIZED				
		SPEED (MPH)	MAX. V/C	MSF (PCPHPL)	SPEED (MPH)	V/C	DELAY	ARTERIAL ADT	
							2 LANE	4 LANE	
A	<= 10	70.0	0.29	700	>= 35	0.00-.60	<= 10.0 SEC	5,000	18,000
B	<= 16	70.0	0.47	1,120	>=28	.61-.70	10.1-20 SEC	8,000	21,000
C	<= 24	68.0	0.68	1,632	>= 22	.71-.80	20.1-35 SEC	10,000	24,000
D	<= 32	64.0	0.85	2,048	>= 17	.81-.90	35.1-55 SEC	12,000	27,000
E	<= 45	53.0	1.00	2,400	>= 13	.91-1.00	55.1-80 SEC	13,000	30,000
F	var	var	var	var	< 13	> 1.00	> 80 SEC		

rip01LOS.XLS

SOURCE: Highway Capacity Manual.

1. PC/MI/LN: passenger cars per mile per lane.
2. ADT: average daily traffic. These figures are affected by intersections' degree of access control, roadway, grades, design, geometrics, truck traffic, etc.
3. MSF: maximum service flow rate per lane under ideal conditions.
 [cj (capacity under ideal conditions) * v/c = MSF]
 var=varies

ACTION ELEMENT

Caltrans policy defines LOS "D" as an acceptable operating condition when planning for future State facilities in urbanized areas. TCAG monitors traffic levels of service on the regional roads. The monitoring allows TCAG to identify deficiencies on the system and plan to make improvements. TCAG rescinded its designation as the Congestion Management Agency in March 1997. However, TCAG opted to keep the level of service element of the Congestion Management Program (CMP) and to continue to review and comment on traffic impact studies on a yearly basis.

FORECASTING

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

Population

Table 3-4.1 displays the population projections for Tulare County. The future horizon year estimates were developed based on past DOF estimates and U.S. Census counts and uses transportation model inputs, including the Tulare County General Plan assumptions and trends in population, housing and relationships.

Households

In Table 3-4.2 total housing units were developed using official state estimates, Woods & Poole data and transportation model inputs. This data is available by city for single and multiple family units.

Employment

In Table 3-4.3 employent projections were developed using official state estimates, Woods & Poole data and transportation model inputs.

Table 3-4.1 Tulare County Population Projections 2010 to 2040

Source:	2010	2015	2020	2025	2030	2035	2040
California DOF	466,893	na	599,117	na	742,969	na	879,480
Woods&Poole	435,135	458,135	482,482	506,973	531,639	556,430	581,433
TCAG Model	466,008	498,640	547,424	592,632	642,643	700,832	773,846

Table 3-4.2 Household Projections 2010 to 2040

Source:	2010	2015	2020	2025	2030	2035	2040
Woods&Poole	134,874	144,218	153,048	161,491	169,335	176,646	183,192
TCAG Model	148,952	160,849	178,795	194,971	212,586	232,944	258,734

Table 3-4.3 Employment Projections 2010 to 2040

Source:	2010	2015	2020	2025	2030	2035	2040
Woods&Poole	198,895	209,864	221,287	233,174	245,523	258,337	271,621
TCAG Model	190,300	204,635	222,371	236,201	255,388	276,975	300,631

Land Use

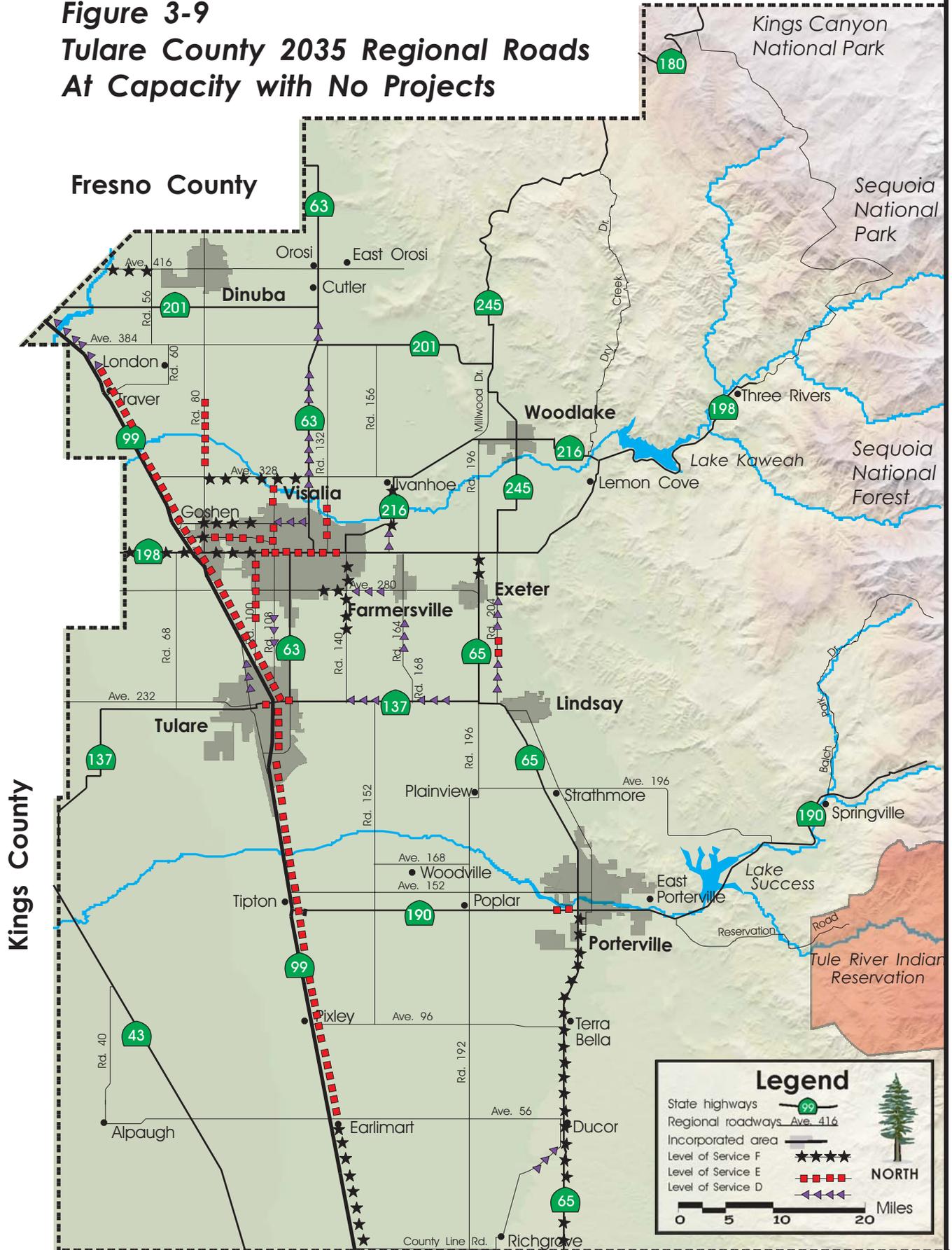
The existing circulation system has been developed in coordination with various general and community plan's land use elements adopted by the County and each of the cities. As development continues, the circulation system is designed to accommodate planned land uses.

The predominant land use in the County is agricultural. Exceptions include urban areas and smaller communities that have residential, recreational, commercial, industrial and public facilities. With growth and intensification of land uses in the cities and County, street and highway improvements, as well as public transit expansion must be implemented to accommodate trips generated by proposed developments. All future trip forecasts have been based upon the most recently adopted land use elements of each city and the County.

Traffic (build vs. no build)

Figures 3-9 and 3-10 identify roadway segments that are considered to be at capacity with LOS D, E and F in the rural areas and E and F in the urban areas for 2035. Figure 3-9 displays regional roads at capacity with no improvements being built. Figure 3-10 displays regional roads at capacity with improvements ('projects') being built. The Tulare County Regional Transportation Model identified these segments.

**Figure 3-9
Tulare County 2035 Regional Roads
At Capacity with No Projects**



Level of Service determined using the Tulare County Circulation Element and TCAG Transportation Model.

Legend

- State highways
- Regional roadways
- Incorporated area
- Level of Service F
- Level of Service E
- Level of Service D

Kern County

Environmental Justice

To address the evaluation of environmental justice issues, Table 3-6 includes a specific performance measure that was considered as TCAG evaluated each capacity-increasing project proposed by the local agencies. This performance measure insures 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.

ALTERNATIVES

The RTP evaluates each project based on need, LOS, level of performance, and cost and environmental factors. TCAG currently uses the criteria in Table 3-5 as a guideline in selecting STIP projects that will use the limited amount of Regional Improvement Program (RIP) funds available to Tulare County. TCAG considers several alternatives including building or not building projects. These alternatives are displayed in Figures 3-9 and 3-10. The 2011 RTP, as is the FTIP and RTIP, is a financially constrained document that limits the number of transportation improvements that may be built over the next 20 to 30 years. 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.

COST CONSIDERATION

The 2011 RTP is a financially constrained document. All projects listed in the RTP with the exception of Tables 3-12 and 3-15 are fundable during the scope of this Plan. Assuming the financial

situation remains consistent, TCAG anticipates there will be approximately \$476 million available in STIP funds through 2035. Developer impact fee programs or other local funding sources (including state disbursements to local agencies) will likely generate over \$1.7 billion in revenue. Measure R is expected to generate over \$1.2 billion over its 30 year life from 2007 to 2037. Sources of revenue are covered in detail in the Financial Element.

Member agencies submitted a list of other desired projects to receive future federal and state funding totaling over \$2 billion (Tables 3-13 and 3-14). There are approximately \$383 million available to Transit, \$177 million available in the Congestion Mitigation and Air Quality program (CMAQ) for Air Quality improvements, \$35 million available for Transportation Enhancements (TE) and a \$25 million open for statewide competition available for bicycle improvements.

Each project that is taken into consideration for the limited amount of financial resources available to Tulare County is scored and weighed. Ultimately, it is the TCAG Board that makes the final decision on how to best utilize the financial resources available to the Regional Road System in Tulare County.

SOCIAL IMPACTS

The social impacts from not building and improving the Regional Road System results in lower levels of service and more roads at capacity. Consequences from no improvements includes road deterioration, deferred maintenance and road surface failure. The social impacts influence the well-being of the residents living and traversing Tulare County. 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 over \$600 million behind in road maintenance, Tulare County faces a struggle to maintain the current system as well as to relieve congestion.

Other social impacts include potential development over historical landmarks as well as current homes in the right of ways of new developments. Every aspect of increasing the highway capacity or road process is thoroughly weighted to minimize environmental impacts. TCAG and local agencies must coordinate and communicate to avoid disturbing historical, Native American grounds or other significant cultural areas. The process of building new capacity increasing projects takes the best possible solution to avoid the potential social impacts to the community and the environment.

RTP ANALYSIS

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

Project Rankings

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

The California Transportation Plan, Transportation System Performance Measures Report (August 1998) identifies the following, “desired outcomes” for the transportation system, which *may* be addressed in each region’s RTP:

- Mobility / Accessibility;
- Reliability;
- Cost-effectiveness;
- Sustainability;
- Economic Well Being;
- Environmental Quality;
- Safety and Security;
- Equity; and
- Customer Satisfaction.

Once a full range of candidate regional highway and arterial projects was identified for the 2011 RTP Update by Caltrans and each of the local agencies, an analysis framework consisting of measurable criteria was developed to establish project priorities before the projects were modeled. Emphasis was given to identifying key differences between the candidate projects by mode and the tradeoffs that need to be weighed in the decision-making process. Over 275 candidate regional transportation capacity-increasing projects were identified and evaluated by TCAG staff.

To evaluate the street and highway projects, TCAG staff developed

quantification and qualification evaluation criteria focusing on project objectives or benefits (reference Table 3-5).

Consideration of evaluation criteria is a critical component of the 2011 RTP Update process.

Evaluation Criteria

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

Each rehabilitation/safety and capacity increasing project was evaluated using the Project Evaluation Methodology (reference Table 3-5). Model output adjusted to reflect Year 2035 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 3-5 provides guidance on the assignment of “2”, “1”, and “0” scores to individual projects. This guidance has been formulated so that the assignment process can be as quantifiable as possible.

Relative Weighting (Prioritization) of Quantitative and Qualitative Criteria

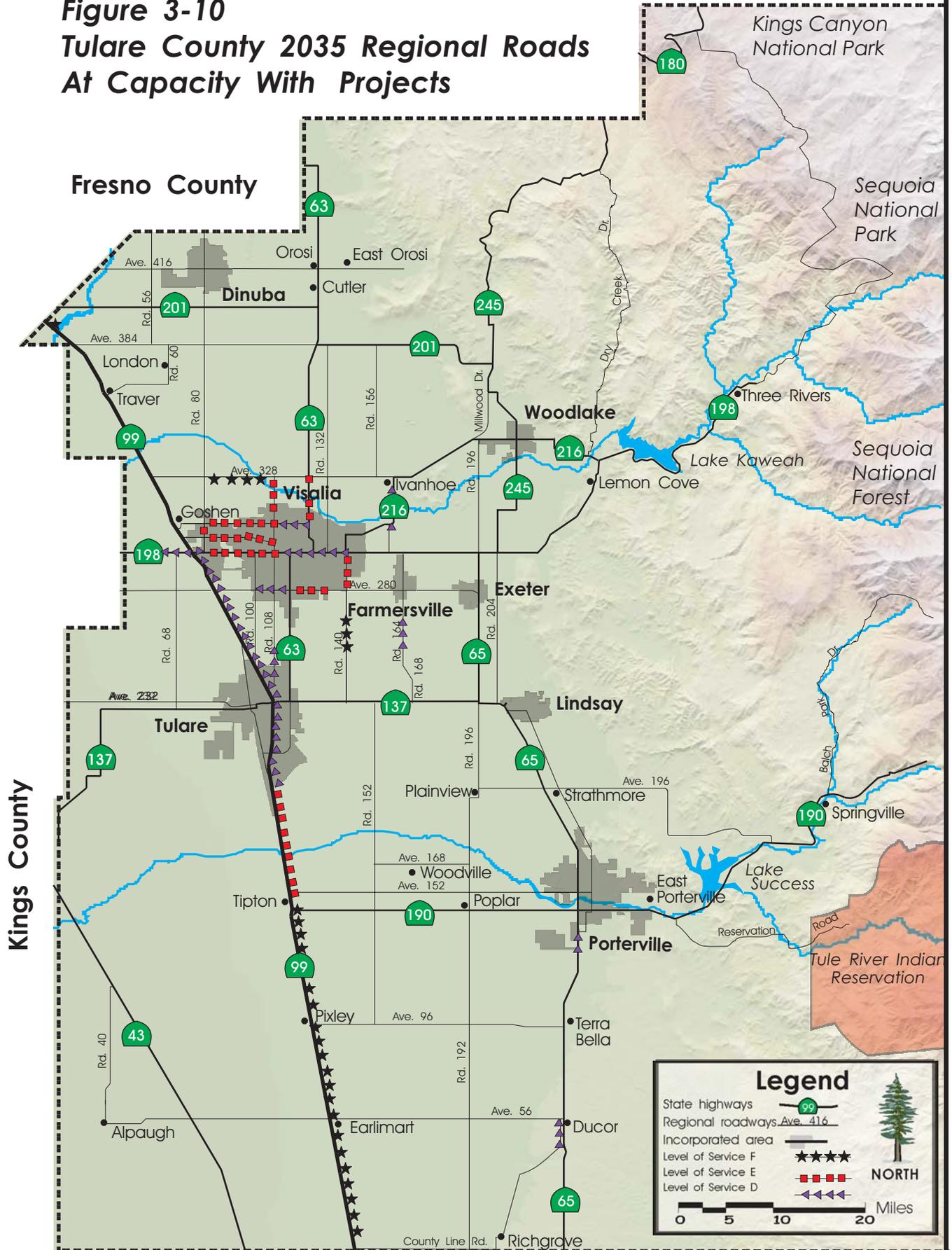
Appendix “C” (2011 RTP

Environmental Impact Report) provides results of the evaluation process for the candidate capacity-increasing projects to be included in the 2011 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 A)

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

**Figure 3-10
Tulare County 2035 Regional Roads
At Capacity With Projects**



Level of Service determined using the Tulare County Circulation Element and TCAG Transportation Model.

Kern County

**Table 3-5
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 (similar to a PSR) are required of all projects.
- D. All new projects (starting with the 2008 RTIP) must be on the State Highway network.

1. Category 1 – Up to 7.5% of the Fund Estimate will be available as discretionary¹ 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.

¹ *Discretionary fund uses include but are not limited to rehabilitation and safety projects. All discretionary fund projects must also comply with STIP guidelines for project eligibility requirements.*

2. Category 2 – 5% of the Fund Estimate will be available for non-highway projects: transit capital, ITS, multimodal facilities, TSM/TDM projects, soundwalls. A "Regional Significance" must be established. Funds not programmed in this category will be returned to Category 3 for programming.
3. Category 3 – Highway projects (does not include Category 4 projects unless they are part of a Category 3 project) will be prioritized using the following data:
 - a) Projects must be on TCAG's system of Regionally Significant Roadways.
 - b) A Level of Service Index (LOSI) will be calculated.
 - c) A Safety Index (SI) will be calculated.

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

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

4. Category 4 – Individual interchanges, overcrossings and grade separations will be considered only after a "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.

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 3-6 to highlight the performance measures for capacity-increasing projects and identify the criteria that should be applied to evaluate performance of the transportation system.

As the Regional Transportation Planning Agency (RTPA) for Tulare County, TCAG monitors local and other regional transportation plans, projects and programs for consistency with regional plans. This monitoring process is conducted through the following processes:

◆ **Regional Transportation Improvement Program (RTIP) / Federal Transportation Improvement Program (FTIP)**

TCAG is required to prepare the Regional Transportation Improvement Program (RTIP), to demonstrate consistency with the Regional Transportation Plan (RTP) and to 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 RTIP involves analysis of candidate projects and project changes. TCAG prepares quarterly amendments and works with State, other regional agencies and local agencies to coordinate implementation of the RTP through the RTIP.

The RTIP is a capital listing of all transportation projects proposed over a five-year period for the Region. The projects 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 consistency with the RTP, financial constraint, and the ability to make a conformity determination.

◆ **Conformity**

TCAG is required to make findings of air quality conformity for both the RTP and the RTIP before these documents are approved by federal agencies. Conformity findings must be made with the adoption of a new State Transportation Improvement Program (STIP) or where 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 RTIP and RTP. The project design concept and scope must be consistent with those reflected in the conforming RTIP.

The project sponsors must inform TCAG (as the region’s RTPA) 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 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 the 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 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.

◆ **Triennial Performance Audit for Transit**

TCAG evaluates the performance of transit operators in the county through its short-range Transit Planning process. Social Service transportation agencies are evaluated through the AB 120 Action Plan.

◆ **Benchmarking**

As the designated RTPA, TCAG is required to prepare the RTP using performance based measures that will help decision makers better analyze transportation options and trade-offs. TCAG has developed performance indicators for the region's transportation system. The overall goal of this effort was to develop specific, quantifiable, and easily understandable performance indicators, which better inform elected officials and policy boards of the broad array of choices for investing public and private funds.

**Table 3-6
Performance Measures**

APPLICABLE TO:			
Capacity Increasing Projects?	PERFORMANCE INDICATORS	EVALUATION CRITERIA	OBJECTIVE/ BENEFIT
	<u>Mobility – Accessibility – Customer Satisfaction</u>		
Yes	The need for improved access to the transportation system and the safe, convenient and economical movement of people and goods. The application of transportation and land use measures that minimize travel time and cost.	Improvement in Travel Time and Speed	Reduced travel time and improved access to the transportation system. Improved access to work and other services.
	<u>Environmental Quality</u>		
Yes	The transportation system should address the needs of land use development, include appropriate maintenance efforts, and reduce impacts on the environment.	Improved AQ Emissions Extent of Other Environmental Impacts	Meet the Air Plan Emission Budget/Address Environmental Impacts
	<u>Reliability</u>		
Yes	The transportation system should meet the minimum LOS standard to the extent feasibly possible.	Highway LOS	Achieve Minimum LOS
	<u>Safety and Security</u>		
Yes	The transportation system should be safe by reducing accidents, deaths and injuries to the extent possible. The transportation system should be monitored to the extent possible to identify potential safety issues.	Meet design standards Improve safety	Reduced fatalities, injuries and accidents.
	<u>Equity/Environmental Justice – Economic Well-Being</u>		
Yes	Transportation investments and impacts should be distributed among all ethnic, age, and income groups.	Create a Balance in Transportation Investments by Income Group, Ethnicity and Age.	Equitable distribution of benefits.
	<u>Equity/Geographic Equity</u>		
Yes	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.
	<u>Sustainability</u>		
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.
	<u>Cost-Effectiveness</u>		
Yes	Benefits VS Cost considering: <input type="checkbox"/> Operations <input type="checkbox"/> Maintenance <input type="checkbox"/> Safety	Benefit/Cost Ratio	Optimize return on transportation investments

Environmental Issues

Aesthetics

The County is relatively flat within the Valley region. The Valley areas are met to the east by the Sierra Nevada mountain range and include the cities of Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia and Woodlake. The aesthetic quality of the County has been affected by transportation for some time. As a result, the existing and planned multimodal transportation system is not considered to have a significant impact on the aesthetic quality of Tulare County.

Agricultural Resources

Located in the world's richest agricultural region, Tulare County is ranked as the second most productive county for agricultural products in the United States. Tulare is the number one milk-processing County in the country. Agriculture is one of the primary industries in the County, with much of the level and moderately sloping land used for the production of agricultural crops. Tulare County's agricultural production yields 250 products annually. The top four annual products being milk/milk products, oranges, grapes and cattle-calves. The products are valued at over \$5 billion collectively. A significant amount of prime and non-prime agricultural land is under the Williamson Act and Farmland Security Zone status in Tulare County.

Air Quality

Tulare County is in the California Air Resources Board-designated San Joaquin Valley Air Basin (SJVAB). The air basin was a "serious" non-attainment area for 8-hour ozone, and has been designated as an "extreme" non-attainment area. It is also a non-attainment area for particulate matter less than 2.5 microns in size (PM_{2.5}). A non-attainment area is one

identified by federal and/or State agencies as not meeting standards for a given pollutant.

Biological Resources

Information concerning biotic resources on a countywide basis is available for Tulare County. The California Department of Fish and Game (CDFG) maintains the California Natural Diversity Database (CNDDDB) that provides information of known special-status plants and animals and has developed the California Wildlife Action Plan. See the Environmental Impact Report (section 3 figures 3-5 and 3-6) which display the approximate locations of biotic resources within Tulare County based upon the CNDDDB.

Cultural Resources

The pattern of human occupation within the area now known as Tulare County has left traces of existence on the land. There are numerous recorded archeological sites in the county that are located in the foothills and mountains. Recorded prehistoric artifacts include Kaweah Colony, camp sites, milling operations, pictographs, petroglyphs, rock rings, sacred sites and resource gathering areas. Tulare County contains a significant number of potentially significant historical sites, including: the Tule River Indian Reservation, Allensworth Colony, Charter Oak Tree, Tailhot mining camp, the Butterfield and Tule Stage Routes and the Fountain Springs camp (a detention camp for Japanese-Americans during World War II).

Geology & Soils

The Valley is basically a flat, alluvial plain, with soil consisting of material shed by the uplifting of the mountains. The soils in the Foothills/Mountains are generally

quite dense and compact and are relatively safe from damage during any seismic activity. The San Andreas Fault, a primary concern in determining seismic activity within the Valley, lies to the west of Tulare County, approximately 45 miles from the County line. The Clovis Fault, which lies approximately thirty-six (36) miles north of the Tulare County line is considered to be “potentially active.” Finally, the Mammoth Lakes fault lies 75 miles to the east of the City of Visalia in the central Sierra Nevada. Structures in the Valley tend to suffer greater damage from ground shaking due to the alluvium deposits, whereas those located in the foothill and mountain areas suffer less damage. Liquefaction occurs to areas that are water-saturated, whereas the mountainous areas are underlain by rock and, therefore, are not subject to liquefaction.

Public Services

Various federal, state, local agencies and private companies in Tulare County provide public services. Fire services in urban areas of the County are generally provided by local agency fire departments. Various fire districts, the County and/or the U.S. Forest Service and the State Department of Forestry also provide fire suppression in urban areas, as well as in rural areas of the County and/or in federal and State Park preserve and recreation areas.

The County Sheriff's Department provides law enforcement protection in rural areas of the County. Each police department provides law enforcement within the cities. The California Highway Patrol (CHP) provides law enforcement services throughout the County along the State Highway system and along other streets when under contract with local agencies. Local agencies, public service districts and/or various private companies

primarily provide other emergency services, such as ambulance and paramedic's services.

Services most affected by the RTP, such as street and highway maintenance, are provided by each local jurisdiction; generally the Public Works department. Public services such as libraries, parks, schools, etc. are not expected to be significantly impacted by the goals, objectives, policies, improvement projects and/or programs identified in the 2011 RTP.

Recreation

The eastern half of the County is comprised primarily of public lands within the Sequoia National Park, the Inyo, Sierra, and Sequoia National Forests, and the Mineral King, Golden Trout, and Domelands Wilderness areas. Opportunities for all-season outdoor recreation include: hiking, camping, water and snow skiing, fishing and boating. Tulare County's street and highway system is vital to providing access to these recreational areas.

Transportation & Traffic

Implementation of the 2011 RTP will result in improvements to existing regional transportation and circulation systems. Implementation of planned improvements to the street and highway network, improvement of County airports, provision of mass transportation services and facilities, identification of additional bikeways and pedestrian improvements, and improved transportation systems that accommodate goods movement will have beneficial affects on a region-wide basis.

SAFETEA-LU Requirements

Annual Listing of Projects of Projects

TCAG provides an annual list of projects that includes obligated bike/pedestrian projects. As an on-going process, TCAG will review with state and public transportation operators on ways to improve the annual process.

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 2011 RTP but the development of prior RTPs.

Transit security

In 2001, TCAG established a Regional Transit Agency forum that meets on a bi-monthly basis (or more as needed). One of the goals is to improve coordination between transit agencies. Another goal is to provide ideas for each agency on improvement and security.

As part of the 2004 RTP, TCAG started encouraging member transit agencies to focus on security measures. Subsequent to the 2004 RTP, many of our agencies have installed “emergency buttons” in their buses that allow quick notification if something is wrong. The larger agencies will be investing in GPS (Global Positioning System) that allow for tracking of buses and the determination if a bus is “late.”

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

The State of California recognized the importance of safety with the inclusion of \$1 billion in the Transit System Safety, Security and Disaster Response Account (TSSDRA) in Proposition 1b. Funding from TSSDRA is distributed through the California Transit Security Grant Program (CTSGBP) from the California Transit Assistance Fund (CTAF).

Fiscal Constraint

The 2011 RTP includes the use of a revised template for revenues and expenditures as desired by FHWA. Costs associated with operations and maintenance for both transportation and transit is shown in Table 3-16. These operations costs were based on information provided by our member agencies.

Due to the significant short fall of funding for road rehabilitation, estimates of the shortage are extremely difficult and very costly to determine. The 2011 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 2011 RTP (and prior RTPs) and are included in the goals and policies section and the EIR. Environmental mitigation activities address aesthetics, scenic resources, visual character of the existing landscape, new sources of

ACTION ELEMENT

lighting/glare, changes in land use patterns, loss of agricultural land, air quality (including point source impacts and long-term regional impacts), biotic resources, wildlife movement, historic resources, archaeological resources, paleontological resources, geology, water quality, noise, regional population growth, utilities and greenhouse gas emissions. Specific mitigation measures are detailed in the EIR. The EIR will include a section related to the National Environmental Policy Act (NEPA) process.

TCAG, for over ten years, has had in place an Environmental Advisory Committee that includes several resource and other public agencies that provide guidance to the TCAG Board on matters such as Environmental Mitigation.

Public Consultation and Cooperation

TCAG held a series of public meetings designed to inform and generate feedback for various transportation needs from residents. TCAG operates a booth at the Tulare County Fair every year to educate the residents of Tulare County on transportation issues as well as gathering survey information for the RTP and Blueprint efforts. A timeline of TCAG's outreach meetings is listed in Appendix G: Public Outreach Documents.

TCAG also disseminated information regarding the RTP and its development through TCAG's "On the Move" newsletter, press releases to the local newspapers and the TCAG website.

Measure R

While the Sales tax promotion was not a task completed by TCAG or any other government agency, the result of its passage was due to the foundation efforts by TCAG to provide a comprehensive Expenditure Plan that the voters supported. The Expenditure Plan provided an outline

of the major (regionally significant) projects (all modes of travel) that would be funded over the next thirty years using State, federal, and Measure R funds. The Expenditure Plan includes maintenance, bikes, pedestrian improvements, transit and environmental mitigation.

In essence, the voters approved a comprehensive plan of regionally significant projects or the backbone of the RTP. Nothing could demonstrate more the public understanding of the 2007 Tulare County RTP than the fact that over 45,000 voters (67%) supported the sales tax. This demonstrates support of the thirty year vision for Tulare County.

Tribal Consultation

TCAG continues consultation efforts with the Tule River Indian Reservation in Tulare County. We strive 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. This safety project, for Reservation Rd, was completed in 2007. In 2009 TCAG participated in the Valleywide Tribal Collaboration effort made possible with a Caltrans Planning Grant for transportation planning and mapping. The grant was awarded to the eight Valley MPO's, and completed in September in 2009. Collaboration efforts with Valley tribes continue.

Resource Agencies

As stated previously, TCAG has already been involving the resource agencies in transportation planning for over ten years. The Environmental

Advisory Committee includes the following agencies:
 Sequoia National Park, Irrigation Districts, Sierra Los Tulares Land Trust, Agricultural Commissioner/Sealer, U.S. Fish and Wildlife Service, California Department of Fish and Game, Tulare County Redevelopment Agency, County of Tulare, County of Tulare Parks Department, Kaweah Delta Water Conservation District, Bureau of Land Management, and Caltrans.

The Environmental Advisory Committee was consulted in November 2009 in the development of the 2011 RTP Policy Element. In addition, a list of agencies contacted in regards to the development of the 2011 RTP is included in Appendix G: Public Outreach Documents.

Visual techniques

Large color maps (as appropriate with topography) and other graphics are used to illustrate the RTP. A separate map is used for each mode of travel. For larger, urban areas separate maps are developed for each city. As with the 2007 RTP, many of the exhibits in the *final* RTP are in color with GIS layers showing topography and waterways.

The use of poster-sized maps and PowerPoint occurs at most if not all of the public presentations. The RTP (draft and final), including maps and other graphics, has been posted on the TCAG website.

Public Participation Plan

The development of a Public Participation Plan (PPP) is required by the Code of Federal Regulations, Title 23, Sec. 450.316. The purpose of the Tulare County Association of Governments' (TCAG) Public Participation Plan is to help ensure that citizens, organizations and public agencies are kept informed and involved in TCAG's various programs, projects and

work activities. This includes, but is not limited to, the development and the amendment of the Regional Transportation Plan (RTP), Federal Transportation Improvement Program (FTIP), and the Overall Work Program (OWP).

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

Public Transit Element

In 2008, TCAG in consultation with its member agencies created and adopted a coordinated Human Services Transportation Plan (Appendix E). The purpose of the Plan is to provide strategy to improve mobility and access to transportation to all Tulare County residents, 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 SAFETEA-LU. The Plan created seven implementation strategies which provides guidance and outline for fulfilling needs and identifying gaps of the County's senior, people with disabilities, and low-income populations.

Congestion Management

While TCAG does not qualify as a Transportation Management Area (TMA), the RTP does contain important Congestion Management principles. First, TCAG conducts an annual monitoring program including both corridors and intersections. This monitoring program provides the guidance for short-term funding and has led to partnerships of projects.

CONCLUSION

The circulation system in Tulare County plays a significant role in the economy by facilitating the movement of goods and people. The Action Element encompasses the **7 planning factors (US Code Title 23 Section 134 (F))**. The 2011 RTP supports the economic vitality of the metropolitan area, by enabling global competitiveness, productivity, and efficiency. The RTP addresses the safety and security of the transportation system for motorized and non-motorized users. The RTP addresses an increase in the accessibility and mobility options available to people and for freight. The RTP protects and enhances the environment, promotes energy conservation, and looks to improve quality of life. The RTP provides the integration and connectivity of the transportation system, across and between modes, for people and freight. The RTP promotes efficient system management and operation and emphasizes the preservation of the existing transportation system. A rural region, Tulare County is dependent on local highways, streets, and roads to meet basic transportation needs.

The counties and cities outside the region that are dependent on the San Joaquin Valley for agricultural goods may have trouble receiving goods produced in the Central Valley if the circulation system is not maintained. In order to maintain a deteriorating circulation system, Tulare County, and the cities have implemented programs to reduce congestion and improve the efficiency of our highways, streets and roads network.

The State and County have implemented TDM strategies to reduce congestion on the circulation system. TDM strategies work through changing human behavior, including how people travel to work, school, shopping, and other services. Transit systems, bicycles, and vanpools are a

priority with the State and County in reducing congestion. Transportation Control Measures (TCM) are also being utilized to reduce vehicle trips, improve air quality, and relieve congestion. The SJVAPCD in compliance with the California Clean Air Act (CCAA) to reduce vehicle trips are enforcing the TCMs. Tulare County has also utilized Transportation System Management (TSM) techniques to control the flow of traffic in urban areas. TSMs are designed to identify short range, low cost capital improvements that improve the operational efficiency of transportation infrastructure. TCM, TDM, and TSM strategies are used together to provide relatively inexpensive techniques in maximizing efficiency on our circulation network.

The objective of the highway, streets, and roads section is to identify a regional road system. Once this system is determined, the funding to maintain and improve these roadways is identified. However, the funds available are insufficient to address every regional roadway. In November of 2006 Tulare County passed a .5% sales tax increase (Measure R) to help eliminate the shortfall in transportation funds. In order to provide a balance and maintain an efficient circulation system, a project list was developed to best program the existing funds.

An alternative to adding additional lanes to highways, streets and roads is to provide mass transit systems. Transit service in the County is currently provided by both local agencies and contracted private operators. In Tulare County, all public mass transportation is provided by fixed route buses and dial-a-ride services that meet all reasonable needs in the region. Tulare County is not directly serviced by passenger rail facilities, although it is accessible to Hanford's Amtrak by bus. Furthermore, inter-agency transfer points are becoming part of Tulare County's overall circulation

system, in an effort to coordinate transit systems between adjacent agencies.

Aviation is also available as an option in Tulare County's overall transportation system. In the Cities of Visalia, Porterville, and Tulare, local transit systems provide public access to the airports. The Visalia Municipal Airport, the largest in the County, provides some commercial service. All three airports have services including charters, fixed base operations, avionics, and general aviation. These airports are designed to provide basic air services to the communities by transporting people and specialty goods (charters, Federal Express, etc.) to major airports for their final destination. There are also other airfields that are private and are open for public use. These airports provide general aviation, storage, and other general aviation services.

Other modes of transportation in Tulare County are classified as Non-Motorized transportation. Non-Motorized transportation includes pedestrian walkways and bicycle pathways. 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 in the Valley. 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. A Final Bike Plan was completed in July 2003 and was anticipated to be updated in 2007. TCAG also has a Bicycle Advisory Committee to assist in Project Selection. With the recent passage of Measure R (Local Transportation Tax) 14% (over \$160 million) will go to the transit/bikes/environmental mitigation program. TCAG will also assist each agency to develop and complete their Bike Plans. The Tulare County Bike Plan addresses bicycle improvements in Tulare County.

Goods movement throughout Tulare County is also an important aspect of the region's circulation system and economic vitality. Goods are moved through the region by both rail and trucks. The addition of rail, bicycle facilities, and existing mass transit will reduce congestion and improve air quality throughout the County. The purpose of the Action Element is to assist the region with long term (20 years) and short-term (10 years) guidelines that will improve circulation throughout the region. This section provides the basic framework of the RTP and addresses major circulation issues and needs that are consistent with regional policies and state and federal requirements.

Short Term & Long Term Projects

The short-range projects to be completed during the 2010 STIP include \$76 million worth of projects that include preliminary phases and construction (see Table 3-3a). In addition, there are a number of long-range improvement projects that are scheduled for construction throughout Tulare County by 2035 (See Tables 3-13 and 3-14).

Local Projects

The Cities of Porterville, Visalia, and Tulare assess developers' traffic impact fees for street and road improvements. With the fees cities are able to help make improvements the Regional Road System that are not programmed in the STIP. A list of regional roads and State Highway projects are identified in Table 3-14. Local projects are identified in Table 3-13.

Figure 3-11 STIP/R Short Range Capacity Increasing Projects

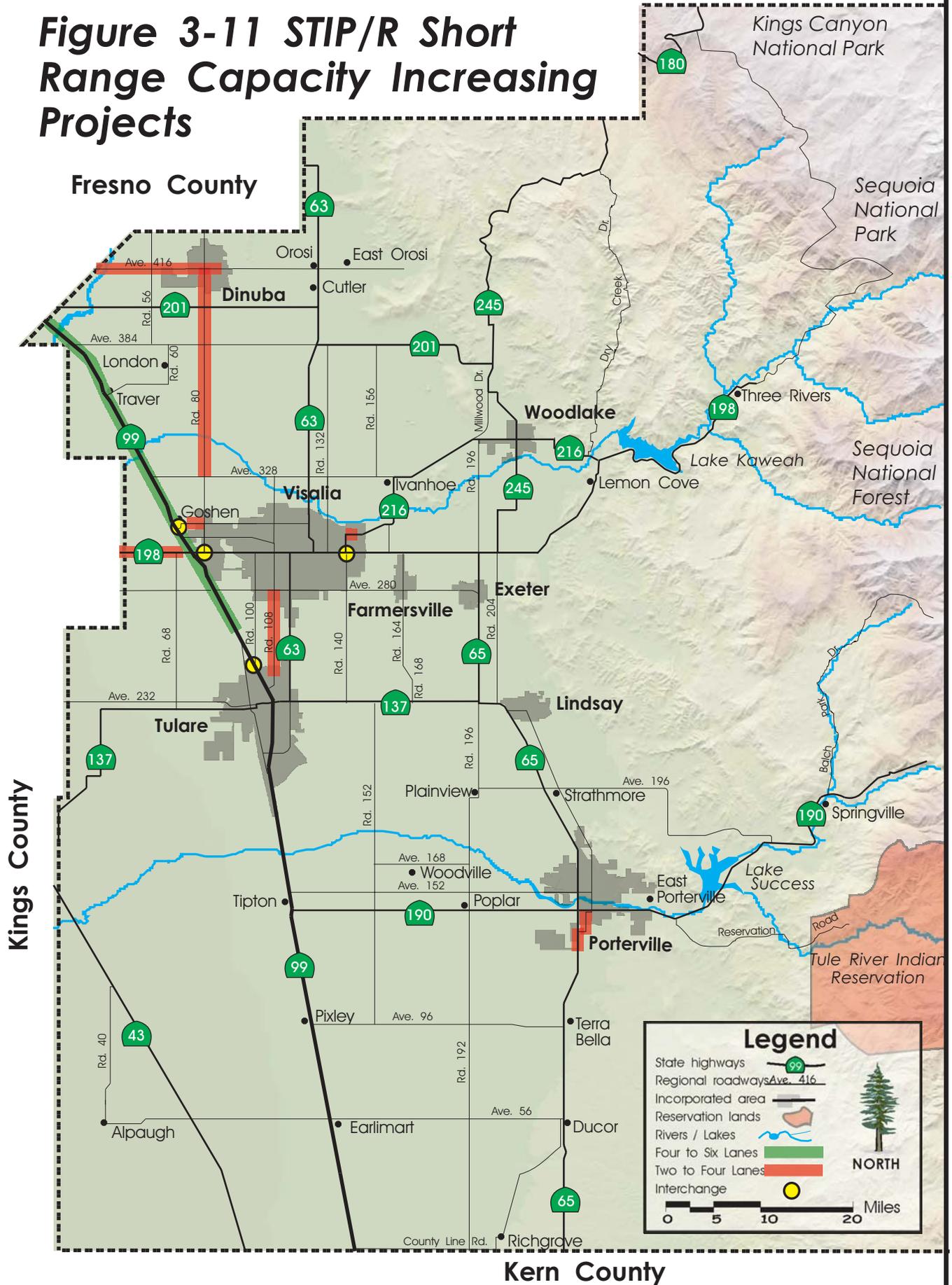


Figure 3-12 STIP/R Long Range Capacity Increasing Projects

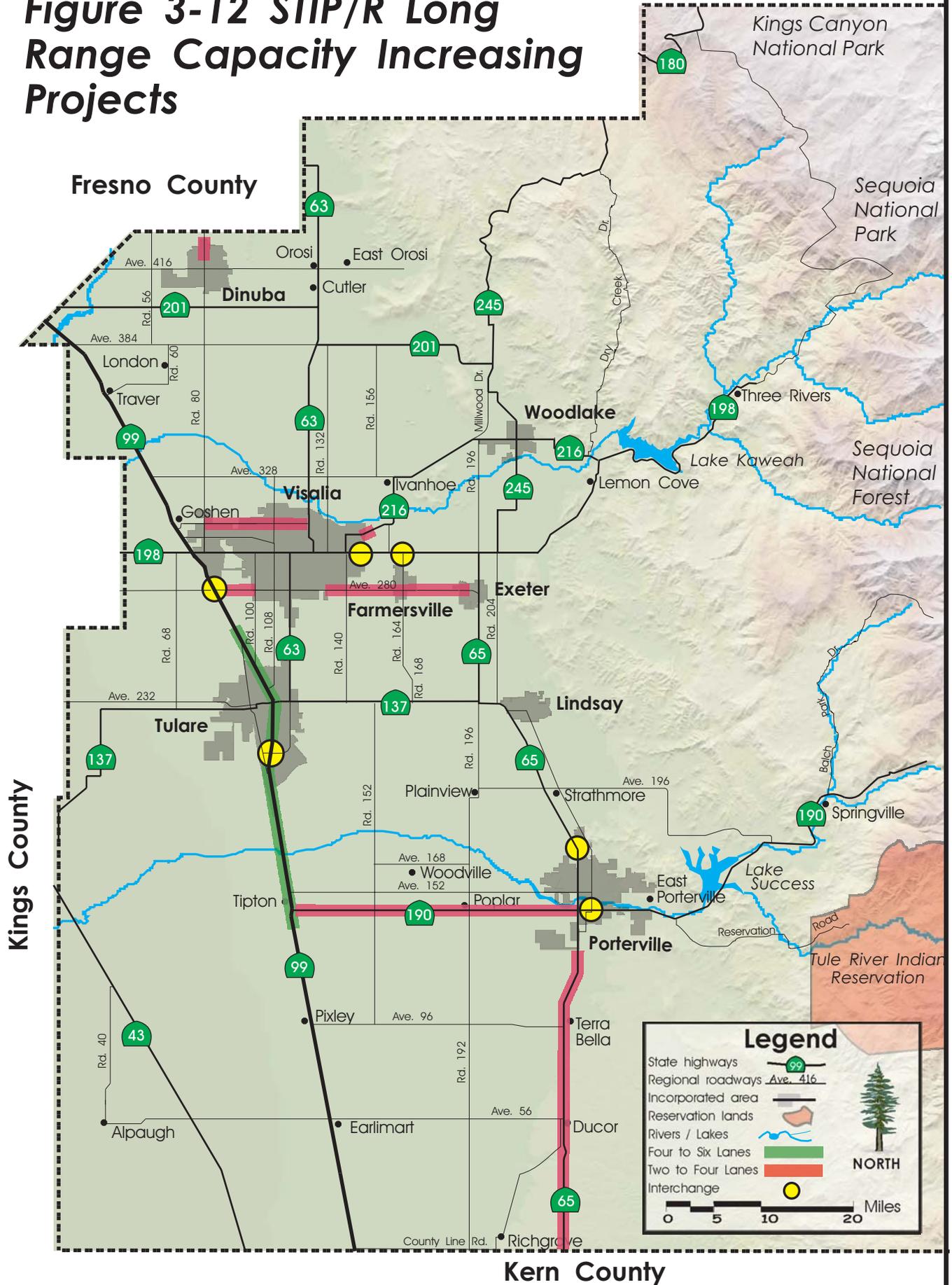
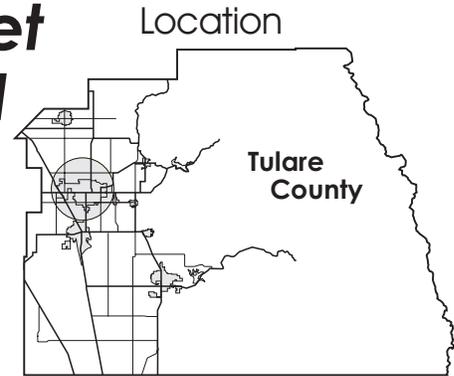
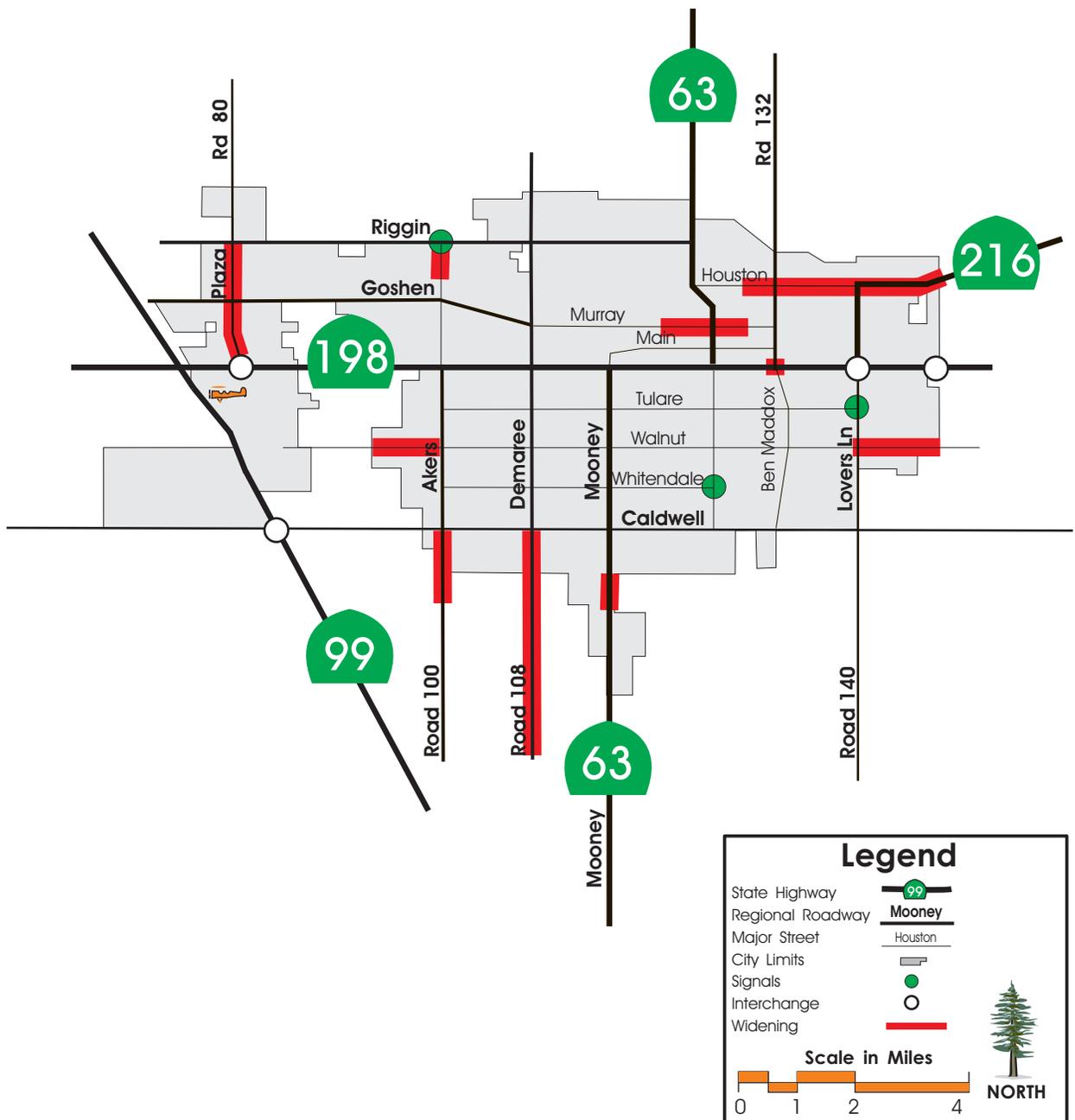


Figure 3-13
Regional Highway & Street
Projects Funded by Local
Agencies or Developers



Visalia



Legend

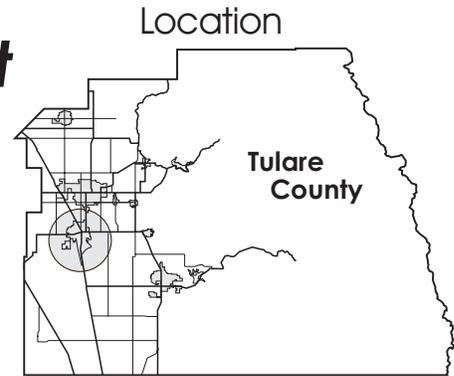
- State Highway
- Regional Roadway
- Major Street
- City Limits
- Signals
- Interchange
- Widening

Scale in Miles

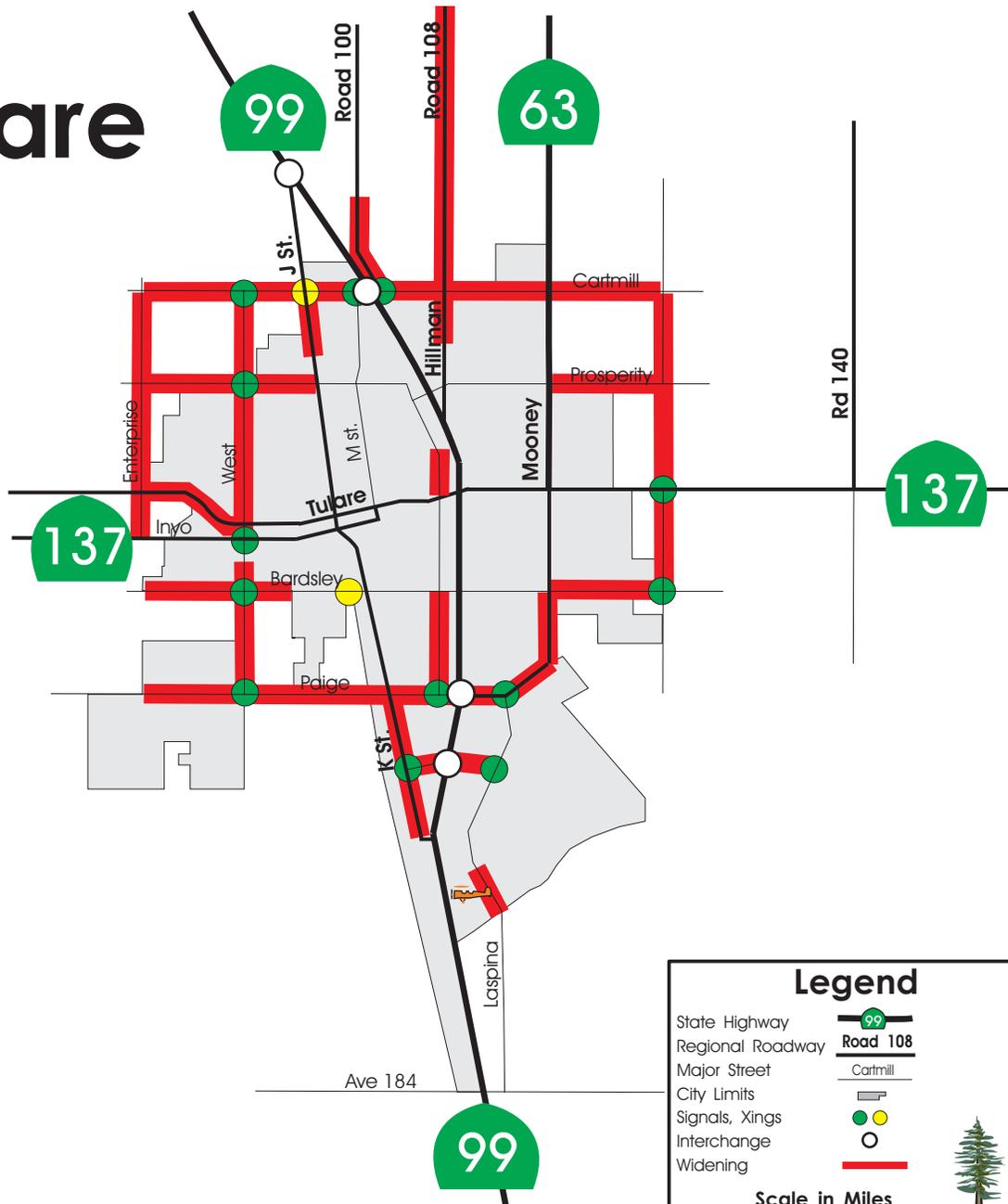
0 1 2 4

NORTH

Figure 3-14
Regional Highway & Street
Projects Funded by Local
Agencies or Developers



Tulare



Legend

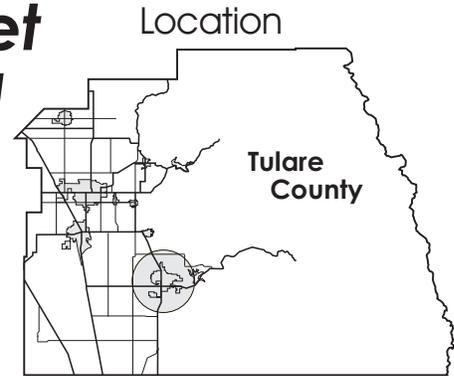
- State Highway
- Regional Roadway
- Major Street
- City Limits
- Signals, Xings
- Interchange
- Widening

Scale in Miles

0 1 2 4

NORTH

Figure 3-15 Regional Highway & Street Projects Funded by Local Agencies or Developers



Porterville

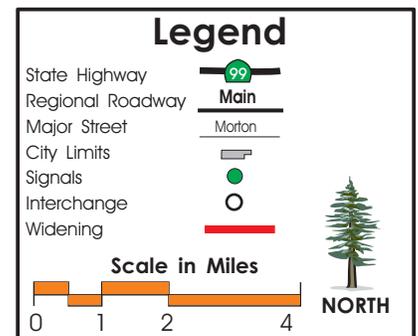
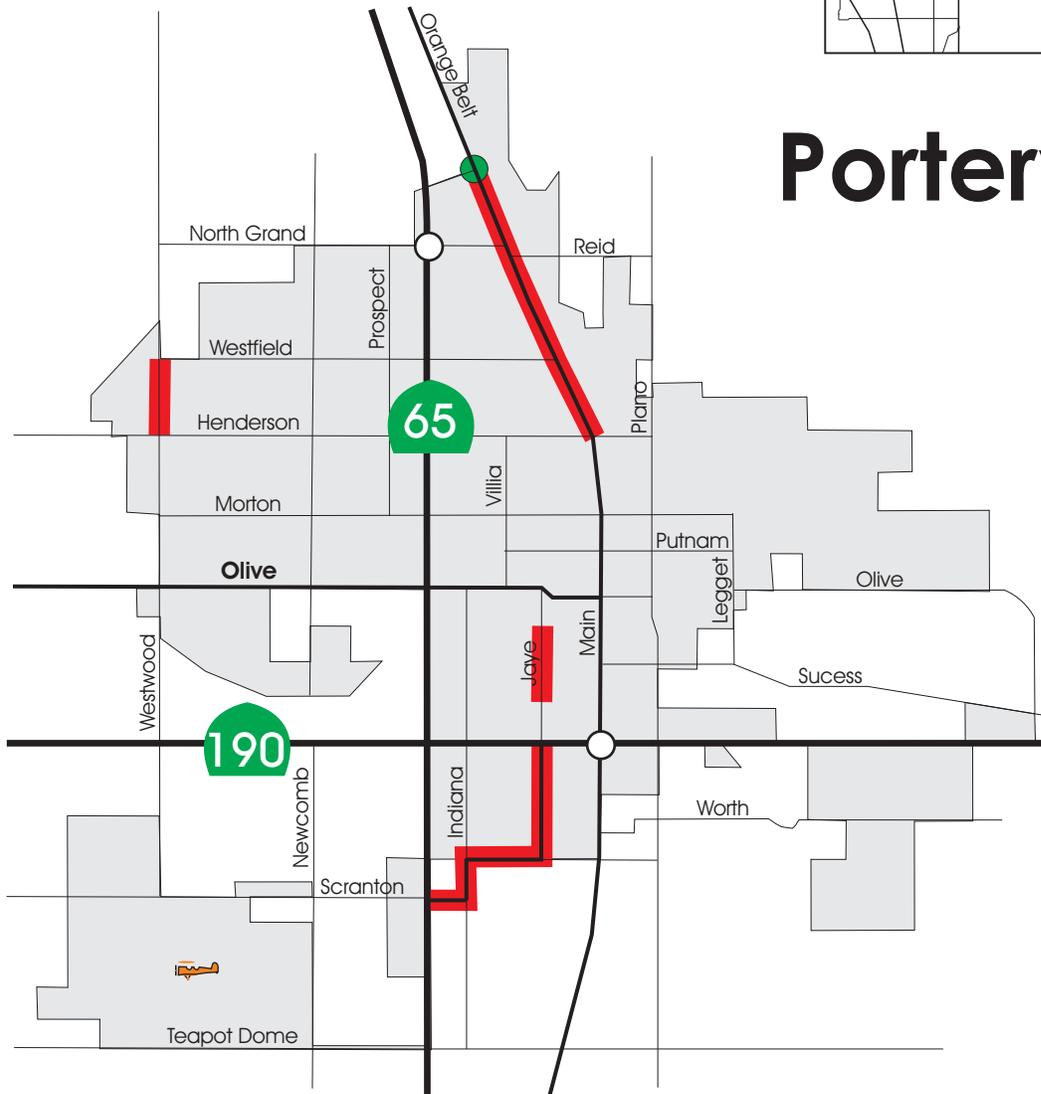
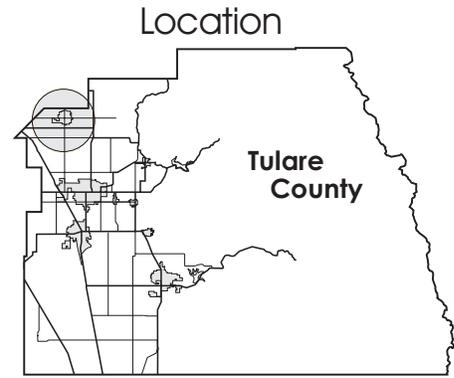
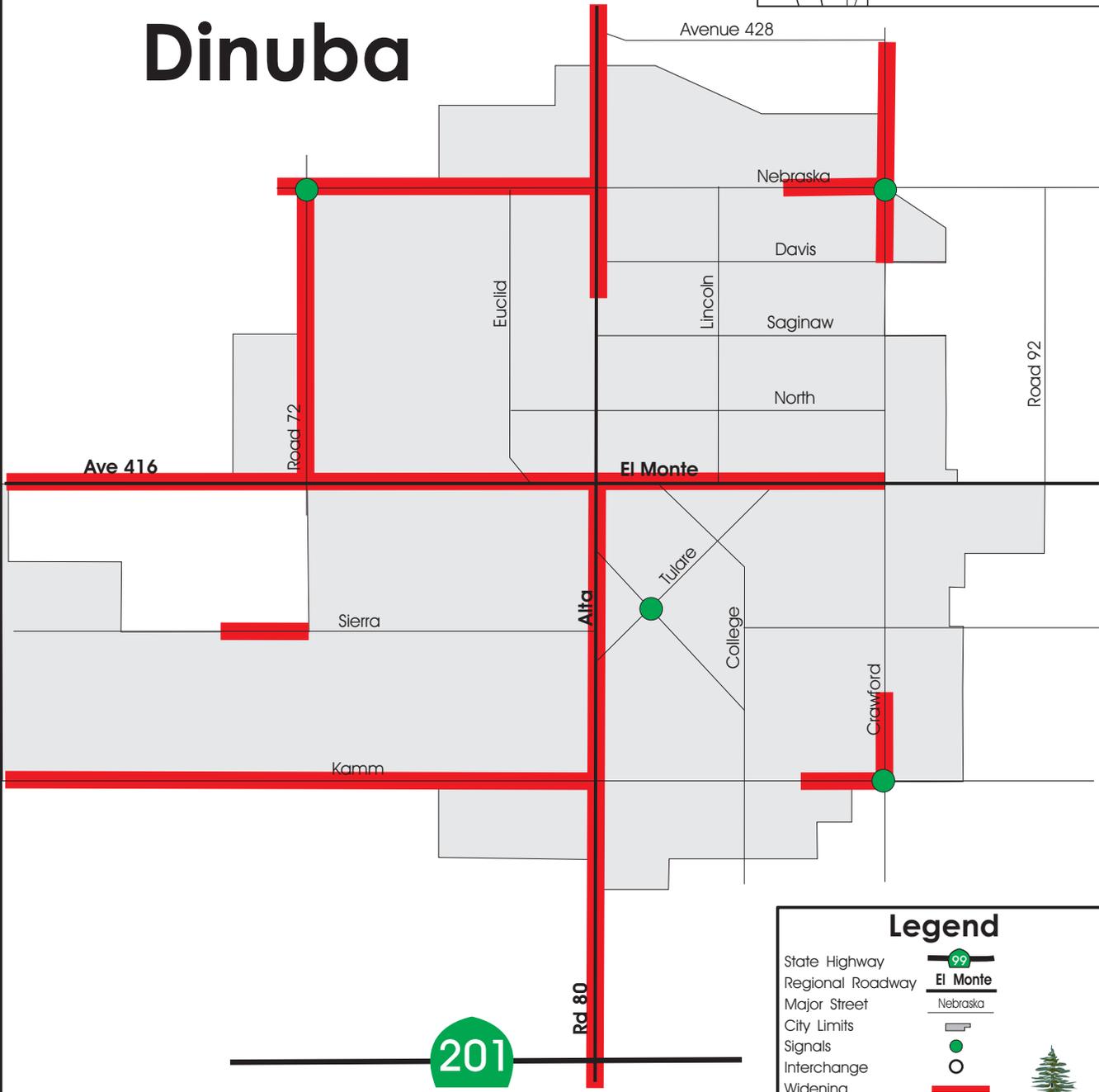


Figure 3-16
Regional Street Projects
Funded by Local
Agencies or Developers



Dinuba



Legend

- State Highway: 99
- Regional Roadway: El Monte
- Major Street: Nebraska
- City Limits: [shaded area]
- Signals: ●
- Interchange: ○
- Widening: [red line]

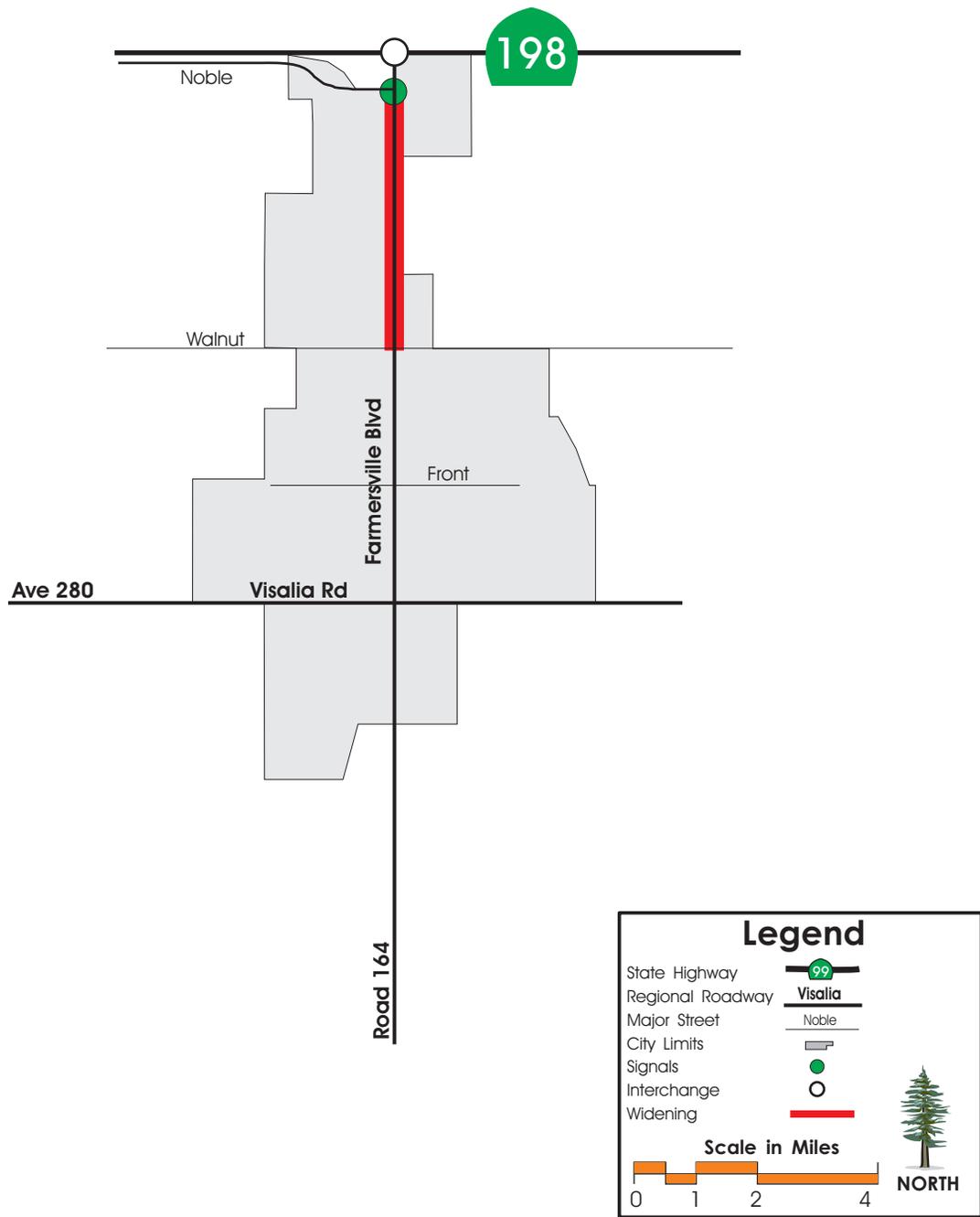
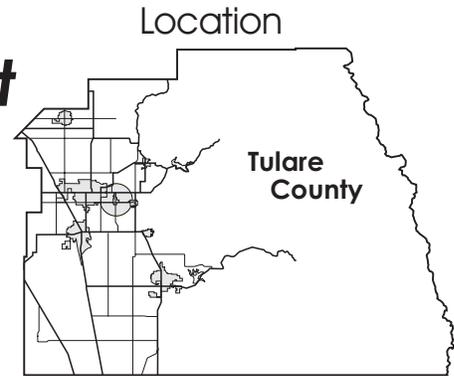
Scale in Miles

0 1 2 4

NORTH

Figure 3-17
Regional Highway & Street
Projects Funded by Local
Agencies or Developers

Farmersville



Legend

- State Highway
- Regional Roadway
- Major Street
- City Limits
- Signals
- Interchange
- Widening

Scale in Miles

0 1 2 4

NORTH

LINKAGE WITH VALLEY AIR QUALITY REQUIREMENTS

State Implementation Plan

Air Quality Impacts

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 Valley is surrounded by the Coastal Mountain Ranges on the west; the Sierra Nevadas on the east; the Tehachapis on the south; and the Sacramento Valley to the north. For many years, this basin has been the subject of concern for air quality.

High Pressure cells are a characteristic of the Basin and create poor ventilation and air stagnation. Other contributors to the deterioration of air quality include: ambient air from coastal 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 are naturally occurring.

Due to the Basin's light wind patterns and surrounding mountains, air quality problems occur throughout the year. Particle matter (PM) pollution is a problem in winter months and 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.

Major pollutants that contribute to the Valley's non-attainment of air quality

standards include: Volatile Organic Compounds (VOC), Reactive Organic Gases (ROG), Nitrogen Oxides (NO_x), Sulfur Oxides (SO_x), Carbon Monoxide (CO), Ozone (O₃) and Particulate Matter (PM_{2.5} and PM₁₀).

Particulate matter can be traced to agricultural activities, mining, planned and unplanned fires, and unpaved and entrained road dust (e.g. car brakes and side road dust). Fuel combustion, solvent use, industrial processes, waste burning, petroleum process, landfills, and pesticides generate significant levels of ROG and NO_x that react in the presence of sunlight to create ozone. Ozone and PM are the major air pollutants found in the Valley.

Pursuant to federal law, the Environmental Protection Agency (EPA) has designated the entire Valley a non-attainment area for ozone and PM_{2.5}.

Federal and State Legislation

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

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

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

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

Air Quality Standards

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.

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 from the Valley through upper air circulation. Thus they remain near the Valley floor continuing to build.

The conditions described above cause the Central Valley to have some of the

worst air quality in the nation. Cloudless, hot, dry Valley 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 is also expected to decline.

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.

There are primarily two pollutants found in increasing amounts within SJVAB that are of concern to the SJVAPCD. These pollutants are Ozone (created by NO_x and VOCs) and Particulate Matter. Ozone is a colorless, toxic gas produced by a photochemical reaction of volatile organic compounds (VOCs) and nitrogen oxides (NO_x) in the presence of sunlight and is a major pollutant in summer months. It is the primary component of smog and is formed from an airborne chemical reaction with two other pollutants, hydrocarbons, and nitrogen oxides. 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 (PM) is another pollution hazard found in increasing amounts in the SJVAB. PM is airborne particles of 2.5 or 10 microns or less in size. These particles may be either in liquid or solid form and include particles of sulfur, nitrogen, carbon, dust, or any of another variety of combinations of 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.

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 3-7. The pollutants that the San Joaquin Valley is in attainment or non-attainment are displayed on Table 3-8. For more information on air quality standards, contact the SJVAPCD.

ACTION ELEMENT

**Table 3 - 7
State of California Air Resources Board
Ambient Air Quality Standards**

Pollutant	Averaging Time	California Standards		National Standards		
		Concentration	Method	Primary	Secondary	Method
Ozone	1 Hour	0.09 ppm (180 ug/m ³)	Ultraviolet Photometry	-	Same as Primary	Ultraviolet Photometry
	8 Hour	.07 ppm (137 ug/m ³)		.075 ppm		
Carbon Monoxide	8 Hour	9.0 ppm (10 mg/m ³)	Non-dispers. Infrared Photometry (NDIP)	9.0 ppm (10 mg/m ³)	None	Non-dispers. Infrared Photometry (NDIP)
	1 Hour	20 ppm (23 mg/m ³)		35 ppm (40 mg/m ³)		
Nitrogen Dioxide	Annual Arithmetic Mean	0.03 ppm (57 ug/m ³)	Gas-Phase Chemilumi- nescence	0.053 ppm (100 ug/m ³)	Same as Primary	Gas-Phase Chemilumi- nescence
	1 Hour	0.18 ppm (339 ug/m ³)		-		
Sulfur Dioxide	Annual Arithmetic Mean	-	Ultraviolet Fluores- cence	0.03 ppm (80 ug/m ³)	-	Spectrophotometry (Pararosaniline Method)
	24 Hour	.04 ppm (105 ug/m ³)		0.14 ppm (365 ug/m ³)	-	
	3 Hour	-		-	0.5 ppm	-
	1 Hour	.25 ppm (655 ug/m ³)		-	-	-
Respirable Particulate Matter (PM10)	24 Hour	50 ug/m ³	Beta Attenuation or Gravimetric	150 ug/m ³	Same as Primary	Inertial Separa- tion and Gravimetric Analysis
	Annual Arith- metic Mean	20 ug/m ³		-		
Particulate Matter 2.5	Annual Arith- metic Mean	12 ug/m ³	Gravimetric or Beta Attenuation	15 ug/m ³	Same as Primary	Inertial Separation and Gravimetric Analysis
	24 Hour	No Separate State Standard		35 ug/m ³		
Sulfates	24 Hour	25 ug/m ³	Ion Chromato- graphy	No Federal Standards		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 ug/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride (chloroethene)	24 Hour	0.010 ppm (26 ug/m ³)	Gas Chromoto- graphy			
Lead	30 Day Average	1.5 ug/m ³	Atomic Absorption	-	Same as Primary	High Volume Sam- pler & Atomic Abs.
	Calendar Quarter	-		1.5 ug/m ³		
	Rolling 3-mo. Avg.	-		0.15 ug/m ³		
Visibility Reducing Particles	8 Hour (10 am to 6 pm PST)	Extinction coefficient of 0.23 per kilometer- visibility of 10 miles or more due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape		No Federal Standards		

Source: CARB 11/17/08

Table 3 - 8
San Joaquin Valley Air Basin Designation And
Classification For Federal and State
Criteria Pollutants

POLLUTANT	DESIGNATION/CLASSIFICATION	
	FEDERAL	STATE
Ozone (1 hour)	No Federal Standard	Nonattainment/Severe
Ozone (8 hour)	Nonattainment/Serious	Nonattainment
Carbon Monoxide	Attainment/Unclassified	Attainment/Unclassified
PM 2.5	Nonattainment	Nonattainment
PM 10	Attainment	Nonattainment
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfur Dioxide	Attainment/Unclassified	Attainment
Sulfates	No Federal Standard	Attainment
Lead (Particulate)	No Designation	Attainment
Vinyl Chloride	No Federal Standard	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Visibility Reducing Particulates	No Federal Standard	Unclassified

Source: The San Joaquin Valley Air Pollution Control District (12/2/09)

ACTION ELEMENT OVERVIEW

The circulation system in Tulare County plays a significant role in the economy by moving goods and people. A rural region, Tulare County is dependent on local highways, streets, and roads to meet basic transportation needs. The counties and cities outside the region that are dependent on the San Joaquin Valley for agricultural goods may have trouble receiving goods produced in the Central Valley if the circulation system is not maintained. In order to maintain a deteriorating circulation system, Tulare County and the cities have implemented programs to reduce congestion and improve the efficiency of our highways, streets and roads network.

Transportation Control Measures

The State and County have implemented TDM strategies to reduce congestion on the circulation system. TDM strategies work through changing human behavior, including how people travel to work, school, shopping, and other services. Transit systems, bicycles, and vanpools are a priority with the State and County in reducing congestion. Transportation Control Measures (TCM) are also being utilized to reduce vehicle trips, improve air quality, and relieve congestion. The SJVAPCD in compliance with the California Clean Air Act (CCAA) to reduce vehicle trips are enforcing the TCMs. Tulare County has also utilized Transportation System Management (TSM) techniques to control the flow of

ACTION ELEMENT

traffic in urban areas. TSMs are designed to identify short range, low cost capital improvements that improve the operational efficiency of transportation infrastructure. TCM, TDM, and TSM strategies are used together to provide relatively inexpensive techniques in maximizing efficiency on our circulation network.

Listed in the appendix under the Air Quality Conformity findings are 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. One of the primary sources is the Congestion Management and Air Quality (CMAQ) Program. Other important revenue sources include Federal Transit Administration (FTA) funding (sections 5307, 5311, 5316, 5317 et al.), various state and regional sources of funding such as the Bicycle Transportation Account, Heavy-Duty Motor Vehicle Emission Reduction Incentive Program, REMOVE II and various sources of funding through Proposition 1B. In addition, 14% of Measure R local sales tax funding is distributed to transit, bicycle, rail and environmental projects.

The objective of the highway, streets, and roads section is to identify a regional circulation system. Once this system is determined, the funding to maintain and improve these roadways are identified. However, the funds available are insufficient to address every regional roadway. In order to provide a balance and maintain an efficient circulation system, a project list is developed to best program the existing funds.

An inexpensive alternative to adding additional lanes to highways, streets and roads is to provide mass transit systems. Transit service in the County is currently provided by both local agencies and contracted private operators. Mass transportation is an economical mode of

transportation. In Tulare County, all public mass transportation is provided by fixed route buses and dial-a-ride services that meet all reasonable needs in the region. Tulare County is not directly serviced by passenger rail facilities although it is accessible to Hanford's Amtrak station by bus.

Furthermore, inter-agency transfer points are becoming part of Tulare County's overall circulation system, in an effort to coordinate transit systems between adjacent agencies.

Aviation is also available as an option in Tulare County's overall transportation system. In the Cities of Visalia, Porterville, and Tulare, local transit systems provide public access to the airports. The Visalia Municipal Airport, the largest in the County, provides some commercial service. All three airports have services including charters, fixed base operations, avionics, and general aviation. These airports are designed to provide basic air services to the communities by transporting people and specialty goods (private charters, Federal Express, etc.) to major airports for their final destination. There are also other airfields that are private and are open for public use. These airports provide general aviation, storage, and other general aviation services.

Other modes of transportation in Tulare County are classified as Non-Motorized transportation. Non-Motorized 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 in the Valley. 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. An updated Bike Plan is scheduled to be completed in Fall of 2010. The Plan is to address finances and bicycle improvements in Tulare County.

Goods movement throughout Tulare County is also an important aspect of the region's circulation system and economic vitality. Goods are moved through the region by both rail and trucks. The addition of rail, bicycle facilities, and existing mass transit will reduce congestion and improve air quality throughout the County. The purpose of the Action Element is to assist the region with long term (20 years) and short-term (10 years) guidelines that will improve circulation throughout the region. This section provides the basic framework of the RTP and addresses major circulation issues and needs that are consistent with regional policies and state and federal requirements.

Long Range Plan

The Plan for Tulare County includes \$740 million in locally funded projects and \$2.2 billion in federally funded projects for the RTP planning period from 2010 to 2035. Tables 3-13 and 3-14 contain information for specific projects.

An estimated \$2.1 billion is will be spent by local agencies and Caltrans in Tulare County for the operations and maintenance of the existing transportation system network (Table 3-16). Even with this sizable investment, deficits continue with the operations and maintenance of the transportation system. Over \$545 million of improvements to the Regional Road System have been requested but do not have identified sources of funding (Table 3-15).

The 2011 RTP is a financially constrained document and will fall short of meeting all the projects and needs in Tulare County. The RTP provides an outline on how to maintain the road system and construct capacity increasing projects. The limited amount of funds forces agencies to prioritize projects and deliver the most cost effective projects first. However, determining priorities does not mean that every transportation need is being met.

Specifically, the financial need and maintenance efforts continue to grow apart for the County and some cities.

TCAG is encouraging member agencies to collect developer fees and impact fees as means to offset the short fall. TCAG recently concentrated on the passage of a dedicated sales tax measure to fund improvement projects. In November of 2006, the Measure R sales tax was passed. It is anticipated it will generate over \$1.2 billion of dedicated funds over its 30-year life. From the sales tax: 50% will fund regional projects, 35% will fund local maintenance efforts and 15% will be dedicated toward environmental/transit/bicycle improvements in Tulare County.

Other positive movements on funding include the passage of state bond packages that are assisting in improvements to the state highway system and Regional Road System. In addition, the American Recovery & Reinvestment Act of 2009 provided additional federal funding for transportation projects.

Unfortunately, state sources of transportation funding have been subject to borrowing to cover state budget deficits. However, the passage of the regional sales tax helps alleviate the instability of state funding sources and allows the county to partner for additional funding. In addition, short-term loans and bonding against the sales tax also provides additional stability in funding when state sources aren't funded to their expected levels. However, as mentioned previously, even with the addition of the Measure R regional sales tax, not all needed transportation projects can be completed.

Corridor Preservation

Caltrans and the Tulare County region will be placing more emphasis on corridors as an important element of the

ACTION ELEMENT

transportation system. The analysis of the regional circulation system in this 2011 RTP emphasizes people movement through transportation corridors. Caltrans defines a corridor as a "broad geographic area that includes various modes of transportation, local roads and State Highways." Corridors may be defined as terms of the number of people or tonnage of freight moved in any particular direction, regardless of the facility.

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

The 2011 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. Figures 3-18 and 3-19 identify major corridors identified by Caltrans and TCAG:

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

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

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

Figure 3-18
North/South Regional Corridors

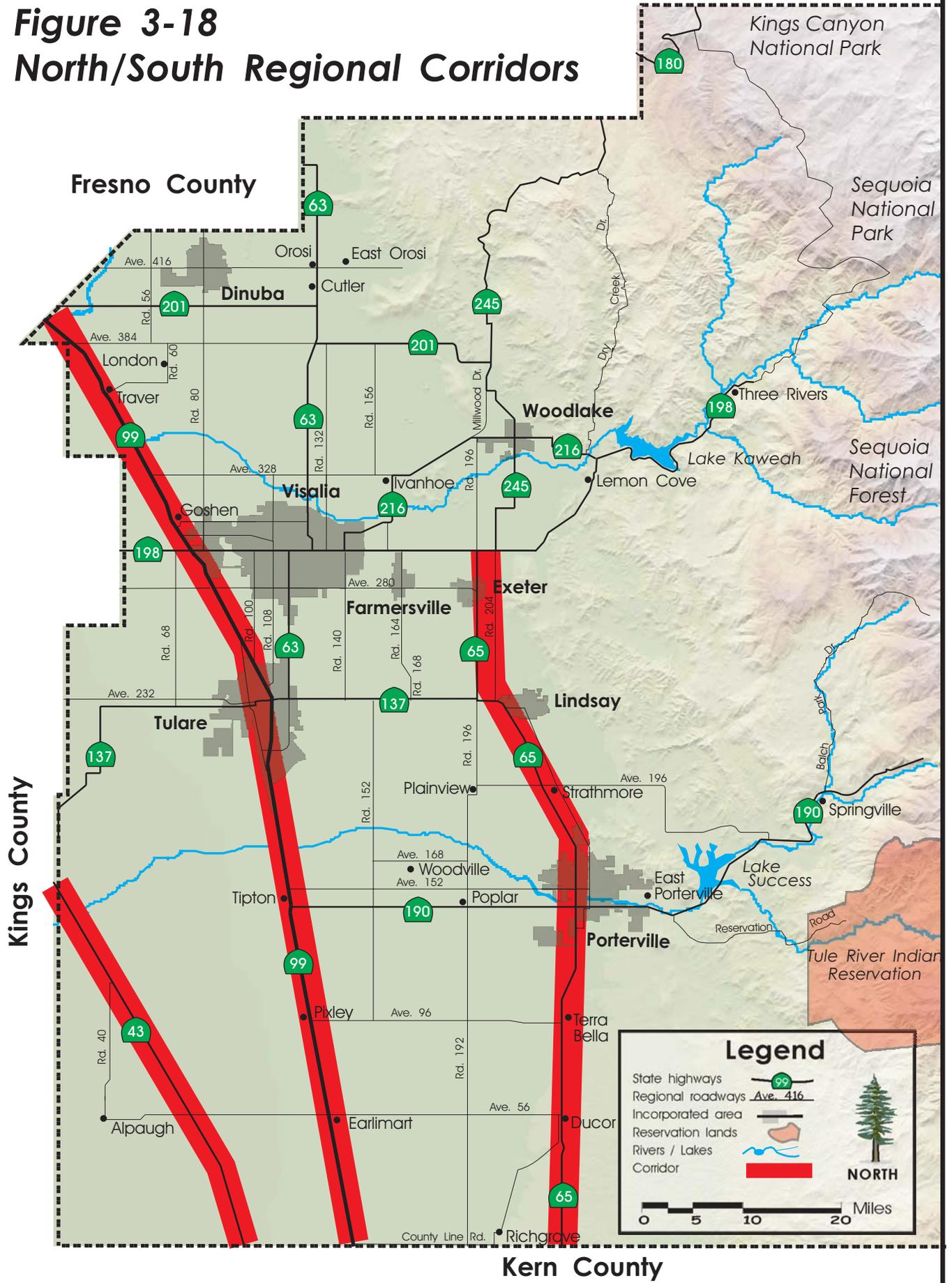
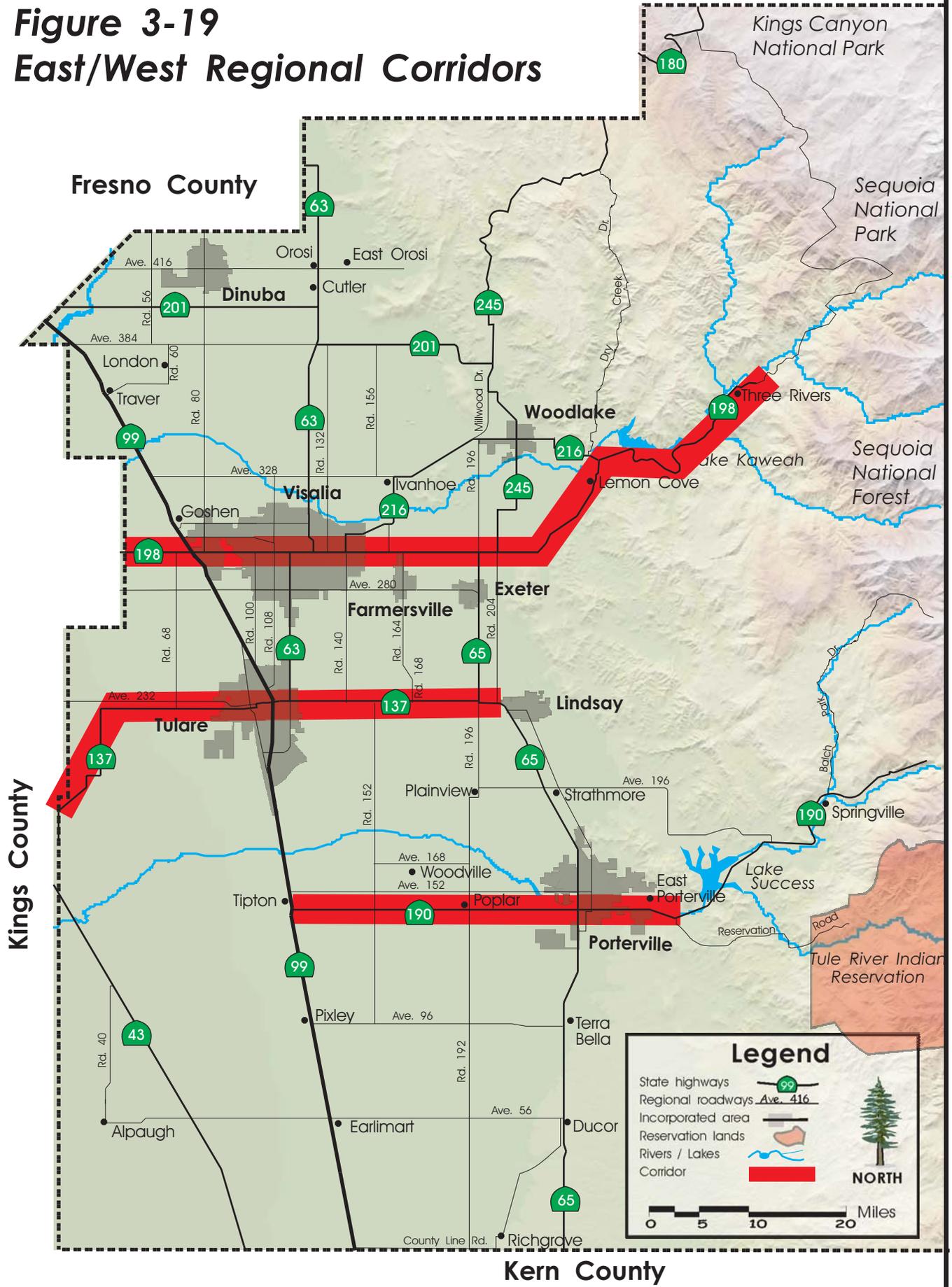


Figure 3-19
East/West Regional Corridors



Previous Plan Accomplishments

Since the inception of the RTP, Tulare County has delivered several transportation projects. This is the 17th RTP prepared by TCAG. The first RTP was prepared in 1975 with updates every two years. In 1999 California Transportation Commission (CTC) changed the requirement to every three years. The RTP is currently required to be updated every 4 years. The last RTP was updated in 2007.

Projects completed since the 2007 RTP include the following:

- ❑ Widening of Road 80 (phase 1); 2009
- ❑ Widening of Mooney Blvd; 2010
- ❑ Santa Fe Bridge; 2010
- ❑ Numerous local street widenings and improvements, road rehabilitation projects, signalization and intersection improvements
- ❑ Downtown Transit Center Expansion in Visalia and Porterville
- ❑ CNG fueling station added in Exeter; 2009
- ❑ CNG station expansion in Visalia, Porterville, and Tulare,
- ❑ Bicycle facility improvements in Exeter, Visalia, Tulare, Dinuba, Woodlake, Tulare County and Porterville;
- ❑ Transit lines added to routes county wide;
- ❑ Full Fleet conversion of transit vehicles powered by CNG for school districts, transit agencies and city fleets;
- ❑ Hybrid fuel type vehicle purchases;
- ❑ Various downtown and safe route to school pedestrian and bicycle improvements;
- ❑ Several Caltrans maintenance projects completed by Caltrans on State Routes; and
- ❑ Cross Valley Rail lines upgraded.

Implementation

TCAG continues to implement the RTP and administer federal and state finances to the member agencies. The RTP is a guideline or process to determine the list of fundable projects that Tulare County can anticipate to build over the next 25 years. Assuming financial conditions remain constant, the projects listed in this RTP will be built over the next 10 to 25 years. However, TCAG can only assume that finances will be available as detailed in the Financial Element.

Air Quality

Air Quality in the San Joaquin Valley remains a top concern for Valley residents. Designated as a non-attainment region for ozone and particulate matter, local agencies and communities will be looking into instituting measures for improving emissions in Tulare County, specifically achieving reductions in transportation, agriculture, and other activities. The San Joaquin Valley Air Basin exceeded 8-hour ozone requirements 150 days in 2008, and exceeded PM 2.5 limits 81 days that year. Air Quality standards are set by the State and Federal governments. The Reasonably Available Control Measures (RACMs) and Best Available Control Measures (BACMs) are being encouraged. TCAG also has encouraged the use of Hybrid vehicles, zero emission vehicles, alternative fueled vehicles (such as Compressed Natural Gas (CNG)) and the replacement of Heavy Duty Diesel motors with newer cleaner models.

However, Air Quality is a regional problem that requires the attention of the 8 counties in the San Joaquin Valley Air Basin. Work must be done to meet the State and Federal Clean Air Act requirements. See the State Implementation Plan section on page 3-46 for a thorough discussion on Air Quality and measures being taken by Tulare County.

In addition to complying with State and Federal air quality plans and regulations, the eight San Joaquin Valley MPOs (San Joaquin, Stanislaus, Merced, Madera, Fresno, Tulare, Kings, and Kern), have voluntarily joined together on a Regional Blueprint project to address air quality and other issues. The Blueprint takes projected future population growth through the year 2050, and looks at how the Valley can best coordinate that growth on a regional scale. General polices about how the Valley can integrate transportation, land use, and housing are included in the Blueprint. This integration will help reduce air quality emissions, including carbon dioxide.

Land Use

Land use in Tulare County is predominately agriculture, and the County is committed to retain the rich agricultural land. As population increases, so does the demand for growth in the cities as well as demand for new housing, retail, and commercial space. Agricultural land around the cities is being zoned residential and commercial. Land, employment, and economics are balanced to minimize the amount of land taken by development. Economic principles typically dominate over the conservation of agricultural land. Tulare County does minimize development by using the Williamson Act and the Farmland Security Zone processes to preserve valuable farm land.

Environmental Issues & Impacts

There are projects which are planned for development within the scope of the RTP. The RTP will have a completed program EIR to determine the significant impacts to the environment. As defined by CEQA, a “significant effect on the environment” (CEQA Guidelines 15382) means a substantial, or potentially substantial, adverse change in any of the

physical conditions within an area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise and objects of historic or aesthetic significance. An economic or social change itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

The “environment” (CEQA Guidelines 15360) means the physical conditions, which exist within the area that will be affected by a proposed project. The area involved shall be the area in which significant effects would occur either directly or indirectly as a result of the project. The environment includes both natural and man-made conditions.

The CEQA Guidelines recommend tools for determining the potential for significant environmental effects including:

- ❑ *Initial Study checklist [(see the Notice of Preparation (NOP) – Appendix C)];*
- ❑ *CEQA’s Mandatory Findings of Significance (see the NOP, Appendix C);*
- ❑ *consultation with other agencies; and*
- ❑ *particular agency thresholds of significance.*

The Notice of Preparation (NOP) determined that a Program EIR is required for the Tulare County 2011 RTP or “Project” because the plan could result in significant environmental impacts. The NOP concluded that adoption of the RTP would result in less than significant impacts on the following environmental issue areas if applicable policies and standards were applied:

- ❑ Recreation
- ❑ Mineral Resources

This EIR analyzes the 2011 RTP effects on the following environmental issue areas:

- ❑ Aesthetics
- ❑ Agricultural Resources
- ❑ Air Quality
- ❑ Biological Resources
- ❑ Cultural Resources
- ❑ Geology/Soils
- ❑ Hazards/Hazardous Materials
- ❑ Hydrology/Water Quality
- ❑ Land Use & Planning/Population & Housing
- ❑ Noise
- ❑ Public or Utility Services
- ❑ Transportation/Traffic

After review of the NOP responses, TCAG determined that the Program EIR should focus on the issues referenced above. The environmental impact analysis and mitigation measure evaluation is organized by environmental area. Each issue contains a section describing the following:

- ◆ **Standards of Significance** - The standard by which impacts are measured or the threshold of significance.
- ◆ **Direct and Indirect Impacts** - A description of each impact associated with an environmental issue area. Each impact will be listed by number for future reference.
- ◆ **Mitigation Measures** - A description of the measure to reduce or avoid a significant impact. Each measure will be numbered for future reference.
- ◆ **Environmental Determination** - A statement indicating whether the

mitigation measure will reduce an impact to a level of less than significant.

Based on findings identified in Section 6 of the EIR, projects contained in the 2011 RTP and the Air Quality Impact Conformity Determination (to be included in the Final EIR), the preferred alternative is the Full Build or "Traditional" Project Alternative. This alternative was analyzed considering historical growth rates in vehicle miles traveled (VMT) and vehicle trips (VT), as well as anticipated growth in the use of other modes of transportation such as transit, rail, aviation and non-motorized.

This project alternative is characterized as the "worst case" alternative considering traditional transportation system improvements. Improvement projects evaluated and identified under this alternative are "financially constrained" in accordance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) and air quality conformity requirements. Further, this alternative focuses on "traditional" land use planning activities, i.e., designation of planned growth and development consistent with established land use density policies. This includes the designation of urban development consistent with adopted local agency General Plans. For a complete environmental analysis of the impacts see the EIR Appendix under a separate cover.

New Technologies

TCAG has encouraged the use and replacement of new efficient heavy duty diesel motors and Compressed Natural Gas (CNG) in public vehicles and fleets as well as corporate fleets. Congestion Mitigation & Air Quality (CMAQ) funds are available to

offset the cost of these replacement motors that will work to improve air quality. As CNG becomes more available to the consumer, TCAG has encouraged the purchase and use of CNG vehicles. The Cities of Porterville, Tulare, Dinuba, and Visalia currently run a large part of their fleet with CNG vehicles. Many of these funds are from FTA and CMAQ. TCAG has purchased one gasoline powered Hybrid as a vehicle. The City of Visalia is currently using electric trolleys in the Downtown area that is a free service to downtown patrons and a link to shopping in the area. The Cities of Porterville and Dinuba are currently in the process of developing and/or expanding CNG fueling stations. TCAG has and will continue to obtain grant funding to improve air quality. As technology advances and become affordable; TCAG and the member agencies will take advantage of the benefits that come from improving the environment.

Hydrogen powered vehicles may still be 10 years away from wide spread use due to lack of infrastructure and cost effectiveness. However a strong trend to build and purchase Hybrid vehicles is emerging and should continue into the future. Citizens are looking for cheaper transportation alternatives and many will purchase Hybrids as the auto company develops a larger selection of vehicles. Hybrids typically get 30 to 70 miles per gallon with very low emissions.

Emergency Preparedness

Tulare County has an emergency plan to counter natural disasters. The County Fire Department as well as the local California Department of Forestry (CDF) stations is well prepared to fight fires locally. The Sequoia National Park Service has responsibility for fires that happen in the national park. Tulare County participates with the other jurisdictions with a mutual aid agreement.

The Sheriff and local law enforcement department's work together to serve and protect the residents. In addition, Porterville Municipal Airport is a California Department of Forestry (CDF) fire attack base. The CDF aircraft serves all of southern and central California with air support. TCAG is committed to work with Home Land Security requirements set forth in SAFETEA-LU to utilizes the latest technology to secure public safety on transit and other modes of transportation in Tulare County.

Institutional and Legislative Actions

Since the mid 1970s, with the passage of AB 69 (Chapter 1253, Statutes of 1972) state law has required the preparation of Regional Transportation Plans (RTPs) to address transportation issues that will assist local and state decision makers shape the transportation landscape.

Senate Bill (SB) 45 was signed into law by the Governor in October 1997. SB 45 changed the STIP from a seven-year program to a four-year program and again changed to a five-year program in 2000 with the passage of AB2928. SB 45 made significant changes in the formula for funding State and local projects.

AB 1012 (Torlakson), approved on October 7, 1999, amended SB 45 in funding project delivery. The intent of the legislature was to expedite the use of the

excessively large cash balance in the State Highway Account and to put taxpayer funds to work on transportation improvements. The legislature facilitates development of transportation projects that will produce a steady flow of construction projects. The stream of projects was funded by adding advancing funds through the STIP process.

SAFETEA-LU replaced the Transportation Equity Act for the 21st Century (TEA 21) in 2005. TEA 21 replaced the Intermodal Surface Transportation Efficiency Act (ISTEA – enacted in 1991) in June 1998, providing funding for highways, highway safety, and mass transportation for an additional 6 years to improve air quality and congestion. SAFETEA-LU is a Federal surface transportation program for highways, highway safety, and transit for the 5-year period from 2005 to 2009. SAFETEA-LU was extended into 2010 while Congress develops a successor transportation bill.

In the past there have been Line Items that have benefited Tulare County Farm to Market Roads and SR-99 through the U.S. Senate and House of Representatives. These funds are available to specific projects on a special basis using federal funding.

Other Legislation includes Title 6 and Regulation 8. Title 6 is a State requirement that encourages public outreach and that all socio-economic levels and races are equally involved in the planning process. Regulation 8 is a State clean air act requirement to meet the federal and State air quality conformity. In accordance with Transportation Conformity Rule Amendments Final Rule (August 15, 1997) developed jointly by the Environmental Protection Agency (EPA) and the Federal Highway Administration (FHWA), air quality impacts associated with the 2011 RTP were considered. It has been determined by TCAG that all of the projects

contained in the RTP are considered to meet the air quality conformity requirements (See Air Quality Determination Appendices)

Evaluation

Evaluating each project that is considered in the RTP is done through several processes. TCAG staff takes recommended projects and evaluates each based on specific guidelines adopted by TCAG. For example all STIP projects are evaluated according to criteria on page 3-26 and Table 3-5. CMAQ and TE projects are also evaluated and ranked by staff and approved by TCAG. TCAG staff makes recommendations for transit projects that use Federal Transit Administration funds. The RTP provides a road map to determine which transportation projects are eligible for State and federal funding; as well as identifying the project schedule and approximate time of construction within the scope of the RTP.

Resource Sharing

Tulare County has successfully partnered with Kings County and Fresno County in the past with the development of the cross-valley rail improvements (CMAQ funding).

Tulare County has also partnered with Caltrans on several projects that are of inter-regional significance. For example, the SR-198 widening (between Hanford and Visalia) was fully funded with the passage of the State Bond Proposition 1b in November of 2006. TCAG will continue to work with Caltrans on the Spruce widening and SR-65 realignment project (between SR-198 and City of Lindsay).

TRANSPORTATION STRATEGIES

Tulare County has long been known for affordable housing. Attraction of this affordable housing is expected to remain the source for much of the County's future

population growth. As a result, any major increase in employment within the County will cause increased demands in the housing market. Accelerated growth has resulted in increased population densities in specified areas and migration of residents to undeveloped areas. With continued growth in agricultural and service sectors, Tulare County can and should be ready for population expansion.

Considering increased population, expansion of industry and demand for land throughout the County, the need for mixed-use developments, ridesharing and alternative commuting modes is a great concern. TCAG participates and funds a rideshare program with Kings County. The program consults with employers and encourages education of employees about alternate modes of transportation. Tulare, Kings, and Fresno Counties participate in Valleyrides.com, which offers ride-matching services to commuters with similar origins and destinations. TCAG provides an Employee Incentive Program that provides rewards for government employees to encourage the use of an alternative form of transportation to commute to work. TCAG supports efforts with staff time and financial assistance for public outreach.

Increased growth and development leads to an increased demand for transit service. Transit systems operated in the County and the cities may need to expand service when growth and development occur. As transit demand increases, impacts associated with increased traffic will be mitigated to some extent.

User fees, Federal, State and local, transportation funding offset the cost of providing transit service. The County endorses advertising and public awareness program to increase ridership. Interest and ridership are expected to increase over the next several years. In addition, several cities

operate their own transit operations, the largest of which is the Visalia City Coach.

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. Therefore, it is necessary that TCMs and Indirect Source Review (ISR) rules get implemented to minimize the effects of development and air quality.

Implementation Strategies

Implementing the 2011 RTP is done through the development of projects through the 2011 FTIP, 2010 RTIP and through the FTA requirements for transit agencies. The projects must comply with all respected legislative requirements and must also be included in the perspective documents in order for the project to receive federal or state funding.

Regional road improvements using STIP funds and projects using Federal Transportation Enhancements (TE) funds must be programmed and approved by the CTC (STIP) prior to the agency spending any money. As for Transit and CMAQ projects, they must be included in the FTIP and must be approved by Caltrans prior to funds being spent.

TCAG strategies include making sure all fundable projects are meeting the requirements set by the CTC, State and federal government. TCAG prepares and updates the RTIP bi-annually and the FTIP and RTP every four years to insure local projects are being funded and implemented on a timely basis, as funds are available. In addition TCAG provides member agencies support in the funding process and monitors progress on projects using transportation funding.

Transportation Demand Management

Transportation Demand Management (TDM) consists of managing behavior regarding how, when and where people travel. TDM strategies are designed to reduce vehicular trips during peak hours by shifting trips to other modes of transportation and reduce trips by providing jobs and housing balance. TDM is specifically targeted at the work force that generates the majority of peak hour traffic. Tulare County Association of Governments and it's agencies has begun partnering with adjacent counties. TCAG partnered with Fresno COG on their Carpool website (www.valleyrides.com). The website allows Tulare County and Fresno County residents to match with carpool interests that have similar originations and destinations. The website also provides information on multi-modal use including transit information and bicycle/pedestrian facilities. TCAG is a supporter and sponsor of South Valley Rideshare which is managed through Kings Area Rural Transit. Some of the TDM strategies include the following techniques:

- rideshare programs;
- transit usage;
- flex hours;
- vanpools;
- bicycling & walking;
- telecommuting; and
- mixed land uses.

In September of 2007, a consultant prepared an assessment for the South Valley five county area – Southern San Joaquin Valley Rural Vanpool and Rideshare Assessment. The study looked at all options of public transportation available to commuters and looked for a more regional approach to transportation needs and delivery transportation services between the five counties. One of the short term recommendations was a Joint Powers

Agreement between the agencies, perhaps headed by a the RTPA's.

Through education, TDM strategies can be implemented and utilized in the circulation system. However, in order to change traveling habits, employers must suggest transportation alternatives such as eliminating single vehicle occupant trips.

Applicable Regions

In Tulare County, the areas with the most severe traffic congestion have the most potential candidates for TDM strategies include the Cities of Visalia, Tulare and Porterville. The City of Visalia, with a population of 123,670 in January 2009 (Department of Finance), has the highest peak hour congestion in the County. The City of Tulare has a population of 58,506 in 2009. 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. 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 52,056 (an urbanized area of over 60,000) 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.

Strategies

A valuable TDM resource is available to the County and cities through TCAG. TCAG actively educates and encourages employers to inform employees about alternatives modes of transportation.

ACTION ELEMENT

TCAG provides the member agencies with TDM programs such as the Central Valley Rideshare outreach program. TCAG also educates the public through informational flyers and booths at local events and fairs. As a tool to reduce congestion and environmental improvements the SJVAPCD, TCAG, and local agencies endorse TDM strategies. Employers are encouraged to endorse the following TDM strategies:

- economic incentives;
- regulatory parking spaces;
- locker rooms and showers;
- satellite work stations;
- flexible work hours;
- subsidize transit cost;
- award extra times off; and
- join a Transportation Management Agency (TMA).

Air Quality

Tulare County conforms to all air quality requirements set forth by the SJVAPCD, the California Clean Air Act, and Federal Clean Air Act. For a detailed description on air quality conformity refer to appendices on Air Quality Determination attached to this document.

Transportation System Management

Transportation System Management (TSM) is designed to identify short range, low cost capital projects that improve operational efficiency of existing infrastructure. An effective TSM program using appropriate techniques can improve circulation and reduce automobile emissions. TSM's are an important tool endorsed by the APCD and state to meet air quality standards and congestion management levels-of-service. TSM's are used in coordination with TDM's and TCMs to improve the local and regional environment.

Applicable Regions

The Cities of Visalia, Tulare and Porterville have the most traffic congestion in Tulare County and are candidates for TSM strategies. As stated in the TDM section, the City of Visalia has the most severe peak hour circulation problem in the County. Based on the 2003 CMP Annual Monitoring Program, the City of Visalia is presently experiencing traffic congestion with some streets or highways operating at capacity (LOS F), including the following:

- Caldwell Avenue east of SR 63 (Mooney Boulevard).
- Plaza Drive north of SR 198

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

- a portion of El Monte Avenue west of Alta Avenue in the City of Dinuba;
- SR 198 at the SR 63/Mooney interchange in the City of Visalia;
- SR 99 at the SR 198 interchange in the City of Visalia;
- SR 99 between Prosperity and Bardsley in the City of Tulare;
- SR 65 in the northwest Lindsay urbanized area; and
- Main St., north of Olive Ave in the City of Porterville.

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

Strategies

TCAG encourages the following TSM strategies in the 2011 RTP:

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

- bicycle facilities; and
- Pedestrian malls.

Since the Congestion Mitigation and Air Quality (CMAQ) improvement program began in 1991 under ISTEA, traffic flow improvements, bicycle paths, sidewalk projects, and transit improvements have been built in Tulare County. Other TSM strategies (e.g. route and facility improvements) have been suggested in the five-year Transit Development Plans (TDPs) that have been prepared for various cities. Furthermore, meetings with Caltrans regarding STIP development continue to discuss ways to improve State Routes through the cities that are at or near capacity.

Land Use

Historically, land use in Tulare County has been tailored toward agricultural. The agriculture industry, which includes dairies, citrus and livestock, continues to be Tulare County's most intensive land use. The remaining areas are comprised of urban communities that include public facilities, residential, recreational, commercial and industrial land uses. As pressures for growth and development of land uses within city and community urban boundaries intensify, implementation of planned street and highway improvements are imperative in order to accommodate trips generated by proposed development.

Existing land uses consist of new and old industries that continue to contribute new vehicle trips to the circulation network. Areas in the County that experience traffic congestion are recommended to implement programs to mitigate traffic impacts. TCAG has identified strategies for mitigating traffic congestion in Tulare County that include the following:

- Congestion Monitoring;
- Intersection Monitoring;

- Transportation Control Measures (TCMs);
- Transportation Systems Management (TSM); and
- Transportation Demand Management (TDM).

The type and extent of growth occurring within Tulare County is closely tied to the adopted general plans of the County and the cities. Development policies include general plans, community plans, specific plans, zoning regulations, adoption and implementation of TDM ordinances and building permit allocation measures. Land development in the region is driven by these policies, along with market forces that shape where and when residential, commercial, industrial development activities take place.

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

Increasing 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 County.

Developments that generate more than 100 peak hour trips and that create a significant impact on the Regional Road System are recommended for further analysis. The decision to conduct a traffic study is solely up to the local agency.

Interregional Connections

Tulare County has interregional connections along the SR 198 corridor with Kings County, SR 99 with Kern and Fresno County, and SR 65 with Kern County and

ACTION ELEMENT

Ave 416 with Fresno County. The main corridors are currently running at capacity or near capacity. TCAG has coordinated with surrounding counties to improve these significant corridors. As discussed earlier through partnerships Tulare County has had marginal success at coordinating these projects with adjacent agencies with the exception of Kings County. The SR 65 project is not a top priority in Kern County. The Ave 416 project in the north county is not a priority with Fresno County. Funding for these projects has been left up to Tulare County, with exception of the SR 198 project, which lost its AB 2928 funds and the Caltrans IIP funding for inter regional roads in 2002. The passage of Prop 1b State Bond in 2006 has made it possible to re-program the SR 198 corridor project. The funds were programmed by the CTC in February 2007 through the CMIA program.

New Technology

TCAG member agencies have implemented new technology ranging from CNG fueling stations to hybrid vehicle usage. Using CMAQ funds, the City of Visalia has converted the majority of their buses to CNG. The City of Tulare implemented a CNG fueling station and is currently running a large part of the transit fleet with CNG as well as some city vehicles. TCAG purchased two Hybrid gasoline and electric powered vehicle to travel to statewide meetings and has encouraged the purchase of these vehicles by local agencies; the County of Tulare and the City of Visalia have purchased these vehicles. The City of Visalia is currently using hybrid trolleys in the Downtown area to serve downtown patrons. The Cities of Porterville, Dinuba, Visalia and the County are currently in the process of developing or improving existing CNG fueling stations to power the transit fleets and some city vehicles. By October 2010, the City of

Porterville's entire primary transit fleet will be CNG powered. As technology advances and becomes affordable and available, TCAG and the member agencies will take advantage of the benefits that come from improving the environment at reduced cost.

ACTIONS BY MODE

The following modes are the actions that are being implemented by Tulare County and the Cities to improve the transportation on the Regional Road System. This section looks at Highways, Streets, and Roads, Mass Transit, Non-Motorized (Bicycle and Pedestrian), Rail, Aviation and Goods Movement.

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

The existing State Highway system was completed in the 1950's and 60's. The average design life of a State Highway is approximately 20 years and many Tulare County's highways were constructed 50 years ago. The Agricultural and commercial industry 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).

Tulare County is one of the fastest growing counties in California averaging about 2% growth per year. As of 2009, the County has an estimated population of 441,481 (DOF). The large incorporated areas, such as Visalia, Tulare and Porterville are growing at an even faster rate than the County as a whole. At these growth rates, many local streets, will reach capacity before the end of the scope of this RTP, prior to the year 2035.

Mass Transit

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. Amtrak, California's only operating interregional passenger rail service, doesn't directly serve Tulare County. The closest Amtrak stations are in the Cities of Hanford and Corcoran in Kings County. However, Amtrak does 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 taxis, carpools and vanpools; dial-a-ride and specialized handicapped accessible services. Public transportation needs are met by either a fixed route or demand responsive (dial-a-ride) transit system. Fixed routes are generally used in the more populated urban areas while demand responsive transit is often used in rural areas and communities.

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

- Insure adequate training of vehicle drivers for reduced insurance rates
- Centralized dispatching of vehicles
- Centralized maintenance of vehicles
- Centralized administration
- Identification and consolidation of 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 for senior citizens, mental health organizations and programs for citizens with disabilities. The programs are funded and subsidized through State and federal grants, Transportation Development Act (TDA) funds, and local funds including Measure R.

The purpose of this section is to examine both the existing and planned transit services that would improve efficiency and service to County residents. This section will focus on the following discussions:

- Description of the Transit Development Plan for each city
- Existing regional common carriers and public transit maps
- Coordination of fares and schedules
- Program for efficient and convenient operations
- Unmet Transit Needs
- Public and private sector coordination;
- Inter-modal transit interface (SAFETEA-LU) and coordination;
- Proposed improvements for transit services
- Passenger rail project priorities
- Responsible agencies

ACTION ELEMENT

Air Quality Issues:

Mass transportation has the capabilities to reduce a large number of single vehicle occupancy trips and reduce emissions. Clean air or zero emission buses and dial-a-ride vehicles are being analyzed in Tulare County for their feasibility. Converting all large public transit buses to natural gas is slowly becoming a viable option for refueling vehicles. The City of Visalia has a CNG fueling station and of their entire transit fleet 75% of the vehicles are CNG. Visalia Unified School District has plans to also convert to CNG uses. The City of Tulare has a liquefied natural gas (LNG) fueling station and were the first to operate natural gas transit vehicles in Tulare County. The City of Porterville's primary transit fleet is currently 75% CNG powered and will be 100% by October, 2010. Dinuba, County, and Lindsay are in the process of building or expanding CNG stations. The City of Lindsay Police fleet is 100% Hybrid Vehicles. The City of Tulare has plans to replace their existing transit fleet and other city vehicles with CNG vehicles. TCAG encourages phasing in natural gas and zero emission vehicles into the mass transit fleets throughout the County to meet air quality standards. The Cities of Porterville, Tulare and Visalia have expressed interest in procuring low or zero emission vehicles. TCAG, Visalia, and Dinuba have purchased Super Ultra Low Emission vehicles to promote clean air practices in Tulare County.

Short and Long -Range Transit Plans

The City of Visalia has completed both short and long range transit plans. The Cities of Exeter, Porterville, Tulare, Dinuba, and unincorporated areas of Tulare County have completed short-range transit plans in the form of five-year Transit Development Plan (TDP) funded through Federal Transit Administration grant assistance and Caltrans

Planning grants. The City of Woodlake is currently in the process of updating their Transit Development Plan with an anticipated adoption in the middle 2010; the plan is funded by a Caltrans Planning Grant. The TDP's serve as a short-range transit plan that is to be updated every five years for cities, which operate fixed route transit or demand responsive service. The incorporated Cities of Lindsay and Farmersville are small rural communities that do not operate transit; the City of Visalia and Tulare County provide these cities with transit service. The following is a summary of Tulare County's public transit system including a brief overview of the operations, fares, schedules, and long and short-range transportation development plans.

Tulare County Area Transit

Tulare County Area Transit (TCaT) has been providing rural route service between various cities and towns since 1981. TCaT provides both rural route service and local demand responsive service in and around various County communities. TCaT operates 8 different fixed route services and provides a local dial-a-ride program between communities.

Coordination and Schedules:

TCaT offers seven different routes that are scheduled to operate Monday through Saturday and two routes that operate twice a week. Transit services are contracted through MV Transportation. The routes cost \$1.50 each direction and include:

- ❖ The North County route includes Dinuba, Sultana, Orosi, East Orosi, Cutler, Seville, Justice Complex and Visalia and runs Monday through Saturday.
- ❖ The South County route includes Tulare, Matheny Tract, Tipton, Pixley, Teviston,

Earlimart, Richgrove and Delano and runs Monday through Saturday.

- ❖ The Northeast County route includes Visalia, Lemon Cove, Three Rivers, Woodlake, and Ivanhoe and runs Monday through Saturday.
- ❖ The Southeast County Route includes Visalia, Tulare, Lindsay, Strathmore and Porterville and runs Monday through Saturday.
- ❖ The Lindsay-Plainview-Strathmore-Porterville route which serves the above named towns and runs Monday through Friday.
- ❖ The Woodville-Poplar-Porterville route which also includes Cotton Center, runs Monday through Friday.
- ❖ The Dinuba-London-Traver-Delft Colony route provides which serves the above named towns and runs Monday through Friday.
- ❖ The Porterville-Springville route runs Tuesday, Thursday and Friday.
- ❖ The Porterville-Terra Bella route runs Monday and Wednesday.

TCaT also offers a Dial-A-Ride Service for 75 cents one-way Monday through Friday in the following areas:

- ❖ South County: Pixley, Tipton, Earlimart and Alpaugh.
- ❖ Rural City of Tulare.
- ❖ North County: Rural Dinuba, Sultana, Monson, Cutler and Orosi.
- ❖ Lindsay & Toneyville

TCaT is coordinating with the other local transit agencies in Dinuba, Visalia, Tulare, Porterville, Exeter, Woodlake and private providers such as the Orange Belt and Greyhound to improve service to transit users in Tulare County.

Operations:

TCaT currently contracts with MV Transportation (MV) to operate, manage, dispatch, schedule, and maintain vehicles for transportation services. Tulare County is responsible for purchasing vehicles and fuel for operating the system. The County is also responsible for financing all advertising and marketing.

TCaT has a total of 16 vehicles all which are less than one year old. All buses are equipped with wheelchair lifts and bicycle racks on the front of the bus. The 2008 Tulare County Transit Development Plan (TDP) in conjunction with the Tulare County Transit Infrastructure Plan have a scheduled fleet management plan. Maintenance and storage of these vehicles is the responsibility of MV.

City of Visalia

Visalia City Coach (VCC), operated by MV Transportation for the City, is a transit service that operates both fixed route and demand response service within the Visalia Urbanized Area. VCC began serving Visalia in 1981 and is now providing service for over 150,000 people in the Visalia Urbanized Area (including Goshen, Farmersville, and Exeter). The shift to a full-service route system began in January 1987, with the addition of three new routes and expanded operating hours. The City of Visalia also operates a dial-a-ride service that began operation in February 1981. It was the original service offered by VCC, and it remained the primary service until fixed route operations were expanded in 1987. The dial-a-ride system is still available to senior citizens and people with disabilities who need basic transportation service from home to services and shopping.

The VCC transit system is a natural product of community population growth and change. Initiated to meet the basic mobility needs of the transit dependent population, VCC has evolved into a comprehensive system designed to meet a variety of travel needs. By adapting transit services in response to changing demand, VCC has had consistent growth throughout the nineties.

After a period of decreased ridership in the early 2000s, ridership again increased beginning in FY2004/05 to a record level in FY2008/09 (Table 3-9). In 1998, VCC introduced the Visalia Towne Trolley to service the downtown business district by providing a free transit shuttle. Due to the unreliable nature of transit funding from the state, VCC began charging 25 cents per trip for the Downtown Trolley. The Trolley has been a welcome site to the downtown storeowners by providing a service and reducing parking impacts in Downtown Visalia

Table 3-9.1
Visalia Annual Transit Ridership

Fiscal Year	Fixed	Dial	Trolley	Total
90/91	539,447	23,606	na	563,053
91/92	631,264	27,102	na	658,366
92/93	698,605	33,522	na	732,127
93/94	732,127	32,902	na	765,029
94/95	905,828	33,558	na	939,386
95/96	1,082,852	35,016	na	1,117,868
96/97	1,116,816	33,726	na	1,150,542
97/98	1,283,658	33,454	na	1,317,112
98/99	1,374,736	34,543	29,351	1,438,630
99/00	1,271,247	35,483	48,261	1,354,991
00/01	1,172,895	36,347	81,376	1,290,618
01/02	1,136,904	34,008	101,848	1,272,760
02/03	1,048,740	36,117	87,904	1,172,761
03/04	1,039,219	34,272	79,767	1,153,258
04/05	1,184,088	36,661	96,135	1,316,884
05/06	1,329,146	33,634	96,148	1,458,928
06/07	1,292,530	32,481	92,753	1,417,764
07/08	1,366,373	33,932	103,694	1,503,999
08/09	1,446,260	31,014	88,633	1,565,907

Coordination of Schedules:

Visalia City Coach operates from 6:00 a.m. to 9:30 p.m. Monday through Friday, Saturdays between 9:00 a.m. to 6:30 p.m., and on Sundays from 8 a.m. to 6:30 p.m. with different scheduled bus routes (a total of 12 routes). In addition to the regular fixed route service, the Visalia Towne Trolley runs on 4 routes. Two routes are Monday through Friday and the other two are Friday and Saturday evenings. The City of Visalia constructed a transit center in downtown Visalia that began operating in February 2004, and a maintenance facility opened in 2006. Because of the popularity of the facility and the increase in ridership, in 2009 the City of Visalia broke ground for the expansion of their transit center. All their routes meet at the transit center for transfers between routes (except for one route which connects to the VCC/TCaT transfer at Government Plaza). In addition to VCC,

ACTION ELEMENT

transit routes from the TCaT, Kings County, City of Tulare, Amtrak and private operators such as the Orange Belt and Greyhound connect to the transit center and allow transfers to their systems. Other transfers are available at the request of the passenger at the end of each route. VCC and TCaT have coordinated a transfer site at the Tulare County Government Plaza on Mooney Boulevard to provide intercity transportation between the City of Visalia and other Tulare County communities servicing Visalia.

Operations:

Visalia City Coach is operated by MV Transportation through a multi-year contract. The contractor is responsible for dispatching, drivers, fare collection, maintenance of the buses and ridership data collection. The City began using this operator in September of 2003. The Visalia Transit Division provides management of the system. The Transit Division staff consists of a Transit Manager, Senior Administrative Analyst, Transit Analyst, and a Senior Administrative Assistant. The Transit Division is responsible for providing the following services: planning, marketing, contract administration, report preparation, system design and staff liaison to the Transit Advisory Committee, TCAG, Caltrans and the Federal Transit Administration (FTA).

The Visalia City Coach fixed route inventory consists of thirty wheelchair-lift equipped transit vehicles. Seating capacities range from 30 to 37 passenger vehicles that range from 1994 to 2008. With the recent purchase of 7 new CNG buses in 2009 (to be delivered in May 2010), 7 older vehicles were retired. After this purchase the fleet will be 87% CNG

The VCC Dial-A-Ride is the demand responsive element of the VCC system. This service is available to the general public who need transportation from areas too sparsely populated to warrant fixed route service.

The current dial-a-ride fleet inventory consists of six wheelchair lifts equipped vehicles that carry 12 to 16 passengers with vehicles that range from 1989 to 1995. Five are in active service and one is used as a back up. The Dial-A-Ride system operates the same hours as the fixed route system.

The VCC Downtown Trolley operates on a circular continuous fixed route through the Downtown Visalia area. There are 4 trolleys used to sustain this service on 10 minute headways. The vehicles were purchased used and are 1991 vehicles with old time trolley aesthetics.

In May of 2006, the City of Visalia implemented the Sequoia Shuttle Service. The Shuttle provides service from Visalia to the Sequoia National Park. The shuttle operates seven days a week from Memorial Day weekend through Labor Day weekend. The shuttle includes stops at various locations in Visalia, Exeter and Three Rivers and terminates at the Giant Forest Museum in Sequoia National Park where the intra-park shuttle system is accessed. There are three routes within the Park which include the Giant Forest, Moro Rock/Crescent Meadow and Lodgepole/Wuksachi routes.

Visalia City Coach has developed a close working relationship with the City's Committee for Disabled Persons. This effort has led to several workshops with the City's Transit Advisory Committee and the Committee for the Handicapped meeting to discuss items affecting transit use by the handicapped. This working relationship has helped VCC to comply with all requirements of the 1990 Americans with Disabilities Act (ADA).

Long Range Transit Plan:

The City of Visalia's long-range Transit Plan began in the fiscal year 1992/93. The new long-range Transit Plan was completed in 2000. The major goal is to develop a strategic resource document that

will assist the City in responding to transit service growth and demand issues through the year 2020. The focus of the document is on the period beyond the five-year time frame. The long-range Transit Plan will provide needed guidance for development of the transit system that will assist the City up to the year 2020.

Short Range Transit Plan:

The most recent Short Range Transit Plan was completed in 2008. Major emphasis is placed on performance and cost effectiveness of the fixed route service to improve and meet the community's transit needs. The Dial-A-Ride service will continue to move toward a more specialized service to meet ADA mobility requirements and the mobility needs of those who are elderly and persons with disabilities.

Suggestions and the result of Plans have resulted in providing bi-directional service on the routes 7&8, implemented Route 11x which services the Visalia Transit Center, COS, and the Tulare Transit Center. Expansion of the Transit Center will be completed in late February 2010. The expansion includes 12 new bus bays and a pedestrian walkway and shelters. The Operations & Maintenance Facility Expansion is currently out to bid. The project is estimated to begin sometime in late April 2010. It is projected to take 1 year to complete.

City of Tulare

The City of Tulare's transit system, the Tulare Intermodal Express (TIME), provides both fixed route and demand-response transit service to the general public within the Tulare area. The City began offering transit service in 1980 with the introduction of Dial-A-Ride Tulare (DART). In response to increasing ridership, the City implemented Tulare Transit Express (TTE), a full-time fixed route service in December of 1989. TTE began as a three route system, but quickly outgrew its initial capacity.

The DART and TTE services were unified under one name (TIME) in June of 2007. Today, TIME Dial-A-Ride provides an alternative service for passengers preferring the convenience of curb-to-curb transportation within the city due to age, disability, or distance from a fixed route. TIME Dial-A-Ride is available to any member of the general public, but its first priority is to provide a complementary paratransit service in response to the Americans with Disabilities Act (ADA). TIME Fixed Route provides general public transit service within the City of Tulare and to the neighboring City of Visalia via 7 routes.

Ridership on TIME Dial-A-Ride has gradually decreased as passengers have migrated to the less costly fixed route service. TIME Fixed Route ridership has leveled off since peaking in the late 90's.

Table 3-9.2
City of Tulare Annual Transit Ridership

Fiscal Year	Fixed Route	Dial a Ride	Total
1990/91	143,442	57,227	200,669
1991/92	164,932	47,015	211,947
1992/93	195,784	43,492	239,276
1993/94	244,340	34,398	278,738
1994/95	283,258	30,590	313,848
1995/96	289,165	37,479	326,644
1996/97	417,217	33,674	450,891
1997/98	513,047	35,620	548,667
1998/99	499,012	40,255	539,267
1999/00	438,384	39,293	477,677
2000/01	406,155	36,801	442,956
2001/02	363,762	44,384	408,146
2002/03	312,549	42,955	355,504
2003/04	289,945	38,373	328,318
2004/05	300,480	35,518	335,998
2005/06	346,343	34,328	380,671
2006/07	367,951	34,944	402,895
2007/08	359,106	29,064	388,170
2008/09	326,497	26,235	352,732

Coordination and Schedules:

TIME provides dial-a-ride service Monday through Friday from 6:00 a.m. to 6:00 p.m., and Saturday from 7:00 a.m. to 6:00 p.m. TIME provides fixed route service Monday through Friday from 6:00 a.m. to 6:00 p.m., and Saturday from 9:00 a.m. to 5:30 p.m. All routes are scheduled to begin and end at the Downtown Transit Center at approximately the same time to allow for transfers between routes. Six of the seven routes operate on 30-minute headways (Route 1-5 and 7), and one route (Route 11x) operated on 1-hour headways. Route 11X, introduced in August of 2008, provides express bus service between the Tulare Transit Center and the Visalia Transit Center. The City of Tulare and the City of Visalia have been operating some form of coordinated intercity service since 1993.

The Tulare Downtown Transit Center was built in 1999 to better facilitate connections between intercity transit services. Prior to its opening, buses were routed through an on street transfer site. Currently, TIME, TCaT and VCC operate from the Downtown Transit Center. In 2007, the City opened the Tulare InterModal Transit Center directly across from the downtown Transit Center. The facility was built as a part of a broad Downtown redevelopment strategy which includes the continued development of transit service in the community. The facility established a centralized location for the routing of regional transit buses, as well as the coordination of interfacing between local and regional service. The InterModal facility currently houses the Greyhound bus terminal.

Operations:

Management of Tulare InterModal Express is an integrated function of the City of Tulare. The City’s Transit Division, which is a branch of the Finance Department, is responsible for the management of the system. Overall administration, planning, monitoring, and marketing of the system is vested in the City’s Finance Director. The Finance Director also acts as liaison to TCAG, Caltrans and the Federal Transit Administration (FTA). The Finance Director is assisted with day-to-day operations by a Transit Analyst.

TIME is operated by MV Transportation, Inc. through a multi-year contract. MV is responsible for dispatching, drivers, fare collection, daily reporting, ridership data collection, and vehicle maintenance. The City began contracting with MV in July 2004. Prior to that time, all transit operations were performed in-house.

The TIME fleet consists 8 buses. Seven buses are required to operate daily fixed route service. The TIME demand-

response service currently operated from 2 to 4 vehicles, depending on demand. All vehicles are equipped with a wheelchair lift and securement system to better serve passengers who are physically challenged. All City buses operate on either CNG (compressed natural gas), LNG (liquefied natural gas), or gasoline.

City of Porterville

The Porterville transit system, known as the City Operated Local Transit (COLT), began operating a demand response service in 1981. The demand-response fleet currently uses 8 activans, (six passenger vehicles) with 5 in the active fleet and 3 in the back-up fleet. The fixed route service which began in July 1997, has 13 vehicles (16 to 28 passengers) with 8 vehicles in the active fleet and 5 in the back-up fleet, including a 2006 Classic American Trolley used for special seasonal events.

After the Census 2000, the City of Porterville was designated as an urbanized area. The East Porterville area and the community of Strathmore were brought into this urbanized area. This designation allowed Porterville to qualify for funding under the Federal Transit Administration’s 5307 Program for operation of their transit system. The system presently provides fixed route and demand-response service to Porterville and the surrounding urban areas. In 2003, Porterville also opened a new transit center. The transit center now serves as the transfer hub for all their buses, in addition the Tulare County Transit buses stop there, which allows transfers between the two systems. Additionally, the Transit Center is also utilized for dispatching the Activans and other carriers including Orange Belt Stages and Eagle Mountain Casino also stop at the Transit Center.

Table 3-9.3

Porterville Annual Transit Ridership

Fiscal Year	Fixed Route	Dial a Ride	Total
90/91	NA	110,656	110,656
91/92	NA	104,752	104,752
92/93	NA	106,001	106,001
93/94	NA	105,213	105,213
94/95	NA	unavail.	unavail.
95/96	NA	unavail.	unavail.
96/97	NA	146,200	146,200
97/98	100,469	142,409	242,878
98/99	296,104	140,024	436,128
99/00	343,681	91,381	435,062
00/01	442,248	81,106	523,354
01/02	454,564	86,726	541,290
02/03	447,282	73,789	521,071
03/04	417,253	60,258	477,511
04/05	423,934	60,620	484,554
05/06	451,046	68,611	519,657
06/07	449,538	27,447	476,985
07/08	492,699	22,682	515,381
08/09	555,630	20,283	575,913

Coordination and Schedules:

The fixed route system operates from 7:00 a.m. to 7:00 p.m. Monday through Friday, and between 9:00 a.m. and 5:00 p.m. on Saturdays. The system operates on thirty-minute headways. The demand-response operates from 7:00 a.m. to 7:00 p.m. Monday through Friday, and between 9:00 a.m. to 5:00 p.m. on Saturdays.

Operations:

The City of Porterville owns and maintains 21 vehicles. Daily operations and management were contracted out to a private company, Gilbert Transportation, from 1981 to June 1994. In July 1994, the City contracted with Sierra Management, to operate the transit system, as well as maintaining the City’s Transit Center and bus stop areas. All the vehicles are purchased and maintained by the City and are kept on a preventive maintenance program. The City’s Transit Division is responsible for the management of the transit

ACTION ELEMENT

system, planning, marketing, contract administration, report preparation, grant management, and staff liaison with TCAG, CalTrans and the Federal Transit Administration.

City of Dinuba

Public transit service in the City of Dinuba and the adjacent area is currently provided by the Dinuba Area Regional Transit (DART). The DART system consists of two flex routes and two fixed routes (Jolly Trolley and Dinuba Connection). A private contractor, MV Transportation, has been providing the DART service to Dinuba since 2006. Previous to 2006, Dinuba transit service was provided by Dinuba Transit Inc. since 1981.

The flex route and fixed route systems serve an estimated population of 21,237, with six vehicles owned by the City. The City had recently received funding through the Federal Transit Administration 5311 Program and purchased two new compressed natural gas (CNG) vehicles. The annual ridership on the flex routes is approximately 37,146 and demand-response is 5,751, FY 2008/09. The Jolly Trolley served 64,455 people and the Dinuba Connection served 7,437 people during FY 2008/09.

Coordination and Schedules:

DART flex routes operate weekdays between 7:30 a.m. and 4:30 p.m., Monday through Friday. Requests for dial-a-ride are usually met within 30 minutes to an hour. The Jolly Trolley fixed route operates Monday-Thursday from 9:00 a.m. to 6:00 p.m. and Friday-Saturday from 9:00 a.m. to 9:00 p.m. The Dinuba Connection fixed route operates during the school year from 7:00 a.m. to 9:00 p.m., Monday through Friday and during the summer from 9:00 a.m. to 5:00 p.m., Monday through Friday.

Operations:

A fixed route system began operating in June of 1995. DART currently operates two flex route and two fixed route public transit service. All six vehicles are owned and maintained by the City and have wheelchair accessibility. The 2009 TDP has a plan for the City to create/build a transit center located at the Dinuba Vocational Center.

The Dinuba Vocational Center is the transfer point between all DART routes. The flex route system is designed to operate a north and south route, both on 30-minute headways. The Jolly Trolley is a free, fixed route that runs on 30-minute headways and services Dinuba's seven most popular shopping destinations and locations. The Dinuba Connection is a regional route that was developed in conjunction with Fresno County Rural Transit Agency (FCRTA) and provides transit services between the City of Dinuba and the City of Reedley.

The Cities of Exeter and Farmersville

The City of Exeter transit system began service in June 1992. Initially the City operated a one vehicle dial-a-ride service for the residents of Exeter. In fiscal year 2000/01 they purchased another vehicle through the Federal Transit Administration 5311 Program. The dial-a-ride service provides service to over 12,000 residents within the urban boundary limits of Exeter. Operation consists of two seventeen-passenger buses that are owned and operated by the City of Exeter. The buses are fully serviced, fueled, and maintained by the City. The buses are wheelchair accessible. Exeter's dial-a-ride is dispatched from City Hall Monday through Friday between 8:30 a.m. and 4:15 p.m.

Fixed route service to Exeter and Farmersville is provided by VCC. Two routes connect Exeter and Farmersville with Visalia. One route connects to the Visalia

Transit Center and the other route connects with TCaT at the Government Plaza transfer site.

The City of Woodlake

The City of Woodlake transit system began service in September 1999. The City operates a demand-response service for over 9,000 residents in the Woodlake urbanized area. Operation consists of one 16-passenger vehicle that is wheelchair accessible. Woodlake had their first Short Range Transit Plan (SRTP) prepared in May 2005, and will have an updated Plan in 2010. The buses are fully serviced, fueled and maintained by the City. Woodlake’s dial-a-ride operates from 7:00 a.m. to 3:30 p.m. Monday through Friday. Fixed route service is provided by one TCaT route which links the City to Three Rivers and the Visalia Transit Center.

The City of Lindsay

The City of Lindsay doesn’t have its own transit service. Transit service is entirely provided by TCaT with two fixed routes linking Lindsay to Porterville, Tulare and Visalia and a dial-a-ride service for the City and the surrounding area.

Kings Area Rural Transit

Kings Area Rural Transit (KART) provides a vanpool program which is primarily utilized by farm workers and state prison guards. The vanpools extend throughout the southern San Joaquin Valley, including Kings, Tulare, Kern and Fresno Counties. KART also provides fixed route service linking Hanford (in Kings County) to various locations in the City of Visalia.

Tule River Indian Tribe

The Tule River Indian Tribe provides transit for casino employees and Indian healthcare services for Tule River tribal members and other tribal communities.

County Wide Transit Pass (T-Pass)

Transit Agencies in Tulare County (TCaT, TIME, COLT and DART) have joined efforts in forming a county-wide pass that is accepted on all fixed route transit services in the county. The T-Pass is currently sold at \$45 a month and allows pass-holders to ride any transit service (with the exception of demand response services) unlimited amount of times all month. Over the past two years, T-Pass sales and ridership have shown a steady increase, and continue to make about \$1.35 in fare revenues every ride.

Table 3-9.4
T-Pass Sales and Ridership

Quarter	Passes	Revenues	Trips
2007 Q2	88	\$3,960	2,953
2007 Q3	166	\$7,470	5,467
2007 Q4	263	\$11,835	11,360
2008 Q1	311	\$13,995	12,785
2008 Q2	393	\$17,685	14,499
2008 Q3	501	\$22,545	16,858
2008 Q4	665	\$29,925	23,473
2009 Q1	694	\$31,230	25,614
2009 Q2	662	\$29,790	21,051
2009 Q3	733	\$32,985	23,217
2009 Q4	907	\$40,815	30,346

Greenline

After receiving a grant from the State (JARC/New Freedom) in 2009 Visalia was able to set up and implement a County wide Transit information line which started up in July 2009. The Greenline allows transit users to call the toll-free number with any questions or complaints regarding any transit service in Tulare County.

Unmet Transit Needs Process

Each year TCAG holds an "unmet transit needs" hearing that is consistent with Section 99401.5 of the TDA. The Act governs the administration of the Local Transportation Funds (LTF). The referenced section of the Act clarifies that the RTPA must make a finding, after a public hearing, that there are no unmet public transit needs within a jurisdiction that can be reasonably met before it may approve LTF claims for streets and roads. The RTP addresses the ADA requirements in Title 23, CFR Section 450.316 9(b)(3) by meeting the needs of Tulare County's disability community. Transit in Tulare County is accessible equally by people with disabilities, able bodied, senior citizens and minorities. Buses and facilities are equipped to handle wheelchairs and all schedules are prepared in Spanish to be consistent with the Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C 324 and 29 U.S.C. 794, which ensure that no person shall, on grounds of race, color, sex, national origin, or physical handicap, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program receiving Federal assistance from the United States Department of Transportation.

TCAG holds an "unmet transit needs" hearing every March. A public notice is prepared and published local newspapers and posted thirty days prior to the hearing. There is a level of public outreach that the county provides to its Transit users requesting their feedback and comments on the current Transit system.

In May the Social Services Transportation Advisory Committee (SSTAC) reviews the unmet transit needs expressed in the hearing. The advisory committee makes recommendations that are transmitted to TCAG's Board. If any "unmet transit needs" are found to be reasonable to meet by the

RTPA they must be addressed before approving street and road funding. If an "unmet transit need" is found to be unreasonable to meet, it is noted and documented. In 2009 SSTAC and the TCAG Board approved and adopted new unmet needs guidelines to include a definition of what is "reasonable to meet". Transit meets the needs addressed in the seven planning factors as discussed on page 3-37 to provided transit services that improves mobility, ordinations and accessibility for all in Tulare County.

The local transit service is coordinated with the private common carriers, Orange Belt Stages, Greyhound and Crucero (a subsidiary of Greyhound). The private sector is designed to provide long distance travel and local convenience services. However, common carriers are given some government subsidies to provide Tulare County resident's access to Amtrak and affordable long distance travel to other cities around California. There are also several taxicab companies that are available to the public, including Checker Cab, American Cab, Marathon Cab, ABC Taxi, Yellow Cab, United Cab, Mendez Brothers and Pronto Taxi. Taxicab service is provided to the public at a higher cost per mile for its convenience and accessibility. Taxicab companies are completely privately owned and operated.

Transit Interface

There are several transit centers, bus depots and transit points which provide an interface between the various public and private transit providers in Tulare County. Listed below are the primary transfer points and the transit agencies and companies that provide service:

- ❖ Visalia Transit Center: VCC, TCaT, TIME, Amtrak bus, Greyhound, Orange Belt, KART

- ❖ Government Plaza (Visalia): VCC, TCaT
- ❖ Goshen Junction: VCC, Amtrak bus, Greyhound, Orange Belt, Crucero
- ❖ Tulare Transit Center: TIME, TCaT, VCC, Greyhound, Crucero
- ❖ Porterville Transit Center: COLT, TCaT, Orange Belt
- ❖ Dinuba Vocational Center: DART, TCaT

In addition to the transit interface within the County, transit service also connects Tulare County residents to neighboring counties and regions. DART connects with Fresno County Rural Transit in Reedley. TCaT connects with Delano Area Rapid Transit and Kern Regional Transit in Delano. KART links Visalia to Hanford in Kings County. The Amtrak bus that operates out of the Visalia Transit Center links to the Amtrak station in Hanford.

Transit Actions

Proposed improvements that are related to Tulare County's transit operators include the following: schedules, route additions, inter-transit coordination, fixed route implementations, and new wheelchair-lift equipped vehicles. Each transit system is evaluated by an audit and TDPs help determine the specific needs of each system. The City of Visalia is planning to expand VCC transit system. Route modifications are planned to improve performance and peak hour capacity. As the City of Visalia grows, service will be expanded.

The dial-a-ride system is planning to continue to provide service to the general public, but emphasis will move towards the provision of service to meet the mobility needs of elderly and people with disabilities. Priority will be given to reservation requests

by ADA eligible individuals, and other trips that can be made on the fixed route service will be encouraged to shift to that service in order to open up additional capacity on the dial-a-ride. The dial-a-ride service will continue to operate during the same hours and days as the fixed route system.

The City of Porterville has recently completed a bus maintenance facility in conjunction with the City's construction of a CNG fueling Station. The facility was financed through a combination of Section 5307 grant funds, PTMISEA funds, CMAQ, and LTF. It provides for a canopy-covered transit area for the localization of the entire transit fleet, time-fill posts for the CNG transit buses, and an automated bus wash system. Completion of this facility has contributed to greater coordination, efficiency, security and protection of the transit fleet and personnel.

The City of Tulare has a total of seven routes to accommodate public needs. The TIME system is expected to continue to serve during the same hours providing direct door-to-door service throughout the community during this Plan. The role of TIME will continue to evolve to provide service for those people who cannot use TIME and prefer the custom service.

The County of Tulare has experienced increased ridership in the past few years with the newly added routes and extended weekend services. As a result of the Welfare to Work Reform, Tulare County anticipates additional services to accommodate the anticipated passengers. In addition, the County is coordinating a transit among Kings, Kern, and Fresno counties.

Figure 3-21 Mass Transportation Common Carriers

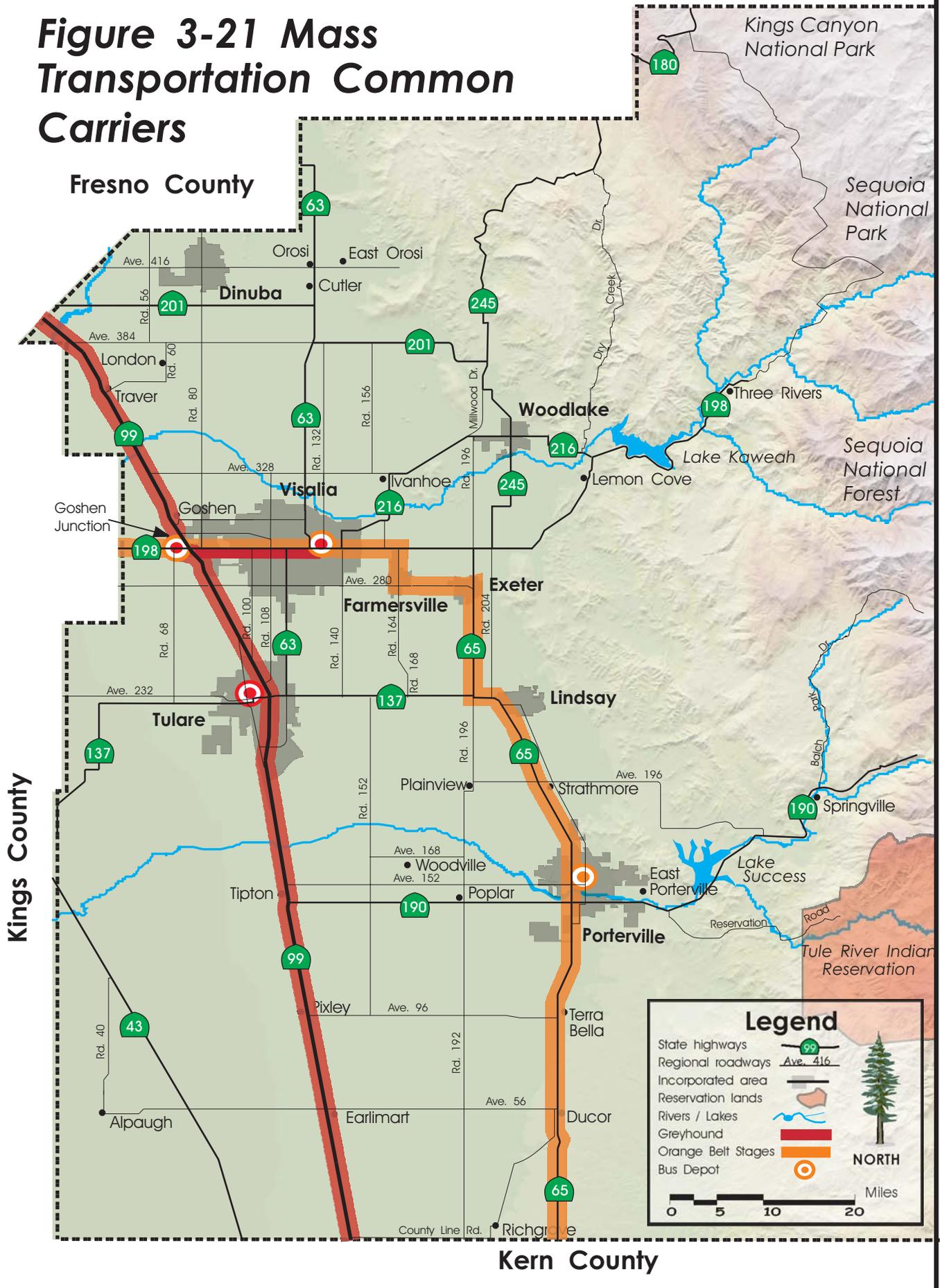
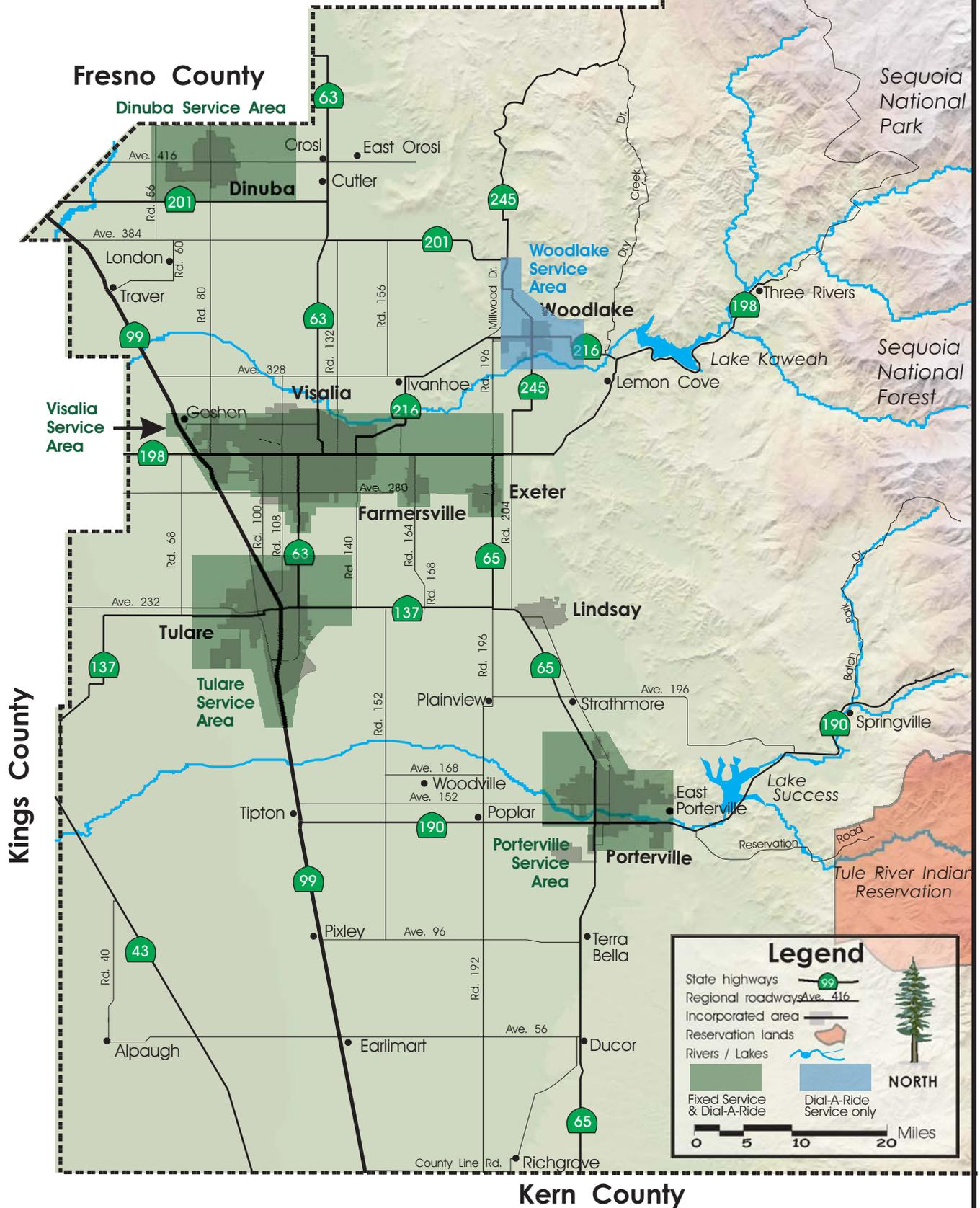


Figure 3-22 City Operated Local Transit Service Areas



Legend

- State highways:
- Regional roadways:
- Incorporated area:
- Reservation lands:
- Rivers / Lakes:
- Fixed Service & Dial-A-Ride:
- Dial-A-Ride Service only:

NORTH

0 5 10 20 Miles

Non-Motorized Transportation

With the advent of programs such as Air Quality Attainment and Transportation Demand Management, transportation-planning agencies are taking a detailed look at bicycling as an alternate form of transportation. In the populated portions of Tulare County, bicycles are a particularly viable mode of transportation. This is both due to the generally flat topography and the moderate year round climate of the area.

In 2000, TCAG hired a consultant to prepare and complete a Regional Bicycle Plan to take advantage of the AB 1020 funding. The Regional Bicycle Transportation Plan updated in 2002, 2007 and most recently updated in 2008 and has been certified by the State Bicycle Facilities Unit (BFU). The certified Plan allows the member agencies to adopt the Plan by resolution and submit to the State for final certification.

The purpose of the Plan is to help agencies in Tulare County plan bicycle facilities in their city, and provide direction for long term goals. The Plan allows adjacent cities to make regional connections between cities, to set sights on a regionally connected bikeway system across the County and perhaps into other counties. The first of Tulare County's regional bicycle path projects is the Santa Fe Trail Connection. The Trail would connect the cities of Visalia and Tulare preserving the abandoned Santa Fe railroad corridor. Other improvements including bicycle lanes being added to road widening improvements (Class II lanes on Road 108, Avenue 416, and Caldwell Avenue).

All cities in the county have adopted a bicycle plan and have been incorporated into the Regional Bicycle Transportation Plan with resolution and applied for Bicycle Transportation Account (BTA) funds. The cities received over \$450,000 in BTA funds over the past three years (Fiscal year

2007/08 through 2009/10) for bicycle improvements in the cities of Visalia, Woodlake, Tulare, Dinuba, and the County of Tulare.

The revenues from Measure R local sales tax have also paved the way for significant bicycle improvements in the county. The funds available through Measure R also help leverage, or can serve as a match for bicycle funding sources including CMAQ, TE, BTA, Remove II, RTP, and other funding sources.

The Regional Bicycle Plan is expected to be updated in 2010 so additional BTA funds can be procured in Tulare County. Bikeways (local and regional), major employers and attractors, downtowns, bicycle parking, bicycle safety programs, outreach strategies and bicycling accidents will be addressed in the 2010 Bicycle Plan. Members of the Bicycle Advisory Committee help determine the most likely and the most needed bicycle facilities in the county.

The Regional Bicycle Plan is a comprehensive plan that provides for travel between major urban areas and within urban areas. The plan describes an unsigned system of routes, generally along State Highways with adequate paved shoulders and pathways and bike lanes in the Urban Areas. Most bicycles commuting in Tulare County currently occurs within the urban areas.

The Regional Bicycle Plan includes potential Class I, II and III bikeway corridors that would encourage bicycle commuting between cities. Along with designating and implementing bicycle routes, agencies and employers throughout the region should encourage bicycling by providing facilities such as racks, bike lockers, and showers. Most transit agency buses in the County have implemented bicycle racks on their buses to provide for an intermodal mix for cyclist. Such facilities along with incentives

and special privileges for car-poolers and disincentives such as limited parking will make bicycling more attractive to commuters.

One program relating to bicycles that has worked successfully within Tulare County is the placement of bike carriers on transit buses. The racks create an interface between bicycles and transit that broadens the options for commuters to leave cars at home. The transit/bicycle interface allows commuters who do not live within walking distance of a transit line to use the transit system. The ultimate interconnection between bikes and transit is a system that allows a rider to carry their bicycle aboard the transit vehicle. Cyclists may vary the length of the bike ride for exercise reasons or ride transit to work and ride their bicycle home. At this time, none of the transit systems in this region have a way to carry bicycles inside transit buses but do allow two to three bicycles on the outside of bus on the rack. Bicycle/transit interface may also include locating facilities for bicycles near transit stops. Bicycle racks and lockers conveniently located near transit stops make the interface more attractive and are encouraged.

The County of Tulare, Tulare Transit Express, Dinuba Area Transit, Porterville COLT and Visalia City Coach equip all the new buses with bicycle racks.

As with bicycling, most of the current planning for pedestrian facilities in Tulare County is occurring at the local level. The County and local agencies are planning pedestrian access in response to the Americans with Disabilities Act (ADA). As a region, encouragement should be given for local agencies to implement transportation demand management strategies in an effort to increase pedestrian activity as an alternative to single occupancy vehicle commuting.

In 2005 The Tulare County Association of Governments (TCAG) applied for and received a grant to host a Walkable Communities Workshop. TCAG has a work element (W.E. 606.03) to set funding aside so all member agencies would be participatory in the workshops. The workshops will educate decision-makers, city staff, and the general public on making their communities pedestrian friendly.

Rail

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 3-8 (Existing Railroad Lines) displays principle rail lines within the County. In addition to these, there are rail service spurs and freight terminals throughout the County to serve specific industries.

Passenger Rail Project Priorities

The Tulare County Association of Governments (TCAG) is concerned with the preservation of and continued use of existing rail lines in the region. The San Joaquin Valley Railroad expressed interest in improving a freight rail system to serve the Cities of Visalia, Hanford, Lemoore, and Huron. TCAG programmed one million dollars of CMAQ funding to upgrade the existing rails, which were rated at 15 m.p.h. A second phase could include a passenger rail service between the Cities of Visalia and Hanford. This route would act as a link to the Amtrak station in Hanford, and could also serve as a link to a high-speed rail station, either in Visalia or Hanford.

In 2003, Traffic Congestion Relief Program (TCRP or AB 2928) funds from the

ACTION ELEMENT

State, CMAQ funds from Kings, Fresno, and Tulare County and private funds revitalized the Cross Valley rail corridor. The upgrade was necessary for the movement of goods. In 2001, the Cross Valley Railroad Joint Powers Agreement was formed to implement the project. The upgrade project included the replacement of existing track and bedding with 110 to 133 pound welded rail, new ties and ballast. The total length of the project was 47 miles and cost over \$14 million. The project was supported by the Cities of Visalia, Hanford, Lemoore, and Huron and included a partnership with the San Joaquin Valley Railroad Company to deliver the project. The project was completed in 2003. This is one of the first significant regional partnerships organized to deal with air quality, rail line preservation and transportation issues in the San Joaquin Valley air basin. To further improve air quality and improve rail services the idea of developing Light Rail to the urban areas may be entertained through a feasibility study during the next 20 to 30 years.

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 but more importantly revealed that land use along any of the routes would have to be intensified. TCAG will continue to monitor the corridors and encourage dense land uses as appropriate.

On November 4, 2008 the voters of California approved Proposition 1A, paving the way for high speed rail in California. California High Speed Rail (HSR) would connect many of the major metropolitan regions of California including San Diego in the south and San Francisco and Sacramento in the north.

The HSR Authority is proposing that HSR follow the Burlington Northern Santa Fe (BNSF) rail line for the segment of HSR

that passes through Hanford (Kings County) and Tulare County. This alignment provides an opportunity for a potential Kings/Tulare County Regional Station in Hanford. Other nearby stations that will provide access to Tulare County residents include the Fresno and Bakersfield HSR stations.

The Tulare County Association of Governments (TCAG) continues to monitor the progress of the EIR/EIS for High Speed Rail. TCAG is also concerned with route selection and encourages the HSR Authority to have a regional stop in Hanford.

Amtrak

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

Figure 3-23 Possible High Speed Rail Alignments



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 3-7]. Out of the airports mentioned above, only Visalia Municipal Airport has regularly scheduled commercial passenger service.

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

Airport Land Use Commission

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 amended in 1995. This plan is scheduled to be updated in 2010. The Tulare County CALUP is prepared in order to protect public health, safety and welfare. According to the CALUP draft, under State Aeronautics Act, Article 3.5 of the California Utilities Code, the ALUC has the authority to adopt land use measures that benefit the public by limiting exposure to aircraft hazards and excessive noise, as well as to ensure orderly expansion of public use airports. Based upon this authority, the Tulare County CALUP serves three major functions:

1. To ensure that no structures adversely effect aircraft operations and navigable airspace;
2. To reduce the number of people exposed to the hazards caused by aircraft accidents and to protect people from aircraft noise; and
3. To protect Tulare County's public use airports from the encroachment of land uses incompatible with safe and

Table 3-9.5
Tulare County Public Use Airports

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

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

Aviation has seen a small increase in both annual aircraft operations and total base

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.

Visalia Municipal Airport

Visalia Municipal is the largest and the only airport in Tulare County with commercial passenger service. Great Lakes Airlines flies in and out of Visalia twice a day to and from Ontario, California where connections can be made to many other destinations across the country.

The Airport was founded by Sol Sweet and Edwin Deeds in 1927 and the two grass landing strips were subsequently bought by the City of Visalia in June, 1928.

Visalia Municipal Airport currently has one runway (30/12) that is 6,559 feet long with a full length taxiway that is 50 feet wide. The airport is pilot-controlled with medium intensity lighting. There is a lighted segmented circle with 2 lighted wind socks. The airport averages 165 aircraft operations per day (over 60,000 per year) and 162 aircraft are based there.

Visalia Municipal Airport is located in the southeast quadrant of the SR 99/SR 198 interchange. Actual access to the facility is by way of the Plaza Drive interchange to Airport Drive. The route provides easy access from the major highways. There is also access to Airport Drive from Walnut Avenue. Due to the relatively low volume of trips, there is little airport-related congestion.

The West Visalia Specific Plan states:

"...the Plan area circulation system includes a realignment of Walnut Avenue/Plaza Drive south of SH 198 to facilitate the flow of through traffic north to the highway, and the creation of localized street and road networks as required to access properties designated by the Plan for future urban development. The importance of the Visalia Municipal Airport as a major transportation facility is recognized by the Plan. Planned land use designations, policies, and implementation programs are geared specifically toward long term preservation, maintenance and expansion of operations at the Airport."

The Visalia Municipal Airport is accessible by transit on the Visalia City Coach. Transit service is also available through Visalia City Coach Dial-a-Ride. Strict requirements of the West Visalia Specific Plan and the Airport Master Plan will ensure that access to the Airport will be convenient, efficient and attractive into the future.

Porterville Municipal Airport

The airport was opened in September 1942 as Porterville Army Airfield and was used by the United State Army Air Forces Fourth Air Force as a training base during World War II. Following the war, the airport was acquired by the City of Porterville.

Porterville Municipal Airport is a general aviation airport that offers many of the same services as Visalia Municipal Airport and Mefford Field. In addition, Porterville Municipal Airport is a California Department of Forestry (CDF) fire attack base.

The airport has one runway (12/30) that is 5,908 feet long. There are an average of 119 aircraft operations per day (over 43,000 per year) and 92 aircraft are based at the airport.

Porterville Municipal Airport currently may be accessed from SR 190 by taking Road 224 (West Field) to Avenue 136 (Scranton Avenue) and then to Road 232 (Newcomb Street). Access from SR 65 is via Avenue 128 to Newcomb Street. The City of Porterville is planning a number of improvements, both short and long range, to the Airport area as well as to Airport access.

Mefford Field (Tulare Municipal Airport)

Mefford Field was developed in 1937 as a grass airfield. The airstrip was expanded and surfaced in the 1940s and used as a training facility for the U.S. Army Air Corps during World War II. The City of Tulare acquired the airport from the County in 1971.

Mefford Field serves general aviation and has eight fixed base operators including airplane repair, avionics, crop-dusting charters, and flight lessons. There are an average of 72 aircraft operations per day (over 26,000 per year) with 66 aircraft based at the airport. The single runway (13/31) is 3,901 ft in length. The runway is planned to be extended to 5,000 ft.

In 2003, the City of Tulare initiated an Airport Master Plan for the airport which was completed in May 2006. The purpose of the Plan was to determine the type and extent of aviation facilities needed at the airport through the year 2025.

Access is gained from SR 99 at the Avenue 200 interchange. There is also access to Mefford Field via Hosfield Dr. from the east and Tex Drive from the north. The long-range plan for the airport area includes an upgrade to Avenue 200. Mefford Field is also within the Dial-A-Ride Tulare (DART) service area.

Woodlake Municipal Airport

The Woodlake Airport was built in the 1960s and acquired by the City of Woodlake in 2006. It's located south of the

City and is situated on 87 acres near the St. Johns River off Valencia Boulevard.

The Woodlake Airport is often free of the winter Tule fog that plagues other Valley airports and is used as a secondary landing site for Federal Express when the Visalia Airport is closed. There is an average of 33 aircraft operations per day (over 12,000 per year) with 21 aircraft based at the airport. The single runway (7/25) is 3,320 ft in length.

Sequoia Field

Sequoia Field was developed prior to World War II. In 1941, the Cities of Visalia and Dinuba leased the airport from the County and in turn sub-leased the airport to the Visalia-Dinuba School of Aeronautics. The airport was used to train thousands of pilots during World War II in PT-22 aircraft.

Following the War, the cities ceased leasing the airport and operations there declined. The airport does continue to serve general aviation and is home to a company that overhauls and assembles aircraft engines for customers that include the Department of Forestry.

There is an average of 33 aircraft operations per day (over 12,000 per year) and 15 aircraft are based at the airport. The single runway (13/31) is 3,012 ft in length. The airport is located about 8 miles north of Visalia and is accessed by Road 112.

Eckert Field

Eckert Field is a privately owned airport that is open to public use. It's located half a mile north of the community of Strathmore and is accessed by Avenue 204.

There is an average of 74 aircraft operations per week (over 3,800 per year) and 28 aircraft are based at the airport. The single runway (13/31) is 2,000 ft in length.

Exeter Airport (Thunderhawk)

Exeter Airport is a privately owned airport that is open to public use. It is located about 3 miles south of Exeter and 3 miles northwest of Lindsay and is accessed by Road 188 (Belmont Rd).

There is an average of 33 aircraft operations per month (about 400 per year) and 3 aircraft are based at the airport. The single runway (13/31) is 2,800 ft in length.

Central California Aviation System Plan

The most recent Central California Aviation System Plan (CCASP) update was completed in 1997. The purpose of the CCASP is to develop an integrated aviation plan for the Central Valley. The Plan, displays a summary of current aviation activity, establishes goals, and objectives for improving the present aviation systems, and forecasting future needs and courses of action for each county. The CCASP is a direct result of a legislative mandate (PUC Ch. 6, Sec. 21701 - 21707) requiring the State of California to have a comprehensive aviation system plan. The CCASP is integrated into the California Aviation System Plan (CASP), fulfilling the mandate.

The CCASP encompasses the counties of Yuba, Sutter, Placer, Yolo, Sacramento, San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Kern and Tulare.

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 4-17 of the Financial Element.

Goods Movement (Goods Movement is more thoroughly discussed in the Goods Movement Chapter)

Planning for rail and goods movement in Tulare County is driven by the free enterprise system. A list of 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.

TCAG is a participant in the San Joaquin Valley Goods Movement Study, Phase III (sponsored by Caltrans). TCAG is developing a long range plan and truck forecasting model to better predict future goods movement and network deficiencies. The study looks at the movement of trucks based on the movement of the commodity.

The railroad industry is even more market driven, and thus, determined by private firms that run those rail lines. Government agencies can encourage and influence such actions as the abandonment of rail right-of-ways. The market and the operators determine however, factors such as the number of trains that run each day and the type of goods carried.

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.

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

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

The use of rail for goods movement is growing as rail operators improve efficiency and supply. TCAG supports the use of rail and other alternative transportation methods such as aviation to alleviate conditions resulting from truck transport. Train movements are most efficient with durable goods and long distance travel. The service benefits the region by reducing congestion, helping to reduce air pollution and making safe, efficient use of the transportation corridors.

Pass Through Movements

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

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

Terminals

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

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

efficient use of trucks, but cooperation and communication between operators, terminals, trucking associations and transportation planners ensures the most efficient use of resources.

Projects

Tables 3-10 and 11 address the Project Purpose and Need, Project Concept and Scope for local and regional fiscal constrained projects and Table 3-12 addresses unconstrained projects. Tables 3-13 and 14 are the project listings (identification numbers, descriptions, air quality conformity years, cost) and Table 3-15 is the unconstrained project list. Table 3-16 is new to the 2011 RTP and shows system-level costs/revenue uses for operations, maintenance & preservation, project development and capital investment and construction.

Costs for projects in Tables 3-13 and 3-14 were developed from information given from the local agencies and Caltrans and programmed costs that are included in the STIP and FTIP. Costs were converted to year of expenditure per each phase using a 3% escalation rate.

Operations & Maintenance

An estimated \$2.1 billion will be spent in the operations, maintenance and preservation of roads and transit in Tulare County. Tulare County has 4,880 miles of publicly maintained roads [Table 3-17]. Of this total, 3,644 miles are rural (3rd most in the State) and 1,235 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 less than 8% (387 miles) of the publicly maintained road mileage in the County, over 50% of daily vehicle miles of travel in the County are on state-maintained roads [Table 3-18]. The operations and maintenance of

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

A variety of federal, state and local funds are used for maintaining the existing transportation network. These sources of revenue are reviewed in detail in the Financial Element. Table 3-19 lists the federal functional classification for the rural and urban roads in Tulare County. Roads have to be of a certain functional class to be eligible for federal funding. 1,382 miles of public roadway are eligible for federal funding while 3,498 miles are not. The operations and maintenance of the non-federal eligible roads are paid from state and local revenue sources.

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

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

Tulare County is responsible for the maintenance of over 3,000 miles of roadway. The County uses an in-house pavement management system (PMS) operated through a FoxPro database. Deduction curves and data collection methods are based upon Caltrans, APWA Paver and the MTC systems. The overall PCI of County roads is 70.5. The PMS estimates that it would take \$200 million to bring all Tulare County roads to a PCI of 100. Maintenance needs are determined by a combination of PCI and distress type. Maintenance begins when the PCI is at 92 or below with priorities determined by the PCI and ADT.

The three largest cities (Visalia, Tulare and Porterville) are responsible for

ACTION ELEMENT

the maintenance of 750 miles of roadway. The other five incorporated cities have 181 miles of roadway.

The City of Visalia uses Micropaver for their pavement management system. The City's pavement management goal is to bring the PCI to an average rating of 70. The City estimates that there is roughly \$10 million in deferred maintenance.

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

Table 3-10
Project Justification for Local Funded Roads
Tulare County 2011 Regional Transportation Plan

Agency	Facility	Project Scope	Project Limits	Type of Improvement	Purpose	Need
DINUBA - CANDIDATE PROJECTS						
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	East Crawford	Widen existing roadway	Nebraska to Davis; .3 mi.	Widen	Increase Capacity	Relieve Congestion
Dinuba	Nebraska	Widen existing roadway	Marks Drive to Crawford; .4 mi.	Widen	Increase Capacity	Relieve Congestion
Dinuba	Crawford	Widen/reconstruct existing roadway	San Antonio to Kamm; .2 mi.	Widen/Reconstruct	Increase Capacity	Relieve Congestion
Dinuba	Kamm Ave	Widen/reconstruct existing roadway	Crawford to Railroad; .25 mi	Widen/Reconstruct	Increase Capacity	Relieve Congestion
Dinuba	Kamm/Rd 72	Widen/Rd 72	Kamm at Rd 72	Traffic Signal	Improve Circulation	Safety
Dinuba	Kamm/Crawford	Kamm at Crawford	Kamm at Crawford	Traffic Signal	Improve Circulation	Safety
Dinuba	Crawford/Nebraska	Crawford at Nebraska	Crawford at Nebraska	Traffic Signal	Improve Circulation	Safety
Dinuba	Nebraska/Rd. 72	Nebraska at Rd. 72	Nebraska at Rd. 72	Traffic Signal	Improve Circulation	Safety
Dinuba	M St./Tulare	M St. at Tulare	M St. at Tulare	Traffic Signal	Improve Circulation	Safety
Dinuba	Lincoln/H St. at M St	Lincoln/H St. at El Monte Way	El Monte Way	Traffic Signal	Improve Circulation	Safety
Dinuba	Kamm Ave	Widen/reconstruct existing roadway	Rd. 80 to Rd. 56; 3 mi.	Widen/Reconstruct	Increase Capacity	Relieve Congestion
Dinuba	Nebraska	Widen/reconstruct existing roadway	Rd. 80 to Rd. 64; 2 mi.	Widen/Reconstruct	Increase Capacity	Relieve Congestion
Dinuba	Sierra Way	Widen/reconstruct existing roadway	Rd. 72 to Rd. 70; .25 mi.	Widen/Reconstruct	Increase Capacity	Relieve Congestion
Dinuba	Sierra Way	Widen existing roadway	Arkona to Rd. 72; .75 mi.	Widen	Increase Capacity	Relieve Congestion
Dinuba	Rd. 72	Widen/reconstruct existing roadway	El Monte Way to Nebraska; 1 mi.	Widen/Reconstruct	Increase Capacity	Relieve Congestion
Dinuba	Rd. 64	Widen/reconstruct existing roadway	El Monte Way to Nebraska; 1 mi.	Widen/Reconstruct	Increase Capacity	Relieve Congestion
Dinuba	Crawford	Widen/reconstruct existing roadway	Nebraska to Ave. 428; .5 mi.	Widen/Reconstruct	Increase Capacity	Relieve Congestion
EXETER - CANDIDATE PROJECTS						
Exeter						
FARMERSVILLE - CANDIDATE PROJECTS						
Farmersville	Farmersville Blvd.	Farmersville Blvd.	Walnut Ave to Noble Ave. - 1 miles	Widen to 4-lanes	Increase Capacity	Relieve Congestion
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
Farmersville	Farmersville Blvd. & Noble Ave.	Farmersville Blvd. & Noble Ave.	Farmersville Blvd. & Noble Ave.	Traffic Signal	Improve Circulation	Safety
Farmersville	Farmersville Industrial Parkway	Farmersville Industrial Parkway	Farmersville Blvd. to Hacienda Ave. - 4 miles	New 2 lane roadway	Improve Circulation	Relieve Congestion
LINDSAY - CANDIDATE PROJECTS						
Lindsay	Sierra View St	Construct New Roadway	Sequoia Ave to Parkside Ave	New 2-ln collector	Improve Circulation	Relieve Congestion
Lindsay	Sierra View St	Construct New Roadway	Foothill Ave to Strathmore Ave	New 2-ln collector	Improve Circulation	Relieve Congestion
Lindsay	Fir St	Construct New Roadway	Sequoia Ave to Bellah Ave	New 2-ln collector	Improve Circulation	Relieve Congestion
PORTERVILLE - CANDIDATE PROJECTS						
Porterville	Westwood St.	Widen existing roadway	Henderson Ave. to Westfield Ave.; .5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Porterville	Jaye St.	Construct new roadway	Montgomery Ave. to Gibbons Ave.; .7 mi.	New 2-lane; local St.	Improve Circulation	Relieve Congestion
Porterville	Main St.	Widen existing roadway	Henderson Ave. to Linda Vista Ave.; 1.8 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Porterville	Gibbons Ave.	Widen existing roadway	Jaye St. to Indiana St.; .5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Porterville	Main St.	Widen existing roadway	Yates Ave. to Gibbons Ave.; 2 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Porterville	Orange Ave/"D" St.	Orange Ave at "D" St.	Orange Ave at "D" St.	Traffic Signal	Improve Circulation	Safety
Porterville	Main St/Linda Vista Ave	Main St at Linda Vista Ave	Main St at Linda Vista Ave	Traffic Signal	Improve Circulation	Safety
TULARE - CANDIDATE PROJECTS						
Tulare	Blackstone Drive	Construct new roadway	Paige Ave. to "K" St.; 1 mi.	New Construction	Improve Circulation	Relieve Congestion
Tulare	Bardsley Ave.	Widen existing roadway	West St. to Pratt St.; .05 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Bardsley Ave.	Widen existing roadway	Irwin St. to Mooney Blvd.; .3 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Bardsley Ave.	Widen existing roadway	Mooney Blvd. to Oakmore St.; .9 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Cross Ave.	Widen existing roadway	"O" St. to Blackstone St.; .7 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Cross Ave.	Widen existing roadway	Tulare Drive to West St.; .5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Cross Ave.	Widen existing roadway	E/o Lincoln St. to Mooney Blvd.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Prosperity Ave.	Widen existing roadway	Enterprise St. to "J" St.; 1.8 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	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.	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Tulare	Prosperity Ave.	Widen existing roadway	Mooney Blvd. to Oakmore St.; .9 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Cartmill Ave.	Widen existing roadway	Akers St. to Mooney Blvd.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Paige Ave.	Widen existing roadway	West St. to Laspina St.; 2.5 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 Cartmill Ave.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	"K" St.	Widen existing roadway	Rankin Ave to Paige Ave.; 1.3 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	"J" St.	Widen existing roadway	Lynn Ave. to Cartmill Ave.; .8 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Blackstone St.	Widen existing roadway	Paige Ave. to Bardsley Ave.; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Laspina St.	Widen existing roadway	Paige Ave. to Aspen Ave.; .2 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Mooney Blvd.	Widen existing roadway	Foster Drive to Tulare Ave.; 1.7 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Turner Drive	Widen existing roadway	Foster Drive to Southern CL.; .5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Tulare Drive	Widen existing roadway	Cross Ave. to West St.; .7 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Levin Ave.	Construct new roadway	Mooney Blvd. to Oakmore St.; .9 mi.	New Construction	Improve Circulation	Relieve Congestion
Tulare	Paige Ave. / Canal	Widen existing roadway	Bridge over TID Canal	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Cartmill Ave.	Widen existing roadway	Mooney Blvd. to Oakmore; .9 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Cartmill Ave.	Widen existing roadway	West St. to "J" St.; .6 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Enterprise St.	Widen existing roadway	S. of Bardsley Ave. to Prosperity Ave.; 2.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	West St.	Widen existing roadway	Paige Ave. to Bardsley Ave.; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Blackstone St.	Widen existing roadway	Tulare Ave. to Merritt Ave.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Bardsley Ave.	Widen existing roadway	Enterprise St. to West St.; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion

Table 3-10
Project Justification for Local Funded Roads
Tulare County 2011 Regional Transportation Plan

Agency	Facility	Project Scope	Project Limits	Type of Improvement	Purpose	Need
Tulare	Pleasant Ave.	Construct new roadway	SPRR at Grade Crossing	New Construction	Improve Circulation	Safety
Tulare	Pratt St.	Widen existing roadway	Paige Ave. to Bardsley Ave.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Bardsley Ave.	Bardsley Ave.	Bardsley Ave. Corridor, 1.7 mi.	Signal Coordination	Improve Circulation	Safety
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.	New Construction	Improve Circulation	Relieve Congestion
Tulare	Akers St.	Realign and widen roadway	Cartmill Ave. to Pacific Ave.	Modify existing roadway.	Increase Capacity	Relieve Congestion
Tulare	Akers St.	Widen existing roadway	Pacific Ave. to Oakdale Ave.	Reconstruct to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Bardsley Ave.	Widen existing roadway	Oakmore St. to Road 132	Reconstruct to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Cartmill Ave.	Widen existing roadway	Enterprise St. to West St.	Reconstruct to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Commercial Ave.	Widen existing roadway	"K" St. to Hwy 99	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Commercial Ave.	Construct new roadway	Laspina St. to Turner Dr.	New 6-lane roadway	Improve Circulation	Relieve Congestion
Tulare	Commercial Ave.	Construct new roadway	Turner Dr. to Oakmore St.	New 6-lane roadway	Improve Circulation	Relieve Congestion
Tulare	Corvina Ave.	Construct new roadway	Akers St. to Hillman St.	New 2-lane roadway	Improve Circulation	Relieve Congestion
Tulare	"E" St.	Construct new roadway	Elster Ave. to Cartmill Ave.	New Construction	Improve Circulation	Relieve Congestion
Tulare	Enterprise St.	Widen existing roadway	Prosperity Ave. to Cartmill Ave.	Reconstruct to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	"H" St.	Construct new roadway	Paige Ave. to Bardsley Ave.	New 2-lane roadway	Improve Circulation	Relieve Congestion
Tulare	"H" St.	Construct new roadway	Rankin Ave. to Paige Ave.	New 2-lane roadway	Improve Circulation	Relieve Congestion
Tulare	"J" St.	Widen existing roadway	Cartmill Ave. to Pacific Ave.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	"J" St.	Widen existing roadway	Pacific Ave. to Hwy 99	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	"J" St. / Hwy 99 Overcrossing	Construct new roadway	"J" Street @ Hwy 99	New overcrossing	Improve Circulation	Relieve Congestion
Tulare	"J" St.	Construct new roadway	Hwy 99 to Ave. 264	New Construction	Improve Circulation	Relieve Congestion
Tulare	Laspina St.	Widen existing roadway	Ave. 200 to Tulare Golf Course	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Oakmore St.	Construct new roadway	Commercial Ave. to Bardsley Ave.	New 2-lane roadway	Improve Circulation	Relieve Congestion
Tulare	Oakmore St.	Widen existing roadway	Bardsley Ave. to Tulare Ave.	Reconstruct to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Oakmore St.	Construct new roadway	Tulare Ave. to Prosperity Ave.	New 2-lane roadway	Improve Circulation	Relieve Congestion
Tulare	Oakmore St.	Widen existing roadway	Tulare Ave. to Prosperity Ave.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Oakmore St.	Widen existing roadway	Prosperity Ave. to Cartmill Ave.	Reconstruct to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Paige Ave.	Widen existing roadway	Enterprise St. to West St.	Reconstruct to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	Tulare Ave.	Widen existing roadway	Enterprise St. to Tulare Dr.	Reconstruct to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	West St.	Widen existing roadway	Prosperity Ave. to Cartmill Ave.	Reconstruct to 4 lanes	Increase Capacity	Relieve Congestion
Tulare	E St. / Maple Ave.	E St. at Maple Ave.	"E" St. at Maple Ave.	Traffic Signal	Improve Circulation	Safety
Tulare	E St. / Prosperity Ave.	E St. at Prosperity Ave.	"E" St. at Prosperity Ave.	Traffic Signal	Improve Circulation	Safety
Tulare	Laspina St. / Paige Ave.	Laspina St. / Paige Ave.	Laspina St. at Paige Ave.	Traffic Signal	Improve Circulation	Safety
Tulare	Inyo Ave. / West St.	Inyo Ave. at West St.	Inyo Ave. @ West St.	Traffic Signal	Improve Circulation	Safety
Tulare	Cross Ave. / Mooney Blvd	Cross Ave. at Mooney Blvd	Cross Ave. @ Mooney Blvd (SR 63)	Traffic Signal	Improve Circulation	Safety
Tulare	Prosperity Ave. / West St.	Prosperity Ave. at West St.	Prosperity Ave. @ West St.	Traffic Signal	Improve Circulation	Safety
Tulare	Cartmill Ave. / "J" St.	Cartmill Ave. at "J" St.	Cartmill Ave. @ "J" St.	Traffic Signal	Improve Circulation	Safety
Tulare	Cartmill Ave. / "M" St.	Cartmill Ave. at "M" St.	Cartmill Ave. @ "M" St.	Traffic Signal	Improve Circulation	Safety
Tulare	Cartmill Ave. / De La Vina St.	Cartmill Ave. at De La Vina St.	Cartmill Ave. @ De La Vina	Traffic Signal	Improve Circulation	Safety
Tulare	Pleasant Ave. / "E" St.	Pleasant Ave. at "E" St.	Pleasant Ave. @ "E" St.	Traffic Signal	Improve Circulation	Safety
Tulare	Bardsley Ave. / West St.	Bardsley Ave. at West St.	Bardsley Ave. @ West St.	Traffic Signal	Improve Circulation	Safety
Tulare	Tulare Ave. / Oakmore St.	Tulare Ave. at Oakmore St.	Tulare Ave. @ Oakmore St.	Traffic Signal	Improve Circulation	Safety
Tulare	Paige Ave. / Blackstone St.	Paige Ave. at Blackstone St.	Paige Ave. @ Blackstone St.	Traffic Signal	Improve Circulation	Safety
Tulare	Prosperity Ave. / Oaks St.	Prosperity Ave. at Oaks St.	Prosperity Ave. @ Oaks St.	Traffic Signal	Improve Circulation	Safety
Tulare	Merritt Ave. / Cherry St.	Merritt Ave. at Cherry St.	Merritt Ave. @ Cherry St.	Traffic Signal	Improve Circulation	Safety
Tulare	Merritt Ave. / M St.	Merritt Ave. at M St.	Merritt Ave. @ "M" St.	Traffic Signal	Improve Circulation	Safety
Tulare	Alpine Ave. / Mooney Blvd.	Alpine Ave. at Mooney Blvd.	Alpine Ave. @ Mooney Blvd.	Traffic Signal	Improve Circulation	Safety
Tulare	Bardsley Ave. / "H" St.	Bardsley Ave. at "H" St.	Bardsley Ave. @ "H" St.	Traffic Signal	Improve Circulation	Safety
Tulare	Bardsley Ave. / Morrison St.	Bardsley Ave. at Morrison St.	Bardsley Ave. @ Morrison 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. / Akers St.	Cartmill Ave. at Akers St.	Cartmill Ave. @ Akers St.	Traffic Signal	Improve Circulation	Safety
Tulare	Cartmill Ave. / Retherford St.	Cartmill Ave. at Retherford St.	Cartmill Ave. @ Retherford St.	Traffic Signal	Improve Circulation	Safety
Tulare	Commercial Ave. / "K" St.	Commercial Ave. at "K" St.	Commercial Ave. @ "K" St.	Traffic Signal	Improve Circulation	Safety
Tulare	Commercial Ave. / Laspina St.	Commercial Ave. at Laspina St.	Commercial Ave. @ Laspina St.	Traffic Signal	Improve Circulation	Safety
Tulare	Commercial Ave. / Turner Dr.	Commercial Ave. at Turner Dr.	Commercial Ave. @ Turner Dr.	Traffic Signal	Improve Circulation	Safety
Tulare	Corvina Ave. / Retherford St.	Corvina Ave. at Retherford St.	Corvina Ave. @ Retherford St.	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	Hosfield Dr. / Laspina St.	Hosfield Dr. at Laspina St.	Hosfield Dr. @ Laspina St.	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	Oakdale Ave. / Hwy 63	Oakdale Ave. at Hwy 63	Oakdale Ave. @ Hwy 63	Traffic Signal	Improve Circulation	Safety
Tulare	Pacific Ave. / Hwy 63	Pacific Ave. at Hwy 63	Pacific Ave. @ Hwy 63	Traffic Signal	Improve Circulation	Safety
Tulare	Paige Ave. / "H" St.	Paige Ave. at "H" St.	Paige Ave. @ "H" St.	Traffic Signal	Improve Circulation	Safety
Tulare	Paige Ave. / Laspina St.	Paige Ave. at Laspina St.	Paige Ave. @ Laspina St.	Traffic Signal	Improve Circulation	Safety
Tulare	Paige Ave. / Pratt St.	Paige Ave. at Pratt St.	Paige Ave. @ Pratt St.	Traffic Signal	Improve Circulation	Safety
Tulare	Paige Ave. / West St.	Paige Ave. at West St.	Paige Ave. @ West St.	Traffic Signal	Improve Circulation	Safety
Tulare	Pleasant Ave. / West St.	Pleasant Ave. at West St.	Pleasant Ave. @ West St.	Traffic Signal	Improve Circulation	Safety
Tulare	Hwy 137 / Morrison St.	Hwy 137 at Morrison St.	Hwy 137 @ Morrison St.	Traffic Signal	Improve Circulation	Safety
Tulare	Seminole Ave. / Hwy 63	Seminole Ave. at Hwy 63	Seminole Ave. @ Hwy 63	Traffic Signal	Improve Circulation	Safety
VISALIA - CANDIDATE PROJECTS						
Visalia	Court Street	Construct new roadway	Wren to Riggini, 0.2 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
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	Santa Fe to Ben Maddox; .5 mi.	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.	Widen existing roadway	K St to Tulare; .9 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Santa Fe St.	Widen existing roadway	Tulare to Houston; 1.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Tulare Avenue	Construct new roadway	Lovers Lane to McAliff; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion

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Agency	Facility	Project Scope	Project Limits	Type of Improvement	Purpose	Need
Visalia	Walnut Ave.	Widen existing roadway	Yale to Central; .2 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Akers Street	Widen existing roadway	Ferguson to Riggins; 0.5 mi.	Widen from 2 to 4 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; .4 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Ferguson Ave.	Widen existing roadway	Plaza to Kelsey; .5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Goshen Avenue	Widen existing roadway	Santa Fe to Lovers Lane; 1.6 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Kelsey Street	Construct new roadway	Doe to Riggins; 0.7 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	McAuliff Street	Widen existing roadway	Mineral King to Mill Creek Pkwy; 0.6 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Mooney Boulevard (SR 63)	Widen existing roadway	Avenue 272 to Avenue 276; 0.5 mi.	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Visalia	Santa Fe Street	Widen existing roadway	Caldwell to "K"; 0.7 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Sunnyview Avenue	Construct new roadway	Kelsey to Clancy; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Virmargo Street	Construct new roadway	Goshen to Houston; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Whitendale Avenue	Widen existing roadway	Sallee to Fairway; 0.4 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Chinowth Street	Construct new roadway	Avenue 272 to Caldwell; 1 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Chinowth Street	Construct new roadway	Goshen to Houston; 0.2 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Court Street	Construct new roadway	Avenue 272 to Ave 276; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Linwood Street	Construct new roadway	Avenue 272 to Ave 276; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Linwood Street	Construct new roadway	Riggins 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	Santa Fe St.	Widen existing roadway	Caldwell to Ave. 272; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Santa Fe Street	Widen existing roadway	Houston to Riggins; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Shirk Road	Widen existing roadway	Caldwell to SR198; 4 mi.	Widen from 2 to 4 lanes	Increase Capacity	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	Stonebrook Street	Construct new roadway	Avenue 272 to Caldwell; 1 mi.	New 4-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Tulare Avenue	Construct new roadway	Shirk to Roeben; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Walnut Avenue	Widen existing roadway	Cedar to Rd 148; 1.2 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Akers Street	Widen existing roadway	Avenue 276 to Avenue 272; 0.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Akers Road	Widen existing roadway	Caldwell to Visalia Pkwy (Ave. 276); 0.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Avenue 272	Construct new roadway	Rd 122 to Santa Fe; 0.8 mi.	New 2-lane; 1/2 arterial	Improve Circulation	Relieve Congestion
Visalia	Avenue 276 (Visalia Pkwy)	Construct new roadway	Ben Maddox to Rd 148; 2 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Avenue 276 (Visalia Pkwy)	Construct new roadway	Demaree to Ben Maddox; 3 mi.	New 4-lane; Arterial	Improve Circulation	Relieve Congestion
Visalia	Avenue 308 (Ferguson)	Construct new roadway	American (Rd 76) to Plaza; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Avenue 316	Construct new roadway	Plaza to Chinowth; 3.2 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	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 Packwood Creek; 0.7 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	County Center Drive	Construct new roadway	Pratt to Avenue 320; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Demaree St.	Widen existing roadway	Pratt to Ave 320; 0.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Giddings Street	Construct new roadway	Shannon Pkwy to Avenue 316; 0.3 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Goshen Ave.	Widen existing roadway	Camp to American (Rd 76); 0.6 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Hurley Avenue	Construct new roadway	Camp to American (Rd 76); 0.3 mi.	New 2-lane; collector	Improve Circulation	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	Hwy 63 (Dimuba Blvd)	Widen existing roadway	Riggins to St Johns River; 0.6 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	"K" Avenue	Construct new roadway	Lovers Lane to McAuliff; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Kelsey Street	Construct new roadway	Riggins 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	Mooney Boulevard	Construct new roadway	Riggins to Avenue 320; 1 mi.	New 2-lane; arterial	Improve Circulation	Relieve Congestion
Visalia	Road 76 (American)	Construct new roadway	Ferguson (Ave 308) to Riggins; 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	Riggins to Avenue 320; 1 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Road 96 (Roeben St)	Construct new roadway	Riggins to Avenue 320; 1.4 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Road 148	Widen existing roadway	Ave 272 to Ave 276; 0.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Road 148	Widen existing roadway	Ave 276 to Walnut; 1.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Road 148	Construct new roadway	Houston (SR 216) to St. John Pkwy; 0.2 mi.	New 4-lane; Arterial	Improve Circulation	Relieve Congestion
Visalia	Road 148	Construct new roadway	Mineral King to Houston; 1.1 mi.	New 4-lane; Arterial	Improve Circulation	Relieve Congestion
Visalia	Road 148	Construct new roadway	Walnut to Noble; 0.9 mi.	New 4-lane; Arterial	Improve Circulation	Relieve Congestion
Visalia	Shirk Street	Widen existing roadway	Goshen to Riggins; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Tulare Avenue	Construct new roadway	Rd 148 to Rd 152; 0.6 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Walnut Avenue	Widen existing roadway	Shirk to Akers; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Walnut Avenue	Widen existing roadway	Rd 148 to Rd 152; 0.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Doe Avenue	Construct new roadway	Shirk to Roeben; 0.5 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Lovers Lane	Widen existing roadway	Ave 272 to Caldwell; 1 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Santa Fe Street	Construct new roadway	Riggins/St Johns Parkway to Shannon Parkway; 0.3 mi.	New 4-lane; arterial	Improve Circulation	Relieve Congestion
Visalia	Shannon Parkway	Construct new roadway	Dimuba 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	Virmargo Street	Construct new roadway	Houston to St. Johns Parkway; 0.4 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; 0.3 mi.	New 2-lane; collector	Improve Circulation	Relieve Congestion
Visalia	Preston Street	New bridge	Preston St at Mill Creek Ditch	New 2-lane bridge; local	Improve Circulation	Relieve Congestion
Visalia	Oak Ave	Construct new roadway	Tipton to Burke; 0.2 mi	New 2-lane; local	Improve Circulation	Relieve Congestion
Visalia	School Ave	Construct new roadway	Tipton to Burke; 0.2 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	Goshen Ave at Mooney Blvd.	Goshen Ave at Mooney Blvd.	Goshen Ave at Mooney Blvd.	Traffic Signal	Improve Circulation	Safety
Visalia	Demaree St at Ferguson Ave	Demaree St at Ferguson Ave	Demaree St at Ferguson Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Santa Fe St at Walnut Ave	Santa Fe St at Walnut Ave	Santa Fe St at Walnut 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	Murray Ave at Santa Fe St	Murray Ave at Santa Fe St	Murray Ave at Santa Fe St	Traffic Signal	Improve Circulation	Safety
Visalia	Center Ave at Santa Fe St	Center Ave at Santa Fe St	Center Ave at Santa Fe St	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

Table 3-10
Project Justification for Local Funded Roads
Tulare County 2011 Regional Transportation Plan

Agency	Facility	Project Scope	Project Limits	Type of Improvement	Purpose	Need
Visalia	Demaree St at Mill Creek Pkwy	Demaree St at Mill Creek Pkwy	Demaree St at Mill Creek Pkwy	Traffic Signal	Improve Circulation	Safety
Visalia	Houston Ave at Mooney Blvd	Houston Ave at Mooney Blvd	Houston Ave at Mooney Blvd	Traffic Signal	Improve Circulation	Safety
Visalia	Ben Maddox Way at Douglas Ave	Ben Maddox Way at Douglas Ave	Ben Maddox Way at Douglas Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Hurley Ave at Shirk St	Hurley Ave at Shirk St	Hurley Ave at Shirk St	Traffic Signal	Improve Circulation	Safety
Visalia	Traffic signal interconnection	Connecting existing traffic signals	1.0 mile	Signal interconnect	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	Burrel Ave at Mooney Blvd	Burrel Ave at Mooney Blvd	Burrel Ave at Mooney Blvd	Traffic Signal	Improve Circulation	Safety
Visalia	Noble Ave at Pinkham St	Noble Ave at Pinkham St	Noble Ave at Pinkham St	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	Houston Ave at Jacob St	Houston Ave at Jacob St	Houston Ave at Jacob St	Traffic Signal	Improve Circulation	Safety
Visalia	Encina St at Walnut Ave	Encina St at Walnut Ave	Encina St at Walnut Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Lovers Lane at Tulare Ave	Lovers Lane at Tulare Ave	Lovers Lane at Tulare 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	Houston Ave at Willis St	Houston Ave at Willis St	Houston Ave at Willis St	Traffic Signal	Improve Circulation	Safety
Visalia	Campus Ave at County Center	Campus Ave at County Center	Campus Ave at County Center	Traffic Signal	Improve Circulation	Safety
Visalia	Court St at Paradise Ave	Court St at Paradise Ave	Court St at Paradise Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Divisadero St at Walnut Ave	Divisadero St at Walnut Ave	Divisadero St at Walnut Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Acequia Ave at Santa Fe	Acequia Ave at Santa Fe	Acequia Ave at Santa Fe	Traffic Signal	Improve Circulation	Safety
Visalia	Santa Fe St at Tulare Ave	Santa Fe St at Tulare Ave	Santa Fe St at Tulare Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Bridge St at Murray Ave	Bridge St at Murray Ave	Bridge St at Murray Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Chinowth St at Goshen Ave	Chinowth St at Goshen Ave	Chinowth St at Goshen Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Center Ave at Conyer St	Center Ave at Conyer St	Center Ave at Conyer St	Traffic Signal	Improve Circulation	Safety
Visalia	Akers St at Ferguson Ave	Akers St at Ferguson Ave	Akers St at Ferguson Ave	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 Ave	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 Prospect Ave	Giddings St at Prospect Ave	Giddings St at Prospect Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Divisadero At at Whitendale Ave	Divisadero At at Whitendale Ave	Divisadero At at Whitendale Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Giddings St at Riggan Ave	Giddings St at Riggan Ave	Giddings St at Riggan 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	Ashland Ave at County Center	Ashland Ave at County Center	Ashland Ave at County Center	Traffic Signal	Improve Circulation	Safety
Visalia	Cameron Ave at Court St	Cameron Ave at Court St	Cameron Ave at Court St	Traffic Signal	Improve Circulation	Safety
Visalia	McAuliff St at Walnut Ave	McAuliff St at Walnut Ave	McAuliff St at Walnut Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Doe Ave at Shirk St	Doe Ave at Shirk St	Doe Ave at Shirk St	Traffic Signal	Improve Circulation	Safety
Visalia	Acequia Ave at Burke St	Acequia Ave at Burke St	Acequia Ave at Burke St	Traffic Signal	Improve Circulation	Safety
Visalia	Beech Ave at Court St	Beech Ave at Court St	Beech Ave at Court St	Traffic Signal	Improve Circulation	Safety
Visalia	Roeben St at Walnut Ave	Roeben St at Walnut Ave	Roeben St at Walnut Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Ferguson Ave at Mooney Blvd	Ferguson Ave at Mooney Blvd	Ferguson Ave at Mooney Blvd	Traffic Signal	Improve Circulation	Safety
Visalia	Cain St at Mineral King Ave	Cain St at Mineral King Ave	Cain St at Mineral King Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Damsen Ave at Demaree St	Damsen Ave at Demaree St	Damsen Ave at Demaree St	Traffic Signal	Improve Circulation	Safety
Visalia	University St at Whitendale Ave	University St at Whitendale Ave	University St at Whitendale 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	Akers St at Riggan Ave	Akers St at Riggan Ave	Akers St at Riggan Ave	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	McAuliff St at Noble Ave	McAuliff St at Noble Ave	McAuliff St at Noble 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	Main St at Mill Creek Drive	Main St at Mill Creek Drive	Main St at Mill Creek Drive	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	Court St at Granite/Pearl St	Court St at Granite/Pearl St	Court St at Granite/Pearl St	Traffic Signal	Improve Circulation	Safety
Visalia	County Center at Riggan Ave	County Center at Riggan Ave	County Center at Riggan Ave	Traffic Signal	Improve Circulation	Safety
Visalia	County Center at Royal Oaks Ave	County Center at Royal Oaks Ave	County Center at Royal Oaks Ave	Traffic Signal	Improve Circulation	Safety
Visalia	Cameron Ave at County Center	Cameron Ave at County Center	Cameron Ave at County Center	Traffic Signal	Improve Circulation	Safety
Visalia	Roeben St at Tulare Ave	Roeben St at Tulare Ave	Roeben St at Tulare Ave	Traffic Signal	Improve Circulation	Safety
WOODLAKE - CANDIDATE PROJECTS						
Woodlake						
COUNTY - CANDIDATE PROJECTS						
County						

**Table 3-11
Project Justification for RTIP/IIP/Measure R Funded Roads
Tulare County 2011 Regional Transportation Plan**

Agency	Facility	Project Scope	Project Limits	Type of Improvement	Purpose	Need
CALTRANS - CANDIDATE PROJECTS						
Caltrans	SR 65	Widen existing roadway	15.1/18.0 Porterville - Ave 120 to Rte 190	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 65	Widen existing roadway	10.9/15.6 Terra Bella - Ave 80 to Ave 124	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 65	Widen existing roadway	6.1/11.4 Ducor - Orris UP to Ave 95	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 65	Widen existing roadway	0.0/6.6 County Line to Ave 56	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 65	Widen existing roadway	R29.5/32.3 Near Exeter-Rd 204 from Ave 244 to Ave 300	Construct 2 ln exwy on 4 ln alignment	Improve Circulation	Relieve Congestion
Caltrans	SR 65	Widen existing roadway	32.3/R38.2 Near Lindsay-Spruce from Hermosa Rd to Ave 244	Construct 2 ln exwy on 4 ln alignment	Improve Circulation	Relieve Congestion
Caltrans	SR 99	Widen existing roadway	41.3/53.9 0.0/1.6 Tul Co - Goshen OH to Fre Co - Rte 201	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 99	Widen existing roadway	37.3/41.3 Visalia - S of W Visalia OH to Goshen Overhead	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 99	Widen existing roadway	34.4/37.3 Visalia - N of Tacus OC to S of W Visalia OH	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 99	Widen existing roadway	30.6/34.4 Tulare/Tagus - Prosperity Ave to N of Tagus OC	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 99	Widen existing roadway	25.5/30.6 Tulare - Avenue 200 to Prosperity Ave	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 99	Widen existing roadway	16.0/25.5 South of Tipton to Avenue 200	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 190	Widen existing roadway	0.2/15.0 Tipton/Porterville - Rte 65 to Rte 99	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 198	Widen existing roadway	21.5/28.3 0.0/3.3 Kings Co - Rte 43 to Tulare Co - Rte 99	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 216 (Houston)	Widen existing roadway	1.9/2.9 Visalia - Lovers Ln to McAuliff St	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 216 (Houston)	Widen existing roadway	Rd 144 to Rd 148; 0.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 216 (Houston)	Widen existing roadway	Rd 148 to Rd 152; 0.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 99	Major I/C improvements	SR-99 at Betty Drive	Widen on/off ramps and bridge structure	Improve Circulation	Safety - Relieve Congestion
Caltrans	SR 99	Major I/C improvements	SR-99 at Caldwell Avenue	Widen on/off ramps and bridge structure	Improve Circulation	Safety - Relieve Congestion
Caltrans	SR 99	Major I/C improvements	SR-99 at Cartmill Avenue	Widen on/off ramps and bridge structure	Improve Circulation	Safety - Relieve Congestion
Caltrans	SR 99	Construct new I/C	SR-99 at AgriCenter (Commercial)	Construct new Interchange	Improve Circulation	Safety - Relieve Congestion
Caltrans	SR 99	Major I/C improvements	SR-99 at Paige Ave.	Widen on/off ramps and bridge structure	Improve Circulation	Safety - Relieve Congestion
Caltrans	SR 99	Operational I/C improve	SR-99 south county interchanges	minor widening & safety improvements	Improve Circulation	Safety - Relieve Congestion
Caltrans	SR 198	Major I/C improvements	SR-198 at Plaza Dr (Road 80)	Modify interchange, add aux lanes, widening	Improve Circulation	Safety - Relieve Congestion
Caltrans	SR 198	Major I/C improvements	SR-198 at Shik Street	Widen on/off ramps and bridge structure	Improve Circulation	Safety - Relieve Congestion
Caltrans	SR 198	Minor I/C improvements	SR-198 at Akers Street	minor widening & safety improvements	Improve Circulation	Safety - Relieve Congestion
Caltrans	SR 198	Major I/C improvements	SR-198 downtown corridor interchanges	Widen on/off ramps and bridge structure	Improve Circulation	Safety - Relieve Congestion
Caltrans	SR 198	Major I/C improvements	SR-198 at Lovers Lane	Widen on/off ramps and bridge structure	Improve Circulation	Safety - Relieve Congestion
Caltrans	SR 198	Construct new I/C	SR-198 at Avenue 148	Construct new interchange	Improve Circulation	Safety - Relieve Congestion
Caltrans	SR 190	Major I/C improvements	SR-190 at Main Street	Widen on/off ramps and bridge structure	Improve Circulation	Safety - Relieve Congestion
Caltrans	SR65	Construct new I/C	SR-65 at N Grand Ave	Construct new interchange	Improve Circulation	Safety - Relieve Congestion
Caltrans	SR 198/Road 164	Major I/C Improvements	SR-198 at Road 164 (Farmersville Blvd.)	Widen bridge structure and improve ramps	Improve Circulation	Safety - Relieve Congestion
DINUBA - CANDIDATE PROJECTS						
Dinuba	Alta Avenue	Widen existing roadway	Sequoia to Avenue 432	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Dinuba	Ave 416 (El Monte)	Widen existing roadway	Road 80 to Road 92	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Dinuba	Ave 416 (El Monte)	Widen existing roadway	Road 56 to Road 80	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
EXETER - CANDIDATE PROJECTS						
Exeter						
FARMERSVILLE - CANDIDATE PROJECTS						
Farmersville						
LINDSAY - CANDIDATE PROJECTS						
Lindsay						
PORTERVILLE - CANDIDATE PROJECTS						
Porterville	Scranton/Indiana	Widen existing roadway	SR-65 to Gibbons	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Porterville	Jaye St.	Widen existing road/bridge	Date Ave. to Springville Ave	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Porterville	Plano St.	Widen existing road/bridge	River Ave to SR-190	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
TULARE - CANDIDATE PROJECTS						
Tulare	Cartmill Ave	New over crossing	Cartmill Ave @ J St/UP Railroad	New bridge structure	Improve Circulation	Safety
Tulare	Bardsley Ave.	New over crossing**	Bardsley Ave @ UPRR	New bridge structure	Improve Circulation	Safety
VISALIA - CANDIDATE PROJECTS						
Visalia	Plaza Drive	Widen existing roadway	Crowley to Avenue 304 (Goshen)	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Riggin Avenue	Widen existing roadway	Road 80 to SR-63	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Caldwell Avenue	Widen existing roadway	Akers to Linwood; 0.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	McAuliff St.	New over crossing	McAuliff/SR-198	New bridge structure	Improve Circulation	Relieve Congestion
Visalia	Ben Maddox Way	Widen over crossing	Ben Maddox/SR-198	Widen bridge structure	Increase Capacity	Relieve Congestion
WOODLAKE - CANDIDATE PROJECTS						
Woodlake						
COUNTY - CANDIDATE PROJECTS						
County	Road 80	Widen existing roadway	Ave 328 to Ave 342 alignment	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
County	Road 80	Widen existing roadway	Ave 342 alignment to Ave 384	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
County	Road 80	Widen existing roadway	Ave 384 to Ave 416	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
County	Road 108	Widen existing roadway	Leland Ave to Caldwell Ave	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
County	Avenue 416	Install signal	Road 80 signal	install signal & improve intersection	Improve Circulation	Safety
County	Avenue 416	Widen existing roadway	Kings River Bridge to Road 56	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
County	Avenue 416	Widen existing roadway	Kings River Bridge	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
County	Avenue 416	Widen existing roadway	Road 32 (Fresno County Line) to Kings River Bridge	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
County	Avenue 280	Widen existing roadway	SR-99 to SR-63	Widen from 2 to 4 lanes & I/C improve.	Increase Capacity	Safety - Relieve Congestion
County	Avenue 280	Widen existing roadway	Santa Fe (Visalia) to Orange (Exeter)	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
County	Betty Dr	New over crossing	Betty Dr @ UP Railroad	New bridge structure	Improve Circulation	Safety
County	Betty Dr	Widen existing roadway	UPRR to Road 80	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion

**Table 3-12
Unconstrained Projects List - Project Justification
Tulare County 2011 Regional Transportation Plan**

Agency	Facility	Project Scope	Project Limits	Type of Improvement	Purpose	Need
CALTRANS - CANDIDATE PROJECTS						
Caltrans	SR 137	Widen existing roadway	Lindsay to Tulare	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 99	Widen existing roadway	0.0/16.0 Kern Co. Line to south of Tipton	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Caltrans	SR 99	Major I/C improvements	SR-99 at Mendocino Ave (Road 12)	Interchange Modifications	Improve Circulation	Safety - Relieve Congestion
DINUBA - CANDIDATE PROJECTS						
Dinuba						
EXETER - CANDIDATE PROJECTS						
Exeter						
FARMERSVILLE - CANDIDATE PROJECTS						
Farmersville	Hacienda Ave. & Visalia Rd.	Hacienda Ave. & Visalia Rd.	Hacienda Ave. & Visalia Rd.	Traffic Signal	Improve Circulation	Safety - Relieve Congestion
Farmersville	Hacienda Ave. & Walnut Ave.	Hacienda Ave. & Walnut Ave.	Hacienda Ave. & Walnut Ave.	Traffic Signal	Improve Circulation	Safety - Relieve Congestion
Farmersville	Hacienda Avenue	Construct new Roadway	Noble Avenue to Visalia Road	new 4-lane arterial	Increase Capacity	Relieve Congestion
Farmersville	Railroad crossing	Railroad crossing	Hacienda Ave.	Railroad crossing	Improve Circulation	Safety
LINDSAY - CANDIDATE PROJECTS						
Lindsay						
PORTERVILLE - CANDIDATE PROJECTS						
Porterville	SR 190	Widen existing roadway	SR-65 to Main St	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
TULARE - CANDIDATE PROJECTS						
Tulare	Ave. 184	@ Hwy 99	Ave. 184 @ Hwy 99	Interchange Mods	Improve Circulation	Safety - Relieve Congestion
Tulare	Ave. 200	@ Hwy 99	Ave. 200 @ Hwy 99	Interchange Mods	Improve Circulation	Safety - Relieve Congestion
Tulare	Bardsley Ave.	@ Hwy 99	Bardsley Ave. @ Hwy 99	Interchange Mods	Improve Circulation	Safety - Relieve Congestion
Tulare	Tulare Ave.	@ Hwy 99	Tulare Ave. @ Hwy 99	Interchange Mods	Improve Circulation	Safety - Relieve Congestion
Tulare	Pacific Ave.	@ Hwy 99	Pacific Ave. @ Hwy 99	New Overcrossing	Improve Circulation	Safety - Relieve Congestion
Tulare	"J" St.	@ Hwy 99	"J" St. @ Hwy 99	New Overcrossing	Improve Circulation	Safety - Relieve Congestion
Tulare	Paige Ave	Grade separation	Paige Ave @ UP Railroad	New bridge structure	Improve Circulation	Safety
Tulare	Commercial Ave	Grade separation	Commercial Ave @ UP Railroad	New bridge structure	Improve Circulation	Safety
VISALIA - CANDIDATE PROJECTS						
Visalia	Houston Avenue	Widen existing roadway	Mooney to Santa Fe; 1.5 mi.	Widen from 2 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	Akers Street	Widen existing roadway	Tulare to Hillsdale; 0.7 mi.	Widen from 4 to 6 lanes	Increase Capacity	Relieve Congestion
Visalia	SR-198 Corridor	Widen existing roadway	Noble - Johnson to Encina	Widen from 3 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	SR-198 Corridor	Widen existing roadway	Noble - Encina to Garden	Widen from 3 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	SR-198 Corridor	Widen existing roadway	Mineral King - Encina to Bridge	Widen from 3 to 4 lanes	Increase Capacity	Relieve Congestion
Visalia	SR-198 Corridor	Widen existing roadway	Mineral King/Noble - Mooney to Johnson	Widen bridge from 4 to 6 lanes	Increase Capacity	Relieve Congestion
WOODLAKE - CANDIDATE PROJECTS						
Woodlake	W. Bravo	New Construction	Ave 204 to ave 196	Construct 2 lane road	Improve Circulation	Relieve Congestion
Woodlake	Ave. 200	New Construction	W. Naranjo to W. Bravo	Construct 2 lane road	Improve Circulation	Relieve Congestion
COUNTY - CANDIDATE PROJECTS						
County						

**Table 3-13
LOCAL FUNDED ROADS
Constrained Capacity Increasing Projects for Inclusion in the
Tulare County 2011 Regional Transportation Plan**

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year(s) modeled							Fund Type	Cost Constant	Cost Year of Expend.
											2011	2012	2014	2017	2020	2023	2025			
1	2	3	4	5	6	7	8	9	10	11	12							13	14	15
CITY OF DINUBA - CANDIDATE PROJECTS																				
DI-RTP07-001	NA	Dinuba	SVJ	Ventura St.	Construct new roadway	M St. to Uruapan Dr.; .1 mi.	New 2-lane/signal/RR xing	0	Y	2014		x	x	x	x	x	RDA	\$96	\$988	
DI-RTP07-002	NA	Dinuba	SVJ	Saginaw St.	Construct new roadway	Lyndsay to Viscaya; .1 mi.	New 2-lane/signal/RR xing	0	Y	2017			x	x	x	x	RDA; Pvt	\$1,000	\$1,190	
DI-RTP07-003	NA	Dinuba	SVJ	Rd. 72	Construct new roadway	Sierra to Kamm Ave; .6 mi.	New 2-lane	0	Y	2020			x	x	x	RDA	\$2,035	\$2,631		
DI-RTP07-004	NA	Dinuba	SVJ	East Crawford	Widen existing roadway	Nebraska to Davis; .3 mi.	Widen	0	Y	2017			x	x	x	Private	\$516	\$611		
DI-RTP07-005	NA	Dinuba	SVJ	Nebraska	Widen existing roadway	Marks Drive to Crawford; .4 mi.	Widen	0	Y	2017			x	x	x	Private	\$705	\$835		
DI-RTP07-007	NA	Dinuba	SVJ	Crawford	Widen/reconstruct existing roadway	San Antonio to Kamm; .2 mi.	Widen/Reconstruct	0	Y	2014		x	x	x	x	Private	\$774	\$840		
DI-RTP07-008	NA	Dinuba	SVJ	Kamm Ave	Widen/reconstruct existing roadway	Crawford to Railroad; .25 mi.	Widen/Reconstruct	0	Y	2014		x	x	x	x	Private	\$1,101	\$1,195		
DI-RTP07-009	NA	Dinuba	SVJ	Kamm/Rd 72	Kamm at Rd 72	Kamm at Rd 72	Traffic Signal			2014						RDA	\$625	\$678		
DI-RTP07-010	NA	Dinuba	SVJ	Kamm/Crawford	Kamm at Crawford	Kamm at Crawford	Traffic Signal			2014						City/Pvt	\$625	\$678		
DI-RTP07-011	NA	Dinuba	SVJ	Crawford/Nebraska	Crawford at Nebraska	Crawford at Nebraska	Traffic Signal			2014						City/Pvt	\$625	\$678		
DI-RTP07-012	NA	Dinuba	SVJ	Nebraska/Rd. 72	Nebraska at Rd. 72	Nebraska at Rd. 72	Traffic Signal			2020						City/Pvt	\$645	\$832		
DI-RTP07-013	NA	Dinuba	SVJ	M St./Tulare	M St. at Tulare	M St. at Tulare	Traffic Signal			2020						City/Pvt	\$833	\$1,076		
DI-RTP07-014	NA	Dinuba	SVJ	Lincoln/H St. at M St.	Lincoln/H St. at El Monte Way	El Monte Way	Traffic Signal			2014						MR	\$695	\$752		
DI-RTP11-001	NA	Dinuba	SVJ	Kamm Ave	Widen/reconstruct existing roadway	Rd. 80 to Rd. 56, 3 mi.	Widen/Reconstruct	0	Y	2020			x	x	x	Local	\$10,366	\$13,429		
DI-RTP11-002	NA	Dinuba	SVJ	Nebraska	Widen/reconstruct existing roadway	Rd. 80 to Rd. 64, 2 mi.	Widen/Reconstruct	0	Y	2020			x	x	x	Local	\$6,914	\$8,957		
DI-RTP11-003	NA	Dinuba	SVJ	Sierra Way	Widen/reconstruct existing roadway	Rd. 72 to Rd. 70, .25 mi.	Widen/Reconstruct	0	Y	2015			x	x	x	Local	\$750	\$841		
DI-RTP11-004	NA	Dinuba	SVJ	Sierra Way	Widen existing roadway	Arkona to Rd. 72, .75 mi.	Widen	0	Y	2015			x	x	x	Local	\$2,000	\$2,241		
DI-RTP11-005	NA	Dinuba	SVJ	Rd. 72	Widen/reconstruct existing roadway	El Monte Way to Nebraska, 1 mi.	Widen/Reconstruct	0	Y	2027					x	Local	\$4,593	\$7,317		
DI-RTP11-006	NA	Dinuba	SVJ	Rd. 64	Widen/reconstruct existing roadway	El Monte Way to Nebraska, 1 mi.	Widen/Reconstruct	0	Y	2027					x	Local	\$3,313	\$5,279		
DI-RTP11-007	NA	Dinuba	SVJ	Crawford	Widen/reconstruct existing roadway	Nebraska to Ave. 428, .5 mi.	Widen/Reconstruct	0	Y	2020			x	x	x	Local	\$2,391	\$3,096		
																	\$41,411	\$54,142		
CITY OF EXETER - CANDIDATE PROJECTS																				
No projects	No projects																			
CITY OF FARMERSVILLE - CANDIDATE PROJECTS																				
FA-RTP07-001	NA	Farmersville	SVJ	Farmersville Blvd.	Farmersville Blvd.	Walnut Ave to Noble Ave. - 1 miles	Widen to 4-lanes	0	Y	2010	x	x	x	x	x	x	Measure R	\$9,230	\$9,230	
FA-RTP07-002	NA	Farmersville	SVJ	Walnut Ave. & Freedom Dr.	Walnut Ave. & Freedom Dr.	Walnut Ave. & Freedom Dr.	Traffic Signal			2010							Measure R	\$298	\$298	
FA-RTP07-004	NA	Farmersville	SVJ	Visalia Road & Steven	Visalia Road & Steven	Visalia Road & Steven	Traffic Signal			2010							Pvt - RDA	\$298	\$298	
FA-RTP07-005	NA	Farmersville	SVJ	Walnut Ave. & Ventura	Walnut Ave. & Ventura	Walnut Ave. & Ventura	Traffic Signal			2012							Pvt - RDA	\$298	\$305	
FA-RTP07-006	NA	Farmersville	SVJ	Farmersville Blvd. & Noble Ave.	Farmersville Blvd. & Noble Ave.	Farmersville Blvd. & Noble Ave.	Traffic Signal			2010							Measure R	\$1,471	\$1,471	
FA-RTP07-008	NA	Farmersville	SVJ	Farmersville Industrial Parkway	Farmersville Industrial Parkway	Farmersville Blvd. to Hacienda Ave. - .4 miles	New 2 lane roadway	0	Y	2015			x	x	x	Pvt - RDA	\$1,134	\$1,258		
																		\$12,727	\$12,859	
CITY OF LINDSAY - CANDIDATE PROJECTS																				
LI-RTP011-001	NA	Lindsay	SVJ	Sierra View St	Construct New Roadway	Sequoia Ave to Parkside Ave	New 2-ln collector	0	Y	2010	x	x	x	x	x	x	Local	\$1,675	\$1,675	
LI-RTP011-002	NA	Lindsay	SVJ	Sierra View St	Construct New Roadway	Foothill Ave to Strathmore Ave	New 2-ln collector	1	Y	2015			x	x	x	x	Local	\$2,175	\$2,428	
LI-RTP011-003	NA	Lindsay	SVJ	Fir St	Construct New Roadway	Sequoia Ave to Bellah Ave	New 2-ln collector	2	Y	2020			x	x	x	x	Local	\$4,675	\$6,056	
																		\$8,525	\$10,159	
CITY OF WOODLAKE - CANDIDATE PROJECTS																				
No Projects	No Projects																			

**Table 3-13
LOCAL FUNDED ROADS**

**Constrained Capacity Increasing Projects for Inclusion in the
Tulare County 2011 Regional Transportation Plan**

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year(s) modeled								Fund Type	Cost Constant	Cost Year of Expend.
											2011	2012	2014	2017	2020	2023	2025	2026			
1	2	3	4	5	6	7	8	9	10	11	12								13	14	15
CITY OF PORTERVILLE - CANDIDATE PROJECTS																					
PO-RTP07-001	NA	Porterville	SVJ	Westwood St.	Widen existing roadway	Henderson Ave. to Westfield Ave.; .5 mi.	Widen from 2 to 4 lanes	0	Y	2011	x	x	x	x	x	x	Local	\$1,354	\$1,354		
PO-RTP07-002	NA	Porterville	SVJ	Jaye St.	Construct new roadway	Montgomery Ave. to Gibbons Ave.; .7 mi.	New 2-lane; local St.	0	Y	2010	x	x	x	x	x	x	Local	\$1,860	\$1,860		
PO-RTP07-003	NA	Porterville	SVJ	Main St.	Widen existing roadway	Henderson Ave. to Linda Vista Ave.; 1.8 mi.	Widen from 2 to 4 lanes	0	Y	2015			x	x	x	x	Local	\$7,070	\$7,899		
PO-RTP07-005	NA	Porterville	SVJ	Gibbons Ave.	Widen existing roadway	Jaye St. to Indiana St.; .5 mi.	Widen from 2 to 4 lanes	0	Y	2015			x	x	x	x	Local	\$1,215	\$1,359		
PO-RTP07-006	NA	Porterville	SVJ	Main St.	Widen existing roadway	Yates Ave. to Gibbons Ave.; .2 mi.	Widen from 2 to 4 lanes	0	Y	2020				x	x	x	Local	\$581	\$751		
PO-RTP07-007	NA	Porterville	SVJ	Orange Ave/"D" St.	Widen existing roadway	Orange Ave at "D" St.	Traffic Signal			2015							Local	\$181	\$202		
PO-RTP07-008	NA	Porterville	SVJ	Main St/Linda Vista Ave	Main St at Linda Vista Ave	Main St at Linda Vista Ave	Traffic Signal			2020							Local	\$181	\$234		
12,442																	13,659				
CITY OF TULARE - CANDIDATE PROJECTS																					
TU-RTP07-004	NA	Tulare	SVJ	Blackstone Drive	Construct new roadway	Paige Ave. to "K" St.; 1 mi.	New Construction	0	Y	2015			x	x	x	x	Local	\$1,373	\$2,141		
TU-RTP07-007	NA	Tulare	SVJ	Bardsley Ave.	Widen existing roadway	West St. to Pratt St.; .05 mi.	Widen from 2 to 4 lanes	0	Y	2025					x	x	Local	\$1,040	\$1,860		
TU-RTP07-010	NA	Tulare	SVJ	Bardsley Ave.	Widen existing roadway	Irwin St. to Mooney Blvd.; .3 mi.	Widen from 2 to 4 lanes	0	Y	2025					x	x	Local	\$312	\$560		
TU-RTP07-011	NA	Tulare	SVJ	Bardsley Ave.	Widen existing roadway	Mooney Blvd. to Oakmore St.; .9 mi.	Widen from 2 to 4 lanes	0	Y	2015			x	x	x	x	Local	\$587	\$797		
TU-RTP07-013	NA	Tulare	SVJ	Cross Ave.	Widen existing roadway	"O" St. to Blackstone St.; .7 mi.	Widen from 2 to 4 lanes	0	Y	2025					x	x	Local	\$343	\$651		
TU-RTP07-014	NA	Tulare	SVJ	Cross Ave.	Widen existing roadway	Tulare Drive to West St.; .5 mi.	Widen from 2 to 4 lanes	0	Y	2020				x	x	x	Local	\$1,040	\$1,619		
TU-RTP07-015	NA	Tulare	SVJ	Cross Ave.	Widen existing roadway	E/o Lincoln St. to Mooney Blvd.	Widen from 2 to 4 lanes	0	Y	2015			x	x	x	x	Local	\$104	\$138		
TU-RTP07-017	NA	Tulare	SVJ	Prosperity Ave.	Widen existing roadway	Enterprise St. to "J" St.; 1.8 mi.	Widen from 2 to 4 lanes	0	Y	2025					x	x	Local	\$1,872	\$3,504		
TU-RTP07-018	NA	Tulare	SVJ	Prosperity Ave.	Widen existing roadway	Oaks St. to West William St.; .2 mi.	Widen from 2 to 4 lanes	0	Y	2015			x	x	x	x	Local	\$83	\$116		
TU-RTP07-019	NA	Tulare	SVJ	Prosperity Ave.	Widen existing roadway	Solaria St. to Mooney Blvd.	Widen from 4 to 6 lanes	0	Y	2015			x	x	x	x	Local	\$324	\$474		
TU-RTP07-020	NA	Tulare	SVJ	Prosperity Ave.	Widen existing roadway	Mooney Blvd. to Oakmore St.; .9 mi.	Widen from 2 to 4 lanes	0	Y	2025					x	x	Local	\$3,332	\$6,117		
TU-RTP07-021	NA	Tulare	SVJ	Cartmill Ave.	Widen existing roadway	Akers St. to Mooney Blvd.	Widen from 2 to 4 lanes	0	Y	2015			x	x	x	x	Local	\$6,738	\$9,583		
TU-RTP07-022	NA	Tulare	SVJ	Paige Ave.	Widen existing roadway	West St. to Laspina St.; 2.5 mi.	Widen from 2 to 4 lanes	0	Y	2015			x	x	x	x	Local	\$8,329	\$11,939		
TU-RTP07-023	NA	Tulare	SVJ	Foster Drive	Widen existing roadway	Laspina St. to Mooney Blvd.; .6 mi.	Widen from 2 to 4 lanes	0	Y	2015			x	x	x	x	Local	\$1,096	\$1,459		
TU-RTP07-024	NA	Tulare	SVJ	West St.	Widen existing roadway	Bardsley Ave. to Sonora Ave.; .3 mi.	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	Local	\$301	\$496		
TU-RTP07-025	NA	Tulare	SVJ	West St.	Widen existing roadway	Inyo Ave. to Prosperity Ave.; 1 mi.	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	Local	\$603	\$953		
TU-RTP07-026	NA	Tulare	SVJ	"E" St.	Widen existing roadway	Pleasant Ave. to Cartmill Ave.	Widen from 2 to 4 lanes	0	Y	2025					x	x	Local	\$1,310	\$2,586		
TU-RTP07-027	NA	Tulare	SVJ	"K" St.	Widen existing roadway	Rankin Ave to Paige Ave.; 1.3 mi.	Widen from 2 to 4 lanes	0	Y	2025					x	x	Local	\$1,724	\$3,083		
TU-RTP07-028	NA	Tulare	SVJ	"J" St.	Widen existing roadway	Lynn Ave. to Cartmill Ave.; .8 mi.	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	Local	\$766	\$1,182		
TU-RTP07-031	NA	Tulare	SVJ	Blackstone St.	Widen existing roadway	Paige Ave. to Bardsley Ave.; 1 mi.	Widen from 2 to 4 lanes	0	Y	2015			x	x	x	x	Local	\$104	\$163		
TU-RTP07-032	NA	Tulare	SVJ	Laspina St.	Widen existing roadway	Paige Ave. to Aspen Ave.; .2 mi.	Widen from 2 to 4 lanes	0	Y	2025					x	x	Local	\$242	\$433		
TU-RTP07-034	NA	Tulare	SVJ	Mooney Blvd.	Widen existing roadway	Foster Drive to Tulare Ave.; 1.7 mi.	Widen from 2 to 4 lanes	0	Y	2015			x	x	x	x	Local	\$980	\$1,351		
TU-RTP07-042	NA	Tulare	SVJ	Turner Drive	Widen existing roadway	Foster Drive to Southern CL.; .5 mi.	Widen from 2 to 4 lanes	0	Y	2015			x	x	x	x	Local	\$2,291	\$3,264		
TU-RTP07-043	NA	Tulare	SVJ	Tulare Drive	Widen existing roadway	Cross Ave. to West St.; .7 mi.	Widen from 2 to 4 lanes	0	Y	2025					x	x	Local	\$225	\$402		
TU-RTP07-044	NA	Tulare	SVJ	Levin Ave.	Construct new roadway	Mooney Blvd. to Oakmore St.; .9 mi.	New Construction	0	Y	2025					x	x	Local	\$1,162	\$2,163		
TU-RTP07-051	NA	Tulare	SVJ	Paige Ave. / Canal	Widen existing roadway	Bridge over TID Canal	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	Local	\$250	\$386		
TU-RTP07-052	NA	Tulare	SVJ	Cartmill Ave.	Widen existing roadway	Mooney Blvd. to Oakmore; .9 mi.	Widen from 2 to 4 lanes	0	Y	2025					x	x	Local	\$3,332	\$6,232		
TU-RTP07-053	NA	Tulare	SVJ	Cartmill Ave.	Widen existing roadway	West St. to "J" St.; .6 mi.	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	Local	\$1,999	\$3,280		
TU-RTP07-054	NA	Tulare	SVJ	Enterprise St.	Widen existing roadway	S.of Bardsley Ave. to Prosperity Ave.; 2.5 mi.	Widen from 2 to 4 lanes	0	Y	2027					x		Local	\$8,329	\$16,552		
TU-RTP07-055	NA	Tulare	SVJ	West St.	Widen existing roadway	Paige Ave. to Bardsley Ave.; 1 mi.	Widen from 2 to 4 lanes	0	Y	2025					x	x	Local	\$3,332	\$6,168		
TU-RTP07-056	NA	Tulare	SVJ	Blackstone St.	Widen existing roadway	Tulare Ave. to Merritt Ave.	Widen from 2 to 4 lanes	0	Y	2030					x		Local	\$905	\$1,878		
TU-RTP07-057	NA	Tulare	SVJ	Bardsley Ave.	Widen existing roadway	Enterprise St. to West St.; 1 mi.	Widen from 2 to 4 lanes	0	Y	2025					x	x	Local	\$3,332	\$6,163		
TU-RTP07-059	NA	Tulare	SVJ	Pleasant Ave.	Construct new roadway	SPRR at Grade Crossing	New Construction	0	Y	2025					x	x	Local	\$1,500	\$2,718		
TU-RTP07-070	NA	Tulare	SVJ	Pratt St.	Widen existing roadway	Paige Ave. to Bardsley Ave.	Widen from 2 to 4 lanes	0	Y	2027					x	x	Local	\$3,998	\$7,742		
TU-RTP07-071	NA	Tulare	SVJ	Bardsley Ave.	Bardsley Ave.	Bardsley Ave. Corridor; 1.7 mi.	Signal Coordination	0	Y	2010							Local	\$476	\$476		
TU-RTP11-052	NA	Tulare	SVJ	Kern Ave. / TID Canal	Construct new roadway	Bridge over TID Canal	New Construction	0	Y	2025					x	x	Local	\$1,039	\$2,683		

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RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year(s) modeled							Fund Type	Cost Constant	Cost Year of Expend.
											2011	2012	2014	2017	2020	2023	2025			
1	2	3	4	5	6	7	8	9	10	11	12							13	14	15
TU-RTP11-001	NA	Tulare	SVJ	Akers St.	Construct new roadway	Corvina Ave. to Cartmill Ave.	New Construction	0	Y	2020								Local	\$1,040	\$1,688
TU-RTP11-002	NA	Tulare	SVJ	Akers St.	Realign and widen roadway	Cartmill Ave. to Pacific Ave.	Modify existing roadway.	0	Y	2015								Local	\$2,499	\$3,326
TU-RTP11-003	NA	Tulare	SVJ	Akers St.	Widen existing roadway	Pacific Ave. to Oakdale Ave.	Reconstruct to 4 lanes	0	Y	2035								Local	\$4,998	\$12,265
TU-RTP11-004	NA	Tulare	SVJ	Bardsley Ave.	Widen existing roadway	Oakmore St. to Road 132	Reconstruct to 4 lanes	0	Y	2035								Local	\$2,080	\$5,201
TU-RTP11-005	NA	Tulare	SVJ	Cartmill Ave.	Widen existing roadway	Enterprise St. to West St.	Reconstruct to 4 lanes	0	Y	2035								Local	\$3,332	\$8,292
TU-RTP11-006	NA	Tulare	SVJ	Commercial Ave.	Widen existing roadway	"K" St. to Hwy 99	Widen from 2 to 4 lanes	0	Y	2020								Local	\$660	\$1,721
TU-RTP11-007	NA	Tulare	SVJ	Commercial Ave.	Construct new roadway	Laspina St. to Turner Dr.	New 6-lane roadway	0	Y	2015								Local	\$3,831	\$5,757
TU-RTP11-008	NA	Tulare	SVJ	Commercial Ave.	Construct new roadway	Turner Dr. to Oakmore St.	New 6-lane roadway	0	Y	2025								Local	\$3,332	\$6,728
TU-RTP11-009	NA	Tulare	SVJ	Corvina Ave.	Construct new roadway	Akers St. to Hillman St.	New 2-lane roadway	0	Y	2020								Local	\$1,333	\$2,195
TU-RTP11-010	NA	Tulare	SVJ	"E" St.	Construct new roadway	Elster Ave. to Cartmill Ave.	New Construction	0	Y	2025								Local	\$524	\$1,037
TU-RTP11-011	NA	Tulare	SVJ	Enterprise St.	Widen existing roadway	Prosperity Ave. to Cartmill Ave.	Reconstruct to 4 lanes	0	Y	2035								Local	\$3,332	\$8,509
TU-RTP11-012	NA	Tulare	SVJ	"H" St.	Construct new roadway	Paige Ave. to Bardsley Ave.	New 2-lane roadway	0	Y	2020								Local	\$1,721	\$3,020
TU-RTP11-013	NA	Tulare	SVJ	"H" St.	Construct new roadway	Rankin Ave. to Paige Ave.	New 2-lane roadway	0	Y	2035								Local	\$3,443	\$9,409
TU-RTP11-014	NA	Tulare	SVJ	"J" St.	Widen existing roadway	Cartmill Ave. to Pacific Ave.	Widen from 2 to 4 lanes	0	Y	2015								Local	\$520	\$692
TU-RTP11-015	NA	Tulare	SVJ	"J" St.	Widen existing roadway	Pacific Ave. to Hwy 99	Widen from 2 to 4 lanes	0	Y	2025								Local	\$687	\$1,228
TU-RTP11-053	NA	Tulare	SVJ	"J" St. / Hwy 99 Overcrossing	Construct new roadway	"J" Street @ Hwy 99	New overcrossing	0	Y	2027								Local	\$688	\$32,258
TU-RTP11-016	NA	Tulare	SVJ	"J" St.	Construct new roadway	Hwy 99 to Ave. 264	New Construction	0	Y	2027								Local	\$2,398	\$5,071
TU-RTP11-017	NA	Tulare	SVJ	Laspina St.	Widen existing roadway	Ave. 200 to Tulare Golf Course	Widen from 2 to 4 lanes	0	Y	2015								Local	\$520	\$726
TU-RTP11-018	NA	Tulare	SVJ	Oakmore St.	Construct new roadway	Commercial Ave. to Bardsley Ave.	New 2-lane roadway	0	Y	2025								Local	\$891	\$1,906
TU-RTP11-019	NA	Tulare	SVJ	Oakmore St.	Widen existing roadway	Bardsley Ave. to Tulare Ave.	Reconstruct to 4 lanes	0	Y	2020								Local	\$3,332	\$5,461
TU-RTP11-020	NA	Tulare	SVJ	Oakmore St.	Construct new roadway	Tulare Ave. to Prosperity Ave.	New 2-lane roadway	0	Y	2025								Local	\$1,484	\$3,175
TU-RTP11-021	NA	Tulare	SVJ	Oakmore St.	Widen existing roadway	Tulare Ave. to Prosperity Ave.	Widen from 2 to 4 lanes	0	Y	2035								Local	\$1,040	\$2,717
TU-RTP11-022	NA	Tulare	SVJ	Oakmore St.	Widen existing roadway	Prosperity Ave. to Cartmill Ave.	Reconstruct to 4 lanes	0	Y	2035								Local	\$3,332	\$8,509
TU-RTP11-023	NA	Tulare	SVJ	Paige Ave.	Widen existing roadway	Enterprise St. to West St.	Reconstruct to 4 lanes	0	Y	2020								Local	\$3,332	\$5,461
TU-RTP11-024	NA	Tulare	SVJ	Tulare Ave.	Widen existing roadway	Enterprise St. to Tulare Dr.	Reconstruct to 4 lanes	0	Y	2025								Local	\$1,767	\$3,259
TU-RTP11-025	NA	Tulare	SVJ	West St.	Widen existing roadway	Prosperity Ave. to Cartmill Ave.	Reconstruct to 4 lanes	0	Y	2025								Local	\$3,332	\$6,170
TU-RTP07-001	NA	Tulare	SVJ	E St. / Maple Ave.	E St. at Maple Ave.	"E" St. at Maple Ave.	Traffic Signal			2012								Local	\$220	\$268
TU-RTP07-002	NA	Tulare	SVJ	E St. / Prosperity Ave.	E St. at Prosperity Ave.	"E" St. at Prosperity Ave.	Traffic Signal			2010								Local	\$450	\$536
TU-RTP07-005	NA	Tulare	SVJ	Laspina St. / Paige Ave.	Laspina St. / Paige Ave.	Laspina St. at Paige Ave.	Traffic Signal			2010								Local	\$250	\$298
TU-RTP07-035	NA	Tulare	SVJ	Inyo Ave. / West St.	Inyo Ave. at West St.	Inyo Ave. @ West St.	Traffic Signal			2015								Local	\$250	\$332
TU-RTP07-036	NA	Tulare	SVJ	Cross Ave. / Mooney Blvd	Cross Ave. at Mooney Blvd	Cross Ave. @ Mooney Blvd (SR 63)	Traffic Signal			2015								Local	\$250	\$332
TU-RTP07-037	NA	Tulare	SVJ	Prosperity Ave. / West St.	Prosperity Ave. at West St.	Prosperity Ave. @ West St.	Traffic Signal			2015								Local	\$250	\$332
TU-RTP07-038	NA	Tulare	SVJ	Cartmill Ave. / "J" St.	Cartmill Ave. at "J" St.	Cartmill Ave. @ "J" St.	Traffic Signal			2015								Local	\$250	\$332
TU-RTP07-039	NA	Tulare	SVJ	Cartmill Ave. / "M" St.	Cartmill Ave. at "M" St.	Cartmill Ave. @ "M" St.	Traffic Signal			2010								Local	\$250	\$298
TU-RTP07-040	NA	Tulare	SVJ	Cartmill Ave. / De La Vina St.	Cartmill Ave. at De La Vina St.	Cartmill Ave. @ De La Vina	Traffic Signal			2015								Local	\$220	\$292
TU-RTP07-041	NA	Tulare	SVJ	Pleasant Ave. / "E" St.	Pleasant Ave. at "E" St.	Pleasant Ave. @ "E" St.	Traffic Signal			2025								Local	\$220	\$391
TU-RTP07-061	NA	Tulare	SVJ	Bardsley Ave. / West St.	Bardsley Ave. at West St.	Bardsley Ave. @ West St.	Traffic Signal			2015								Local	\$250	\$332
TU-RTP07-063	NA	Tulare	SVJ	Tulare Ave. / Oakmore St.	Tulare Ave. at Oakmore St.	Tulare Ave. @ Oakmore St.	Traffic Signal			2015								Local	\$350	\$465
TU-RTP07-064	NA	Tulare	SVJ	Paige Ave. / Blackstone St.	Paige Ave. at Blackstone St.	Paige Ave. @ Blackstone St.	Traffic Signal			2015								Local	\$250	\$332
TU-RTP07-068	NA	Tulare	SVJ	Prosperity Ave. / Oaks St.	Prosperity Ave. at Oaks St.	Prosperity Ave. @ Oaks St.	Traffic Signal			2020								Local	\$275	\$423
TU-RTP07-069	NA	Tulare	SVJ	Merritt Ave. / Cherry St.	Merritt Ave. at Cherry St.	Merritt Ave. @ Cherry St.	Traffic Signal			2015								Local	\$200	\$266
TU-RTP07-072	NA	Tulare	SVJ	Merritt Ave. / M St.	Merritt Ave. at M St.	Merritt Ave. @ "M" St.	Traffic Signal			2015								Local	\$220	\$292
TU-RTP11-026	NA	Tulare	SVJ	Alpine Ave. / Mooney Blvd.	Alpine Ave. at Mooney Blvd.	Alpine Ave. @ Mooney Blvd.	Traffic Signal			2020								Local	\$220	\$338
TU-RTP11-027	NA	Tulare	SVJ	Bardsley Ave. / "H" St.	Bardsley Ave. at "H" St.	Bardsley Ave. @ "H" St.	Traffic Signal			2010								Local	\$220	\$262
TU-RTP11-028	NA	Tulare	SVJ	Bardsley Ave. / Morrison St.	Bardsley Ave. at Morrison St.	Bardsley Ave. @ Morrison St.	Traffic Signal			2015								Local	\$220	\$292
TU-RTP11-029	NA	Tulare	SVJ	Bardsley Ave. / Oakmore St.	Bardsley Ave. at Oakmore St.	Bardsley Ave. @ Oakmore St.	Traffic Signal			2015								Local	\$250	\$332
TU-RTP11-030	NA	Tulare	SVJ	Bardsley Ave. / Pratt St.	Bardsley Ave. at Pratt St.	Bardsley Ave. @ Pratt St.	Traffic Signal			2020								Local	\$250	\$384
TU-RTP11-031	NA	Tulare	SVJ	Bella Oaks Ave. / Hwy 63	Bella Oaks Ave. at Hwy 63	Bella Oaks Ave. @ Hwy 63	Traffic Signal			2020								Local	\$250	\$384

**Table 3-13
LOCAL FUNDED ROADS
Constrained Capacity Increasing Projects for Inclusion in the
Tulare County 2011 Regional Transportation Plan**

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year(s) modeled							Fund Type	Cost Constant	Cost Year of Expend.
											2011	2012	2014	2017	2020	2023	2025			
1	2	3	4	5	6	7	8	9	10	11	12							13	14	15
TU-RTP11-032	NA	Tulare	SVJ	Cartmill Ave./West St.	Cartmill Ave. at West St.	Cartmill Ave. @ West St.	Traffic Signal			2020								Local	\$250	\$384
TU-RTP11-033	NA	Tulare	SVJ	Cartmill Ave./Akers St.	Cartmill Ave. at Akers St.	Cartmill Ave. @ Akers St.	Traffic Signal			2013								Local	\$250	\$314
TU-RTP11-034	NA	Tulare	SVJ	Cartmill Ave./Retherford St.	Cartmill Ave. at Retherford St.	Cartmill Ave. @ Retherford St.	Traffic Signal			2013								Local	\$250	\$314
TU-RTP11-035	NA	Tulare	SVJ	Commercial Ave./"K" St.	Commercial Ave. at "K" St.	Commercial Ave. @ "K" St.	Traffic Signal			2015								Local	\$250	\$332
TU-RTP11-036	NA	Tulare	SVJ	Commercial Ave./Laspina St.	Commercial Ave. at Laspina St.	Commercial Ave. @ Laspina St.	Traffic Signal			2015								Local	\$250	\$332
TU-RTP11-037	NA	Tulare	SVJ	Commercial Ave./Turner Dr.	Commercial Ave. at Turner Dr.	Commercial Ave. @ Turner Dr.	Traffic Signal			2015								Local	\$250	\$332
TU-RTP11-038	NA	Tulare	SVJ	Corvina Ave./Retherford St.	Corvina Ave. at Retherford St.	Corvina Ave. @ Retherford St.	Traffic Signal			2015								Local	\$250	\$332
TU-RTP11-039	NA	Tulare	SVJ	Cross Ave. / "H" St.	Cross Ave. at "H" St.	Cross Ave. @ "H" St.	Traffic Signal			2020								Local	\$220	\$338
TU-RTP11-040	NA	Tulare	SVJ	Foster Dr. / Turner Dr.	Foster Dr. at Turner Dr.	Foster Dr. @ Turner Dr.	Traffic Signal			2015								Local	\$250	\$332
TU-RTP11-041	NA	Tulare	SVJ	Hosfield Dr./Laspina St.	Hosfield Dr. at Laspina St.	Hosfield Dr. @ Laspina St.	Traffic Signal			2025								Local	\$250	\$444
TU-RTP11-042	NA	Tulare	SVJ	Levin Ave./Mooney Blvd.	Levin Ave. at Mooney Blvd.	Levin Ave. @ Mooney Blvd.	Traffic Signal			2025								Local	\$220	\$391
TU-RTP11-043	NA	Tulare	SVJ	Oakdale Ave. / Hwy 63	Oakdale Ave. at Hwy 63	Oakdale Ave. @ Hwy 63	Traffic Signal			2030								Local	\$250	\$514
TU-RTP11-044	NA	Tulare	SVJ	Pacific Ave. / Hwy 63	Pacific Ave. at Hwy 63	Pacific Ave. @ Hwy 63	Traffic Signal			2025								Local	\$220	\$391
TU-RTP11-045	NA	Tulare	SVJ	Paige Ave. / "H" St.	Paige Ave. at "H" St.	Paige Ave. @ "H" St.	Traffic Signal			2035								Local	\$220	\$523
TU-RTP11-046	NA	Tulare	SVJ	Paige Ave. / Laspina St.	Paige Ave. at Laspina St.	Paige Ave. @ Laspina St.	Traffic Signal			2015								Local	\$250	\$332
TU-RTP11-047	NA	Tulare	SVJ	Paige Ave. / Pratt St.	Paige Ave. at Pratt St.	Paige Ave. @ Pratt St.	Traffic Signal			2030								Local	\$250	\$514
TU-RTP11-048	NA	Tulare	SVJ	Paige Ave. / West St.	Paige Ave. at West St.	Paige Ave. @ West St.	Traffic Signal			2030								Local	\$250	\$514
TU-RTP11-049	NA	Tulare	SVJ	Pleasant Ave. / West St.	Pleasant Ave. at West St.	Pleasant Ave. @ West St.	Traffic Signal			2020								Local	\$220	\$338
TU-RTP11-050	NA	Tulare	SVJ	Hwy 137 / Morrison St.	Hwy 137 at Morrison St.	Hwy 137 @ Morrison St.	Traffic Signal			2020								Local	\$250	\$384
TU-RTP11-051	NA	Tulare	SVJ	Seminole Ave. / Hwy 63	Seminole Ave. at Hwy 63	Seminole Ave. @ Hwy 63	Traffic Signal			2020								Local	\$250	\$384
																			\$124,372	\$272,353
CITY OF VISALIA - CANDIDATE PROJECTS																				
VI-RTP11-001	NA	Visalia	SVJ	Court Street	Construct new roadway	Wren to Riggins, 0.2 mi.	New 2-lane; collector	0	Y	2011	x	x	x	x	x	x	x	Local	\$291	\$291
VI-RTP07-002	NA	Visalia	SVJ	Houston Ave.	Widen existing roadway	Ben Maddox to Lovers Lane; 1 mi.	Widen from 2 to 4 lanes	0	Y	2014		x	x	x	x	x	x	Local	\$3,488	\$3,782
VI-RTP07-003	NA	Visalia	SVJ	Houston Ave.	Widen existing roadway	Santa Fe to Ben Maddox; .5 mi.	Widen from 2 to 4 lanes	0	Y	2010	x	x	x	x	x	x	x	Local	\$2,512	\$2,512
VI-RTP07-005	NA	Visalia	SVJ	Murray Ave.	Widen existing roadway	Giddings to Santa Fe; 1 mi.	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	Local	\$4,803	\$6,217
VI-RTP07-006	NA	Visalia	SVJ	Santa Fe St.	Widen existing roadway	K St to Tulare; .9 mi.	Widen from 2 to 4 lanes	0	Y	2014		x	x	x	x	x	x	Local	\$3,934	\$4,264
VI-RTP07-007	NA	Visalia	SVJ	Santa Fe St.	Widen existing roadway	Tulare to Houston; 1.5 mi.	Widen from 2 to 4 lanes	0	Y	2017			x	x	x	x	x	Local	\$3,447	\$4,084
VI-RTP11-002	NA	Visalia	SVJ	Tulare Avenue	Construct new roadway	Lovers Lane to McAuliff; 0.5 mi.	New 2-lane; collector	0	Y	2011	x	x	x	x	x	x	x	Local	\$1,488	\$1,488
VI-RTP07-009	NA	Visalia	SVJ	Walnut Ave.	Widen existing roadway	Yale to Central; 2 mi.	Widen from 2 to 4 lanes	0	Y	2010	x	x	x	x	x	x	x	Local	\$2,696	\$2,696
VI-RTP11-003	NA	Visalia	SVJ	Akers Street	Widen existing roadway	Ferguson to Riggins; 0.5 mi.	Widen from 2 to 4 lanes	0	Y	2017			x	x	x	x	x	Local	\$3,540	\$4,193
VI-RTP11-004	NA	Visalia	SVJ	Cain Street	Construct new roadway	Goshen to Douglas; 0.2 mi.	New 2-lane; collector	0	Y	2020				x	x	x	x	Local	\$522	\$675
VI-RTP07-012	NA	Visalia	SVJ	Court St.	Widen existing roadway	Walnut to Tulare; .4 mi.	Widen from 2 to 4 lanes	0	Y	2020				x	x	x	x	Local	\$1,591	\$2,059
VI-RTP07-013	NA	Visalia	SVJ	Ferguson Ave.	Widen existing roadway	Plaza to Kelsey; .5 mi.	Widen from 2 to 4 lanes	0	Y	2017			x	x	x	x	x	Local	\$943	\$1,117
VI-RTP11-005	NA	Visalia	SVJ	Goshen Avenue	Widen existing roadway	Santa Fe to Lovers Lane; 1.6 mi.	Widen from 2 to 4 lanes	0	Y	2020			x	x	x	x	x	Local	\$6,633	\$8,587
VI-RTP11-006	NA	Visalia	SVJ	Kelsey Street	Construct new roadway	Doe to Riggins; 0.7 mi.	New 2-lane; collector	0	Y	2014		x	x	x	x	x	x	Local	\$1,579	\$1,712
VI-RTP11-007	NA	Visalia	SVJ	McAuliff Street	Widen existing roadway	Mineral King to Mill Creek Pkwy; 0.6 mi.	Widen from 2 to 4 lanes	0	Y	2010	x	x	x	x	x	x	x	Local	\$977	\$977
VI-RTP11-008	NA	Visalia	SVJ	Mooney Boulevard (SR 63)	Widen existing roadway	Avenue 272 to Avenue 276; 0.5 mi.	Widen from 4 to 6 lanes	0	Y	2011	x	x	x	x	x	x	x	Local	\$1,598	\$1,598
VI-RTP11-009	NA	Visalia	SVJ	Santa Fe Street	Widen existing roadway	Caldwell to "K"; 0.7 mi.	Widen from 2 to 4 lanes	0	Y	2014		x	x	x	x	x	x	Local	\$1,581	\$1,714
VI-RTP11-010	NA	Visalia	SVJ	Sunnyview Avenue	Construct new roadway	Kelsey to Clancy; 0.5 mi.	New 2-lane; collector	0	Y	2017			x	x	x	x	x	Local	\$486	\$576
VI-RTP11-011	NA	Visalia	SVJ	Virmargo Street	Construct new roadway	Goshen to Houston; 0.5 mi.	New 2-lane; collector	0	Y	2014		x	x	x	x	x	x	Local	\$1,037	\$1,124
VI-RTP11-012	NA	Visalia	SVJ	Whitendale Avenue	Widen existing roadway	Sallee to Fairway; 0.4 mi.	Widen from 2 to 4 lanes	0	Y	2010	x	x	x	x	x	x	x	Local	\$1,694	\$1,694
VI-RTP11-013	NA	Visalia	SVJ	Chinowth Street	Construct new roadway	Avenue 272 to Caldwell; 1 mi.	New 2-lane; collector	0	Y	2023				x	x	x	x	Local	\$1,922	\$2,719
VI-RTP11-014	NA	Visalia	SVJ	Chinowth Street	Construct new roadway	Goshen to Houston; 0.2 mi.	New 2-lane; collector	0	Y	2017			x	x	x	x	x	Local	\$771	\$914
VI-RTP11-015	NA	Visalia	SVJ	Court Street	Construct new roadway	Avenue 272 to Ave 276; 0.5 mi.	New 2-lane; collector	0	Y	2023				x	x	x	x	Local	\$5,524	\$7,814
VI-RTP11-017	NA	Visalia	SVJ	Linwood Street	Construct new roadway	Avenue 272 to Ave 276 ; 0.5 mi.	New 2-lane; collector	0	Y	2023				x	x	x	x	Local	\$1,032	\$1,459
VI-RTP11-018	NA	Visalia	SVJ	Linwood Street	Construct new roadway	Riggins to Avenue 320 ; 1 mi.	New 2-lane; collector	0	Y	2023					x	x	x	Local	\$3,125	\$4,420

**Table 3-13
LOCAL FUNDED ROADS
Constrained Capacity Increasing Projects for Inclusion in the
Tulare County 2011 Regional Transportation Plan**

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year(s) modeled							Fund Type	Cost Constant	Cost Year of Expend.	
											2011	2012	2014	2017	2020	2023	2025				2026
1	2	3	4	5	6	7	8	9	10	11	12							13	14	15	
VI-RTP11-019	NA	Visalia	SVJ	Pinkham Street	Construct new roadway	Avenue 272 to Caldwell; 0.9 mi.	New 2-lane; collector	0	Y	2023						x	x	x	Local	\$2,935	\$4,152
VI-RTP11-020	NA	Visalia	SVJ	Roeben Street	Construct new roadway	Caldwell to Whitendale ; 0.5 mi.	New 2-lane; collector	0	Y	2023						x	x	x	Local	\$2,138	\$3,025
VI-RTP07-028	NA	Visalia	SVJ	Santa Fe St.	Widen existing roadway	Caldwell to Ave. 272; 1 mi.	Widen from 2 to 4 lanes	0	Y	2023						x	x	x	Local	\$4,712	\$6,665
VI-RTP11-021	NA	Visalia	SVJ	Santa Fe Street	Widen existing roadway	Houston to Riggins; 1 mi.	Widen from 2 to 4 lanes	0	Y	2017				x	x	x	x	x	Local	\$4,962	\$5,878
VI-RTP07-025	NA	Visalia	SVJ	Shirk Road	Widen existing roadway	Caldwell to SR198; 4 mi.	Widen from 2 to 4 lanes	0	Y	2026								x	Local	\$12,936	\$19,994
VI-RTP07-024	NA	Visalia	SVJ	Shirk Road	Widen existing roadway	SR198 to Goshen Ave.; 1 mi.	Widen from 2 to 4 lanes	0	Y	2014		x	x	x	x	x	x	x	Local	\$5,621	\$6,094
VI-RTP11-022	NA	Visalia	SVJ	Stonebrook Street	Construct new roadway	Avenue 272 to Caldwell; 1 mi.	New 4-lane; collector	0	Y	2023						x	x	x	Local	\$3,301	\$4,669
VI-RTP11-023	NA	Visalia	SVJ	Tulare Avenue	Construct new roadway	Shirk to Roeben; 0.5 mi.	New 2-lane; collector	0	Y	2023						x	x	x	Local	\$1,305	\$1,846
VI-RTP11-024	NA	Visalia	SVJ	Walnut Avenue	Widen existing roadway	Cedar to Rd 148; 1.2 mi.	Widen from 2 to 4 lanes	0	Y	2014		x	x	x	x	x	x	x	Local	\$3,489	\$3,783
VI-RTP11-025	NA	Visalia	SVJ	Akers Street	Widen existing roadway	Avenue 276 to Avenue 272; 0.5 mi.	Widen from 2 to 4 lanes	0	Y	2032								x	Local	\$3,299	\$6,088
VI-RTP07-026	NA	Visalia	SVJ	Akers Road	Widen existing roadway	Caldwell to Visalia Pkwy (Ave. 276); 0.5 mi.	Widen from 2 to 4 lanes	0	Y	2032								x	Local	\$2,109	\$3,893
VI-RTP11-026	NA	Visalia	SVJ	Avenue 272	Construct new roadway	Rd 122 to Santa Fe; 0.8 mi.	New 2-lane; 1/2 arterial	0	Y	2032								x	Local	\$2,665	\$4,919
VI-RTP11-027	NA	Visalia	SVJ	Avenue 276 (Visalia Pkwy)	Construct new roadway	Ben Maddox to Rd 148; 2 mi.	New 2-lane; collector	0	Y	2032								x	Local	\$6,646	\$12,266
VI-RTP11-028	NA	Visalia	SVJ	Avenue 276 (Visalia Pkwy)	Construct new roadway	Demaree to Ben Maddox; 3 mi.	New 4-lane; Arterial	0	Y	2032								x	Local	\$15,554	\$28,705
VI-RTP11-029	NA	Visalia	SVJ	Avenue 308 (Ferguson)	Construct new roadway	American (Rd 76) to Plaza; 0.5 mi.	New 2-lane; collector	0	Y	2014		x	x	x	x	x	x	Local	\$854	\$926	
VI-RTP11-030	NA	Visalia	SVJ	Avenue 316	Construct new roadway	Plaza to Chinoweth; 3.2 mi.	New 2-lane; collector	0	Y	2032								x	Local	\$14,095	\$26,013
VI-RTP11-031	NA	Visalia	SVJ	Avenue 320	Construct new roadway	Demaree to Mooney; 1 mi.	New 2-lane; 1/2 arterial	0	Y	2020				x	x	x	x	Local	\$2,685	\$3,475	
VI-RTP11-032	NA	Visalia	SVJ	Ben Maddox Way	Construct new roadway	Avenue 272 to Caldwell; 0.9 mi.	New 4-lane; arterial	0	Y	2023						x	x	x	Local	\$6,069	\$8,584
VI-RTP11-033	NA	Visalia	SVJ	County Center Drive	Construct new roadway	Avenue 272 to Packwood Creek; 0.7 mi.	New 2-lane; collector	0	Y	2023						x	x	x	Local	\$1,537	\$2,174
VI-RTP11-034	NA	Visalia	SVJ	County Center Drive	Construct new roadway	Pratt to Avenue 320; 0.5 mi.	New 2-lane; collector	0	Y	2020				x	x	x	x	Local	\$1,138	\$1,473	
VI-RTP07-021	NA	Visalia	SVJ	Demaree St.	Widen existing roadway	Pratt to Avenue 320; 0.5 mi.	Widen from 2 to 4 lanes	0	Y	2020						x	x	x	Local	\$2,622	\$3,395
VI-RTP11-035	NA	Visalia	SVJ	Giddings Street	Construct new roadway	Shannon Pkwy to Avenue 316; 0.3 mi.	New 2-lane; collector	0	Y	2020						x	x	x	Local	\$601	\$778
VI-RTP07-022	NA	Visalia	SVJ	Goshen Ave.	Widen existing roadway	Camp to American (Rd 76); 0.6 mi.	Widen from 2 to 4 lanes	0	Y	2032								x	Local	\$4,567	\$8,429
VI-RTP11-036	NA	Visalia	SVJ	Hurley Avenue	Construct new roadway	Camp to American (Rd 76); 0.3 mi.	New 2-lane; collector	0	Y	2030								x	Local	\$682	\$1,186
VI-RTP11-037	NA	Visalia	SVJ	Hurley Avenue	Construct new roadway	Kelsey to Shirk; 1 mi.	New 2-lane; collector	0	Y	2032								x	Local	\$3,080	\$5,683
VI-RTP11-038	NA	Visalia	SVJ	Hurley Avenue	Construct new roadway	Road 76 to Plaza; 0.5 mi.	New 2-lane; collector	0	Y	2030								x	Local	\$1,010	\$1,757
VI-RTP11-039	NA	Visalia	SVJ	Hwy 63 (Dinuba Blvd)	Widen existing roadway	Riggins to St Johns River; 0.6 mi.	Widen from 2 to 4 lanes	0	Y	2017				x	x	x	x	Local	\$14,763	\$17,488	
VI-RTP11-040	NA	Visalia	SVJ	"K" Avenue	Construct new roadway	Lovers Lane to McAuliff; 0.5 mi.	New 2-lane; collector	0	Y	2030								x	Local	\$1,982	\$3,449
VI-RTP11-041	NA	Visalia	SVJ	Kelsey Street	Construct new roadway	Riggins to Avenue 320; 1 mi.	New 2-lane; collector	0	Y	2030								x	Local	\$2,352	\$4,092
VI-RTP11-042	NA	Visalia	SVJ	McAuliff Street	Construct new roadway	Avenue 272 to Caldwell; 1 mi.	New 2-lane; collector	0	Y	2030								x	Local	\$2,478	\$4,311
VI-RTP11-043	NA	Visalia	SVJ	McAuliff Street	Construct new roadway	Walnut to Caldwell; 1 mi.	New 2-lane; collector	0	Y	2023						x	x	x	Local	\$4,143	\$5,861
VI-RTP11-044	NA	Visalia	SVJ	Mooney Boulevard	Construct new roadway	Riggins to Avenue 320; 1 mi.	New 2-lane; arterial	0	Y	2020						x	x	x	Local	\$2,275	\$2,945
VI-RTP11-046	NA	Visalia	SVJ	Road 76 (American)	Construct new roadway	Ferguson (Ave 308) to Riggins; 0.5 mi.	New 2-lane; collector	0	Y	2017				x	x	x	x	Local	\$1,247	\$1,477	
VI-RTP11-047	NA	Visalia	SVJ	Road 76 (American)	Construct new roadway	Hurley to Legacy; 0.2 mi.	New 2-lane; collector	0	Y	2023						x	x	x	Local	\$2,316	\$3,276
VI-RTP11-048	NA	Visalia	SVJ	Road 88	Construct new roadway	Riggins to Avenue 320; 1 mi.	New 2-lane; collector	0	Y	2030								x	Local	\$2,085	\$3,626
VI-RTP11-049	NA	Visalia	SVJ	Road 96 (Roeben St)	Construct new roadway	Riggins to Avenue 320; 1.4 mi.	New 2-lane; collector	0	Y	2030								x	Local	\$3,431	\$5,969
VI-RTP11-050	NA	Visalia	SVJ	Road 148	Widen existing roadway	Ave 272 to Ave 276; 0.5 mi.	Widen from 2 to 4 lanes	0	Y	2030								x	Local	\$3,462	\$6,023
VI-RTP11-051	NA	Visalia	SVJ	Road 148	Widen existing roadway	Ave 276 to Walnut; 1.5 mi.	Widen from 2 to 4 lanes	0	Y	2032								x	Local	\$8,847	\$16,328
VI-RTP11-052	NA	Visalia	SVJ	Road 148	Construct new roadway	Houston (SR 216) to St. John Pkwy; 0.2 mi.	New 4-lane; Arterial	0	Y	2030								x	Local	\$781	\$1,358
VI-RTP11-053	NA	Visalia	SVJ	Road 148	Construct new roadway	Mineral King to Houston; 1.1 mi.	New 4-lane; Arterial	0	Y	2030								x	Local	\$4,898	\$8,521
VI-RTP11-054	NA	Visalia	SVJ	Road 148	Construct new roadway	Walnut to Noble; 0.9 mi.	New 4-lane; Arterial	0	Y	2030								x	Local	\$5,626	\$9,786
VI-RTP11-055	NA	Visalia	SVJ	Shirk Street	Widen existing roadway	Goshen to Riggins; 1 mi.	Widen from 2 to 4 lanes	0	Y	2023						x	x	x	Local	\$4,744	\$6,710
VI-RTP11-056	NA	Visalia	SVJ	Tulare Avenue	Construct new roadway	Rd 148 to Rd 152; 0.6 mi.	New 2-lane; collector	0	Y	2030								x	Local	\$1,573	\$2,736
VI-RTP11-057	NA	Visalia	SVJ	Walnut Avenue	Widen existing roadway	Shirk to Akers; 1 mi.	Widen from 2 to 4 lanes	0	Y	2017				x	x	x	x	Local	\$1,413	\$1,674	
VI-RTP11-058	NA	Visalia	SVJ	Walnut Avenue	Widen existing roadway	Rd 148 to Rd 152; 0.5 mi.	Widen from 2 to 4 lanes	0	Y	2030								x	Local	\$3,560	\$6,194
VI-RTP11-060	NA	Visalia	SVJ	Doe Avenue	Construct new roadway	Shirk to Roeben; 0.5 mi.	New 2-lane; collector	0	Y	2014				x	x	x	x	Local	\$1,308	\$1,418	
VI-RTP11-061	NA	Visalia	SVJ	Lovers Lane	Widen existing roadway	Ave 272 to Caldwell; 1 mi.	Widen from 2 to 4 lanes	0	Y	2030								x	Local	\$3,561	\$6,196
VI-RTP11-062	NA	Visalia	SVJ	Santa Fe Street	Construct new roadway	Riggins/St Johns Parkway to Shannon Parkway; 0.3 mi.	New 4-lane; arterial	0	Y	2017				x	x	x	x	Local	\$1,110	\$1,315	

**Table 3-13
LOCAL FUNDED ROADS
Constrained Capacity Increasing Projects for Inclusion in the
Tulare County 2011 Regional Transportation Plan**

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year(s) modeled							Fund Type	Cost Constant	Cost Year of Expend.
											2011	2012	2014	2017	2020	2023	2025			
1	2	3	4	5	6	7	8	9	10	11	12							13	14	15
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	2017				x	x	x	x	Local	\$1,094	\$1,296
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	2017				x	x	x	x	Local	\$728	\$863
VI-RTP11-065	NA	Visalia	SJV	Virmargo Street	Construct new roadway	Houston to St. Johns Parkway; 0.4 mi.	New 2-lane; collector	0	Y	2020				x	x	x	x	Local	\$802	\$1,039
VI-RTP11-066	NA	Visalia	SJV	Whitendale Avenue	Construct new roadway	Shirk to Roeben; 0.5 mi.	New 2-lane; collector	0	Y	2030							x	Local	\$1,618	\$2,814
VI-RTP11-067	NA	Visalia	SJV	Burke Street	Construct new roadway	Roosevelt to Houston; 0.3 mi.	New 2-lane; collector	0	Y	2010	x	x	x	x	x	x	x	Local	\$865	\$865
VI-RTP11-068	NA	Visalia	SJV	Preston Street	New bridge	Preston St at Mill Creek Ditch	New 2-lane bridge; local	0	Y	2010	x	x	x	x	x	x	x	Local	\$430	\$430
VI-RTP11-069	NA	Visalia	SJV	Oak Ave	Construct new roadway	Tipton to Burke; 0.2 mi	New 2-lane; local	0	Y	2011	x	x	x	x	x	x	x	Local	\$1,398	\$1,398
VI-RTP11-070	NA	Visalia	SJV	School Ave	Construct new roadway	Tipton to Burke; 0.2 mi	New 2-lane; local	0	Y	2011	x	x	x	x	x	x	x	Local	\$645	\$645
VI-RTP11-071	NA	Visalia	SJV	Court St at Whitendale Ave	Court St at Whitendale Ave	Court St at Whitendale Ave	Traffic Signal			2010								Local	\$200	\$200
VI-RTP11-072	NA	Visalia	SJV	Goshen Ave at Mooney Blvd.	Goshen Ave at Mooney Blvd.	Goshen Ave at Mooney Blvd.	Traffic Signal			2010								Local	\$300	\$300
VI-RTP11-073	NA	Visalia	SJV	Demaree St at Ferguson Ave	Demaree St at Ferguson Ave	Demaree St at Ferguson Ave	Traffic Signal			2010								Local	\$300	\$300
VI-RTP11-074	NA	Visalia	SJV	Santa Fe St at Walnut Ave	Santa Fe St at Walnut Ave	Santa Fe St at Walnut Ave	Traffic Signal			2011								Local	\$300	\$300
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			2011								Local	\$370	\$370
VI-RTP11-076	NA	Visalia	SJV	Murray Ave at Santa Fe St	Murray Ave at Santa Fe St	Murray Ave at Santa Fe St	Traffic Signal			2011								Local	\$270	\$270
VI-RTP11-077	NA	Visalia	SJV	Center Ave at Santa Fe St	Center Ave at Santa Fe St	Center Ave at Santa Fe St	Traffic Signal			2012								Local	\$270	\$277
VI-RTP11-078	NA	Visalia	SJV	Burke St at Main St	Burke St at Main St	Burke St at Main St	Traffic Signal			2013								Local	\$250	\$264
VI-RTP11-079	NA	Visalia	SJV	Demaree St at Mill Creek Pkwy	Demaree St at Mill Creek Pkwy	Demaree St at Mill Creek Pkwy	Traffic Signal			2013								Local	\$300	\$316
VI-RTP11-080	NA	Visalia	SJV	Houston Ave at Mooney Blvd	Houston Ave at Mooney Blvd	Houston Ave at Mooney Blvd	Traffic Signal			2014								Local	\$270	\$293
VI-RTP11-081	NA	Visalia	SJV	Ben Maddox Way at Douglas Ave	Ben Maddox Way at Douglas Ave	Ben Maddox Way at Douglas Ave	Traffic Signal			2012								Local	\$300	\$308
VI-RTP11-082	NA	Visalia	SJV	Hurley Ave at Shirk St	Hurley Ave at Shirk St	Hurley Ave at Shirk St	Traffic Signal			2012								Local	\$300	\$308
VI-RTP11-083	NA	Visalia	SJV	Traffic signal interconnection	Connecting existing traffic signals	1.0 mile	Signal interconnect			2010								Local	\$100	\$100
VI-RTP11-084	NA	Visalia	SJV	College Ave at Lovers Lane	College Ave at Lovers Lane	College Ave at Lovers Lane	Traffic Signal			2020								Local	\$300	\$388
VI-RTP11-085	NA	Visalia	SJV	Burrel Ave at Mooney Blvd	Burrel Ave at Mooney Blvd	Burrel Ave at Mooney Blvd	Traffic Signal			2030								Local	\$300	\$518
VI-RTP11-086	NA	Visalia	SJV	Noble Ave at Pinkham St	Noble Ave at Pinkham St	Noble Ave at Pinkham St	Traffic Signal			2015								Local	\$270	\$302
VI-RTP11-087	NA	Visalia	SJV	Bridge St at Main St	Bridge St at Main St	Bridge St at Main St	Traffic Signal			2015								Local	\$270	\$302
VI-RTP11-088	NA	Visalia	SJV	Cain St at Main St	Cain St at Main St	Cain St at Main St	Traffic Signal			2015								Local	\$300	\$335
VI-RTP11-089	NA	Visalia	SJV	Bridge St at Center Ave	Bridge St at Center Ave	Bridge St at Center Ave	Traffic Signal			2020								Local	\$270	\$349
VI-RTP11-090	NA	Visalia	SJV	Houston Ave at Jacob St	Houston Ave at Jacob St	Houston Ave at Jacob St	Traffic Signal			2020								Local	\$300	\$388
VI-RTP11-091	NA	Visalia	SJV	Encina St at Walnut Ave	Encina St at Walnut Ave	Encina St at Walnut Ave	Traffic Signal			2030								Local	\$330	\$570
VI-RTP11-092	NA	Visalia	SJV	Lovers Lane at Tulare Ave	Lovers Lane at Tulare Ave	Lovers Lane at Tulare Ave	Traffic Signal			2015								Local	\$320	\$358
VI-RTP11-093	NA	Visalia	SJV	Burke St at Tulare Ave	Burke St at Tulare Ave	Burke St at Tulare Ave	Traffic Signal			2015								Local	\$300	\$335
VI-RTP11-094	NA	Visalia	SJV	Houston Ave at Willis St	Houston Ave at Willis St	Houston Ave at Willis St	Traffic Signal			2030								Local	\$330	\$570
VI-RTP11-095	NA	Visalia	SJV	Campus Ave at County Center	Campus Ave at County Center	Campus Ave at County Center	Traffic Signal			2020								Local	\$280	\$362
VI-RTP11-096	NA	Visalia	SJV	Court St at Paradise Ave	Court St at Paradise Ave	Court St at Paradise Ave	Traffic Signal			2025								Local	\$300	\$448
VI-RTP11-097	NA	Visalia	SJV	Divisadero St at Walnut Ave	Divisadero St at Walnut Ave	Divisadero St at Walnut Ave	Traffic Signal			2025								Local	\$300	\$448
VI-RTP11-098	NA	Visalia	SJV	Acequia Ave at Santa Fe	Acequia Ave at Santa Fe	Acequia Ave at Santa Fe	Traffic Signal			2015								Local	\$320	\$358
VI-RTP11-099	NA	Visalia	SJV	Santa Fe St at Tulare Ave	Santa Fe St at Tulare Ave	Santa Fe St at Tulare Ave	Traffic Signal			2015								Local	\$320	\$358
VI-RTP11-100	NA	Visalia	SJV	Bridge St at Murray Ave	Bridge St at Murray Ave	Bridge St at Murray Ave	Traffic Signal			2025								Local	\$300	\$448
VI-RTP11-101	NA	Visalia	SJV	Chinowth St at Goshen Ave	Chinowth St at Goshen Ave	Chinowth St at Goshen Ave	Traffic Signal			2015								Local	\$350	\$391
VI-RTP11-102	NA	Visalia	SJV	Center Ave at Conyer St	Center Ave at Conyer St	Center Ave at Conyer St	Traffic Signal			2025								Local	\$270	\$403
VI-RTP11-103	NA	Visalia	SJV	Akers St at Ferguson Ave	Akers St at Ferguson Ave	Akers St at Ferguson Ave	Traffic Signal			2015								Local	\$350	\$391
VI-RTP11-104	NA	Visalia	SJV	Cypress Ave at Linwood St	Cypress Ave at Linwood St	Cypress Ave at Linwood St	Traffic Signal			2025								Local	\$300	\$448
VI-RTP11-105	NA	Visalia	SJV	County Center at Houston Ave	County Center at Houston Ave	County Center at Houston Ave	Traffic Signal			2020								Local	\$350	\$452
VI-RTP11-106	NA	Visalia	SJV	Grape St at NE 3rd	Grape St at NE 3rd	Grape St at NE 3rd	Traffic Signal			2025								Local	\$270	\$403
VI-RTP11-107	NA	Visalia	SJV	Houston Ave at Rinaldi St	Houston Ave at Rinaldi St	Houston Ave at Rinaldi St	Traffic Signal			2025								Local	\$300	\$448
VI-RTP11-108	NA	Visalia	SJV	Bridge St at Tulare Ave	Bridge St at Tulare Ave	Bridge St at Tulare Ave	Traffic Signal			2020								Local	\$300	\$388
VI-RTP11-109	NA	Visalia	SJV	Acequia Ave at Bridge St	Acequia Ave at Bridge St	Acequia Ave at Bridge St	Traffic Signal			2025								Local	\$280	\$418
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			2015								Local	\$330	\$369

**Table 3-13
LOCAL FUNDED ROADS
Constrained Capacity Increasing Projects for Inclusion in the
Tulare County 2011 Regional Transportation Plan**

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year(s) modeled							Fund Type	Cost Constant	Cost Year of Expend.
											2011	2012	2014	2017	2020	2023	2025			
1	2	3	4	5	6	7	8	9	10	11	12							13	14	15
VI-RTP11-111	NA	Visalia	SVJ	Jacob St at Main St.	Jacob St at Main St.	Jacob St at Main St.	Traffic Signal			2015								Local	\$300	\$335
VI-RTP11-112	NA	Visalia	SVJ	Shirk St at Walnut Ave	Shirk St at Walnut Ave	Shirk St at Walnut Ave	Traffic Signal			2020								Local	\$330	\$426
VI-RTP11-113	NA	Visalia	SVJ	West St at Whitendale Ave	West St at Whitendale Ave	West St at Whitendale Ave	Traffic Signal			2025								Local	\$300	\$448
VI-RTP11-114	NA	Visalia	SVJ	County Center at Ferguson Ave	County Center at Ferguson Ave	County Center at Ferguson Ave	Traffic Signal			2025								Local	\$330	\$493
VI-RTP11-115	NA	Visalia	SVJ	Main St at Mineral King Ave	Main St at Mineral King Ave	Main St at Mineral King Ave	Traffic Signal			2020								Local	\$300	\$388
VI-RTP11-116	NA	Visalia	SVJ	Giddings St at Prospect Ave	Giddings St at Prospect Ave	Giddings St at Prospect Ave	Traffic Signal			2030								Local	\$270	\$466
VI-RTP11-117	NA	Visalia	SVJ	Divisadero At at Whitendale Ave	Divisadero At at Whitendale Ave	Divisadero At at Whitendale Ave	Traffic Signal			2025								Local	\$300	\$448
VI-RTP11-118	NA	Visalia	SVJ	Giddings St at Riggins Ave	Giddings St at Riggins Ave	Giddings St at Riggins Ave	Traffic Signal			2015								Local	\$330	\$369
VI-RTP11-119	NA	Visalia	SVJ	Central St at Tulare Ave	Central St at Tulare Ave	Central St at Tulare Ave	Traffic Signal			2020								Local	\$270	\$349
VI-RTP11-120	NA	Visalia	SVJ	Ashland Ave at County Center	Ashland Ave at County Center	Ashland Ave at County Center	Traffic Signal			2030								Local	\$270	\$466
VI-RTP11-121	NA	Visalia	SVJ	Cameron Ave at Court St	Cameron Ave at Court St	Cameron Ave at Court St	Traffic Signal			2015								Local	\$330	\$369
VI-RTP11-122	NA	Visalia	SVJ	McAuliff St at Walnut Ave	McAuliff St at Walnut Ave	McAuliff St at Walnut Ave	Traffic Signal			2020								Local	\$340	\$439
VI-RTP11-123	NA	Visalia	SVJ	Doe Ave at Shirk St	Doe Ave at Shirk St	Doe Ave at Shirk St	Traffic Signal			2020								Local	\$300	\$388
VI-RTP11-124	NA	Visalia	SVJ	Acequia Ave at Burke St	Acequia Ave at Burke St	Acequia Ave at Burke St	Traffic Signal			2030								Local	\$280	\$484
VI-RTP11-125	NA	Visalia	SVJ	Beech Ave at Court St	Beech Ave at Court St	Beech Ave at Court St	Traffic Signal			2020								Local	\$330	\$426
VI-RTP11-126	NA	Visalia	SVJ	Roebert St at Walnut Ave	Roebert St at Walnut Ave	Roebert St at Walnut Ave	Traffic Signal			2020								Local	\$330	\$426
VI-RTP11-127	NA	Visalia	SVJ	Ferguson Ave at Mooney Blvd	Ferguson Ave at Mooney Blvd	Ferguson Ave at Mooney Blvd	Traffic Signal			2025								Local	\$330	\$493
VI-RTP11-128	NA	Visalia	SVJ	Cain St at Mineral King Ave	Cain St at Mineral King Ave	Cain St at Mineral King Ave	Traffic Signal			2020								Local	\$300	\$388
VI-RTP11-129	NA	Visalia	SVJ	Damsen Ave at Demaree St	Damsen Ave at Demaree St	Damsen Ave at Demaree St	Traffic Signal			2015								Local	\$270	\$302
VI-RTP11-130	NA	Visalia	SVJ	University St at Whitnedale Ave	University St at Whitnedale Ave	University St at Whitnedale Ave	Traffic Signal			2025								Local	\$270	\$403
VI-RTP11-131	NA	Visalia	SVJ	Crenshaw St at Whitendale Ave	Crenshaw St at Whitendale Ave	Crenshaw St at Whitendale Ave	Traffic Signal			2020								Local	\$270	\$349
VI-RTP11-132	NA	Visalia	SVJ	Ferguson Ave at Linwood St	Ferguson Ave at Linwood St	Ferguson Ave at Linwood St	Traffic Signal			2020								Local	\$300	\$388
VI-RTP11-133	NA	Visalia	SVJ	Akers St at Riggins Ave	Akers St at Riggins Ave	Akers St at Riggins Ave	Traffic Signal			2015								Local	\$330	\$369
VI-RTP11-134	NA	Visalia	SVJ	K Ave at Pinkham St	K Ave at Pinkham St	K Ave at Pinkham St	Traffic Signal			2025								Local	\$380	\$568
VI-RTP11-135	NA	Visalia	SVJ	Burke St at Center Ave	Burke St at Center Ave	Burke St at Center Ave	Traffic Signal			2025								Local	\$330	\$493
VI-RTP11-136	NA	Visalia	SVJ	Court St at Ferguson Ave	Court St at Ferguson Ave	Court St at Ferguson Ave	Traffic Signal			2025								Local	\$270	\$403
VI-RTP11-137	NA	Visalia	SVJ	McAuliff St at Noble Ave	McAuliff St at Noble Ave	McAuliff St at Noble Ave	Traffic Signal			2020								Local	\$280	\$362
VI-RTP11-138	NA	Visalia	SVJ	County Center at Packwood Ave	County Center at Packwood Ave	County Center at Packwood Ave	Traffic Signal			2020								Local	\$280	\$362
VI-RTP11-139	NA	Visalia	SVJ	Burke St at Goshen Ave	Burke St at Goshen Ave	Burke St at Goshen Ave	Traffic Signal			2025								Local	\$300	\$448
VI-RTP11-140	NA	Visalia	SVJ	Main St at Mill Creek Drive	Main St at Mill Creek Drive	Main St at Mill Creek Drive	Traffic Signal			2020								Local	\$280	\$362
VI-RTP11-141	NA	Visalia	SVJ	Burke St at St Johns Pkwy	Burke St at St Johns Pkwy	Burke St at St Johns Pkwy	Traffic Signal			2020								Local	\$300	\$388
VI-RTP11-142	NA	Visalia	SVJ	Court St at Granite/Pearl St	Court St at Granite/Pearl St	Court St at Granite/Pearl St	Traffic Signal			2030								Local	\$270	\$466
VI-RTP11-143	NA	Visalia	SVJ	County Center at Riggins Ave	County Center at Riggins Ave	County Center at Riggins Ave	Traffic Signal			2015								Local	\$330	\$369
VI-RTP11-144	NA	Visalia	SVJ	County Center at Royal Oaks Ave	County Center at Royal Oaks Ave	County Center at Royal Oaks Ave	Traffic Signal			2030								Local	\$270	\$466
VI-RTP11-145	NA	Visalia	SVJ	Cameron Ave at County Center	Cameron Ave at County Center	Cameron Ave at County Center	Traffic Signal			2015								Local	\$300	\$335
VI-RTP11-146	NA	Visalia	SVJ	Roebert St at Tulare Ave	Roebert St at Tulare Ave	Roebert St at Tulare Ave	Traffic Signal			2030								Local	\$300	\$518
COUNTY OF TULARE CANDIDATE PROJECTS																				
No Projects																				

Total	\$475,451	\$767,313
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4 Non-attainment Area
9 Not exempt = 0
11 Open to Traffic
13 Source(s) of funding Please Note: the fund type(s) shown are potential sources
14 Project cost in today's \$ except for projects already programmed in the FTIP

Costs prior to FY10/11: \$28,362

Table 3-14
RTIP/IIP/MEASURE R FUNDED ROADS
Constrained Capacity Increasing Projects for Inclusion in the
Tulare County 2011 Regional Transportation Plan

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year (s) modeled							Fund Type	Cost Constant (exc. FTIP)	Cost Year of Expend.
											2011	2012	2014	2017	2020	2023	2025			
1	2	3	4	5	6	7	8	9	10	11	12							13	14	15
CALTRANS II/RTIP/MEASURE R WIDENING PROJECTS																				
TUL00-104	1150000073	Caltrans	SJV	SR 65	Widen existing roadway	15.1/18.0 Porterville - Ave 120 to Rte 190	Widen from 2 to 4 lanes	0	Y	2017				x	x	x	x	RIP/TCRP/R	\$25,423	\$29,730
TUL00-104	1150000073	Caltrans	SJV	SR 65	Widen existing roadway	10.9/15.6 Terra Bella - Ave 80 to Ave 124	Widen from 2 to 4 lanes	0	Y	2026							x	RIP/TCRP/R	\$38,124	\$58,558
TUL00-104	1150000073	Caltrans	SJV	SR 65	Widen existing roadway	6.1/11.4 Ducor - Orris UP to Ave 95	Widen from 2 to 4 lanes	0	Y	2031							x	RIP/R	\$35,824	\$63,658
CT-RTP07-001	NA	Caltrans	SJV	SR 65	Widen existing roadway	0.0/6.6 County Line to Ave 56	Widen from 2 to 4 lanes	0	Y	2035							x	RIP/R	\$55,364	\$111,170
CT-RTP11-005	1150000075	Caltrans	SJV	SR 65	Widen existing roadway	36.8/38.3 Near Exeter-Spruce from Rocky Hill Dr to Ave 300	Construct 2 ln exwy on 4 ln alignment****	0	Y	2035								RIP/R	\$25,554	\$50,219
CT-RTP11-004	1150000075	Caltrans	SJV	SR 65	Widen existing roadway	35.3/36.8 Near Exeter-Spruce from Ave 268 to Rocky Hill Dr	Construct 2 ln exwy on 4 ln alignment	0	Y	2030							x	RIP/R	\$17,008	\$28,711
CT-RTP07-002	1150000075	Caltrans	SJV	SR 65	Widen existing roadway	32.3/35.3 Near Exeter-Spruce from Ave 244 to Ave 268	Construct 2 ln exwy on 4 ln alignment	0	Y	2026							x	RIP/R	\$35,260	\$53,790
CT-RTP11-001	1150000075	Caltrans	SJV	SR 65	Widen existing roadway	29.5/32.3 Near Lindsay-Spruce from Hemosa Rd to Ave 244	Construct 2 ln exwy on 4 ln alignment	0	Y	2018					x	x	x	RIP/R	\$29,360	\$35,401
TUL02-121	1150000083	Caltrans	SJV	SR 99	Widen existing roadway	41.3/53.9 0.0/1.6 Tul Co - Goshen OH to Fre Co - Rte 201	Widen from 4 to 6 lanes	0	Y	2013				x	x	x	x	IIP, IB, Demo*	\$172,824	\$172,824
TUL08-107	1150000151	Caltrans	SJV	SR 99	Widen existing roadway	37.3/41.3 Visalia - 9m S of W Visalia OH to Goshen Overhead	Widen from 4 to 6 lanes	0	Y	2017					x	x	x	IIP, RIP	\$51,167	\$59,899
TUL08-107	1150000151	Caltrans	SJV	SR 99	Widen existing roadway	30.6/37.3 Tulare/Tagus - Prosperity Ave to .9m S of W Visalia OH	Widen from 4 to 6 lanes	0	Y	2021					x	x	x	IIP, RIP	\$177,500	\$224,960
CT-RTP07-004	NA	Caltrans	SJV	SR 99	Widen existing roadway	25.5/30.6 Tulare - Avenue 200 to Prosperity Ave	Widen from 4 to 6 lanes	0	Y	2032							x	IIP, RIP	\$130,000	\$238,867
CT-RTP07-005	NA	Caltrans	SJV	SR 99	Widen existing roadway	16.0/25.5 South of Tipton to Avenue 200	Widen from 4 to 6 lanes	0	Y	2035							x	IIP, RIP	\$80,000	\$161,057
CT-RTP07-008	NA	Caltrans	SJV	SR 190	Widen existing roadway	0.2/15.0 Tipton/Porterville - Rte 65 to Rte 99	Widen from 2 to 4 lanes	0	Y	2035							x	RIP/R	\$60,000	\$120,566
TUL00-120	1150000028	Caltrans	SJV	SR 198	Widen existing roadway	21.5/28.3 0.0/3.3 Kings Co - Rte 43 to Tulare Co - Rte 99	Widen from 2 to 4 lanes*	0	Y	2011	x	x	x	x	x	x	x	RIP/IIP/TCRP/IB*	\$120,007	\$120,007
TUL08-111	1150000077	Caltrans	SJV	SR 216 (Houston)	Widen existing roadway	1.9/2.9 Visalia - Lovers Ln to McAuliff St	Widen from 2 to 4 lanes	0	Y	2013				x	x	x	x	RIP*	\$11,000	\$11,000
CT-RTP11-002	NA	Caltrans	SJV	SR 216 (Houston)	Widen existing roadway	Rd 144 to Rd 148; 0.5 mi.	Widen from 2 to 4 lanes	0	Y	2020					x	x	x	RIP/R	\$5,644	\$7,275
CT-RTP11-003	NA	Caltrans	SJV	SR 216 (Houston)	Widen existing roadway	Rd 148 to Rd 152; 0.5 mi.	Widen from 2 to 4 lanes	0	Y	2030							x	RIP/R	\$3,424	\$5,931
																		Subtotal	\$1,073,479	\$1,553,623
CALTRANS II/RTIP/MEASURE R INTERCHANGE PROJECTS																				
TUL08-100	21500000425	Caltrans	SJV	SR 99	Major I/C improvements	SR-99 at Betty Drive	Widen on/off ramps and bridge structure	0	Y	2017					x	x	x	RIP/R	\$56,000	\$58,265
CT-RTP07-011	NA	Caltrans	SJV	SR 99	Major I/C improvements	SR-99 at Caldwell Avenue	Widen on/off ramps and bridge structure	0	Y	2027							x	R/Local	\$54,000	\$85,880
TUL08-402	21500000429	Caltrans	SJV	SR 99	Major I/C improvements	SR-99 at Cartmill Avenue (.6mi south of Cartmill to .7mi north)	Modify interchange and widen bridge structure	0	Y	2013				x	x	x	x	R/Local	\$68,650	\$68,650
CT-RTP07-013	NA	Caltrans	SJV	SR 99	Construct new I/C	SR-99 at AgriCenter (Commercial)	Construct new Interchange	0	Y	2023							x	RIP/R/Local	\$44,700	\$62,809
CT-RTP07-014	NA	Caltrans	SJV	SR 99	Major I/C improvements	SR-99 at Paige Ave.	Widen on/off ramps and bridge structure	0	Y	2026							x	RIP/R/Local	\$52,650	\$80,828
CT-RTP07-015	NA	Caltrans	SJV	SR 99	Operational I/C improve.	SR-99 south county interchanges	minor widening & safety improvements			2032							x	RIP/R/SHOPP	\$6,000	\$11,002
CT-RTP07-016	1150000076**	Caltrans	SJV	SR 198	Major I/C improvements	SR-198 at Plaza Dr (Road 80)	Modify interchange, add aux lanes, widening	0	Y	2013				x	x	x	x	RIP/R	\$18,951	\$18,951
CT-RTP07-017	NA	Caltrans	SJV	SR 198	Major I/C improvements	SR-198 at Shirk Street	Widen on/off ramps and bridge structure	0	Y	2022							x	RIP/R	\$14,121	\$19,311
CT-RTP07-018	NA	Caltrans	SJV	SR 198	Minor I/C improvements	SR-198 at Akers Street	minor widening & safety improvements			2022							x	RIP/R	\$1,500	\$2,045
CT-RTP07-019	NA	Caltrans	SJV	SR 198	Major I/C improvements	SR-198 downtown corridor interchanges	Widen on/off ramps and bridge structure	0	Y	2022							x	RIP/R	\$20,000	\$27,285
CT-RTP07-020	NA	Caltrans	SJV	SR 198	Major I/C improvements	SR-198 at Lovers Lane	Widen on/off ramps and bridge structure	0	Y	2018					x	x	x	R/Local	\$24,000	\$29,108
CT-RTP07-021	NA	Caltrans	SJV	SR 198	Construct new I/C	SR-198 at Avenue 148	Construct new interchange	0	Y	2032							x	RIP/R	\$27,469	\$50,484
CT-RTP07-022	NA	Caltrans	SJV	SR 190	Major I/C improvements	SR-190 at Main Street	Widen on/off ramps and bridge structure	0	Y	2027							x	RIP/R	\$18,000	\$28,453
CT-RTP07-023	NA	Caltrans	SJV	SR65	Construct new I/C	SR-65 at N Grand Ave	Construct new interchange	0	Y	2035							x	RIP/R	\$30,000	\$60,186
FA-RTP07-010	NA	Caltrans	SJV	SR 198/Road 164	Major I/C Improvements	SR-198 at Road 164 (Farmersville Blvd.)	Widen bridge structure and improve ramps	0	Y	2027							x	R	\$30,000	\$47,512
																		Subtotal	\$466,041	\$650,769
CITY OF DINUBA - CANDIDATE PROJECTS																				
DI-RTP07-015	NA	Dinuba	SJV	Alta Avenue	Widen existing roadway	Sequoia to Avenue 432	Widen from 2 to 4 lanes	0	Y	2027							x	RIP/R	\$6,000	\$9,472
TUL07-101	21500000380	Dinuba	SJV	Ave 416 (El Monte)	Widen existing roadway	Road 80 to Road 92**	Widen from 2 to 4 lanes	0	Y	2016				x	x	x	x	R/Local	\$15,471	\$17,642
TUL07-101	21500000380	Dinuba	SJV	Ave 416 (El Monte)	Widen existing roadway	Road 56 to Road 80	Widen from 2 to 4 lanes	0	Y	2014				x	x	x	x	R/Local	\$35,732	\$35,732
				Road 80	See Tulare County															
																		Subtotal	\$57,203	\$62,846
CITY OF EXETER - CANDIDATE PROJECTS																				
		Exeter	SJV	Avenue 280	See Tulare County															
CITY OF FARMERSVILLE - CANDIDATE PROJECTS																				
		Farmersville	SJV	SR 198/Road 164	See Interchange Projects															
CITY OF LINDSAY - CANDIDATE PROJECTS																				
		No projects																		
CITY OF WOODLAKE - CANDIDATE PROJECTS																				
		No projects																		

Table 3-14
RTIP/IIP/MEASURE R FUNDED ROADS
Constrained Capacity Increasing Projects for Inclusion in the
Tulare County 2011 Regional Transportation Plan

RTP Project ID#	CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Length	Type of Improvement	Exempt Status	RS	OT	Year (s) modeled							Fund Type	Cost Constant (exc. FTIP)	Cost Year Expend.
											2011	2012	2014	2017	2020	2025	2035			
1	2	3	4	5	6	7	8	9	10	11	12							13	14	15
CITY OF PORTERVILLE - CANDIDATE PROJECTS																				
TUL00-108	11500000153	Porterville	SJV	Scranton/Indiana	Widen existing roadway	SR-65 to Gibbons	Widen from 2 to 4-Lanes	0	Y	2010	x	x	x	x	x	x	x	RIP/R	\$3,300	\$3,300
TUL04-120	21500000196	Porterville	SJV	Jaye St.	Widen existing road/bridge	Date Ave. to Springville Ave	Widen from 2 to 4 lanes	0	Y	2014			x	x	x	x	x	Local/HBR	\$4,294	\$4,294
TUL04-122	21500000195	Porterville	SJV	Plano St.	Widen existing road/bridge	River Ave to SR-190	Widen from 2 to 4 lanes	0	Y	2012			x	x	x	x	x	Local/HBR	\$8,125	\$8,125
Subtotal																		\$15,719	\$15,719	
CITY OF TULARE - CANDIDATE PROJECTS																				
TUL08-901	21500000435	Tulare	SJV	Cartmill Ave	New over crossing	Cartmill Ave @ J St/UP Railroad	New bridge structure	0	Y	2012			x	x	x	x	x	HCRSA/R/Local	\$26,808	\$26,808
TUL08-902	21500000441	Tulare	SJV	Bardsley Ave.	New under crossing	Bardsley Ave @ UPRR	New bridge structure	0	Y	2012			x	x	x	x	x	HCRSA/R/Local	\$14,486	\$14,486
		Tulare	SJV	Road 108	See Tulare County															
Subtotal																		\$41,294	\$41,294	
CITY OF VISALIA - CANDIDATE PROJECTS																				
VI-RTP11-001	11500000076**	Visalia	SJV	Plaza Drive	Widen existing roadway	Crowley to Avenue 304 (Goshen)	Widen from 2 to 4 lanes	0	Y	2013			x	x	x	x	x	RIP/R*	\$8,651	\$8,651
VI-RTP07-029	NA	Visalia	SJV	Riggin Avenue	Widen existing roadway	Road 80 to SR-63	Widen from 2 to 4 lanes	0	Y	2024								RIP/R	\$15,059	\$21,847
VI-RTP07-030	NA	Visalia	SJV	McAuliff St.	New over crossing	McAuliff/SR-198	New bridge structure	0	Y	2031								RIP/R	\$15,059	\$26,870
TUL06-151	21500000322	Visalia	SJV	Ben Maddox Way	Widen over crossing	Ben Maddox/SR-198	Widen bridge structure	0	Y	2011	x	x	x	x	x	x	x	ARRA/R/Demo	\$13,514	\$13,514
		Visalia	SJV	Demaree St.	See Tulare County															
		Visalia	SJV	Caldwell Ave	See Tulare County															
Subtotal																		\$52,282	\$70,882	
COUNTY OF TULARE CANDIDATE PROJECTS																				
TUL10-100	21500000483	Tulare Co.	SJV	Road 80	Widen existing roadway	Ave 328 to Ave 342 alignment	Widen from 2 to 4 lanes	0	Y	2011	x	x	x	x	x	x	x	RIP/IB/R	\$12,141	\$12,141
TUL10-102	21500000488	Tulare Co.	SJV	Road 80	Widen existing roadway	Ave 342 alignment to Ave 396 alignment	Widen from 2 to 4 lanes	0	Y	2013			x	x	x	x	x	RIP/R	\$28,421	\$28,421
TUL10-101	21500000487	Tulare Co.	SJV	Road 80	Widen existing roadway	Ave 396 alignment to Ave 416	Widen from 2 to 4 lanes	0	Y	2012			x	x	x	x	x	RIP/R	\$22,161	\$22,161
TUL00-103	11500000072	Tulare Co.	SJV	Road 108	Widen existing roadway	TID Canal (Ave 250 alignment) to Caldwell Ave	Widen from 2 to 4 lanes	0	Y	2011	x	x	x	x	x	x	x	RIP/R/IB/Local	\$25,545	\$25,545
TUL10-103	21500000489	Tulare Co.	SJV	Road 108	Widen existing roadway	Leland Ave to TID Canal (Ave 250 alignment)	Widen from 2 to 4 & 6 lanes	0	Y	2011	x	x	x	x	x	x	x	RIP/R/Local	\$4,074	\$4,074
TUL00-106	21500000393	Tulare Co.	SJV	Avenue 416	Install signal	Road 80 signal	Install signal & improve intersection	0	Y	2012			x	x	x	x	x	Demo/R/Local	\$4,212	\$4,212
TUL07-101	21500000380	Tulare Co.	SJV	Avenue 416	Widen existing roadway	Kings River Bridge to Road 56	Widen from 2 to 4 lanes	0	Y	2016					x	x	x	RIP/R	\$18,000	\$20,733
TUL08-121	21500000436	Tulare Co.	SJV	Avenue 416	Widen existing roadway	Kings River Bridge	Widen from 2 to 4 lanes	0	Y	2013					x	x	x	HBRR/RIP/R	\$20,000	\$21,107
TUL07-101	21500000380	Tulare Co.	SJV	Avenue 416	Widen existing roadway	Road 32 (Fresno County Line) to Kings River Bridge	Widen from 2 to 4 lanes	0	Y	2018						x	x	RIP/R	\$9,000	\$10,927
TUL02-150	11500000074	Tulare Co.	SJV	Avenue 280	Widen existing roadway	SR-99 to Akers	Widen from 2 to 4 lanes & I/C improve.	0	Y	2023								RIP/R*	\$15,000	\$21,239
TUL00-010	11500000154	Tulare Co.	SJV	Avenue 280	Widen existing roadway	Santa Fe (Visalia) to Orange (Exeter)	Widen from 2 to 4 lanes	0	Y	2031								RIP/R*	\$53,973	\$95,648
TUL08-900	21500000434	Tulare Co.	SJV	Betty Dr	New over crossing	Betty Dr @ UP Railroad	New bridge structure	0	Y	2012			x	x	x	x	x	HCRSA/R/local	\$27,418	\$27,418
TUL02-101	11500000155	Tulare Co.	SJV	Betty Dr	Widen existing roadway	UPRR to Road 80	Widen from 2 to 4 lanes	0	Y	2011	x	x	x	x	x	x	x	RIP/R	\$8,017	\$8,017
Subtotal																		\$247,963	\$301,644	

Total	\$1,953,981	\$2,696,777
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4 Non-attainment Area
9 Not exempt = 0
11 Open to Traffic
13 Source(s) of funding Please Note: the fund type(s) shown are potential sources
14 Project cost in today's \$ except for projects already programmed in the FTIP

Costs prior to FY10/11: \$504,278

*The landscaping phase is programmed as a separate project funded through the IIP.
**CT-RTP07-016 & VI-RTP11-001 are included as one project in the FTIP (TUL00-105). Widening to 6 lanes will occur between SR-198 and Crowley at the Plaza/SR-198 I.C.
*** Ave 416 - Rd 88 to Rd 92 already 4 lanes (non-capacity increasing improvements will be made for this section), Mountain View (Ave 416) from the County Line (Road 32) to Bethel is included in the Fresno RTP
****The corridor extends from postmile 29.5 of SR-65 to postmile 38.3 of SR-245 and includes the realignment of SR-65 and movement of SR-65 designation from existing location to Spruce corridor.

Table 3-15

UNCONSTRAINED PROJECT REQUESTS

Unconstrained Capacity Increasing Projects for Inclusion in the (Unmet Transportation Needs)
Tulare County 2011 Regional Transportation Plan

CTIPS Project ID#	Jurisdiction	NA	Facility	Project Scope	Project Limits*1	Type of Improvement	Exempt Status	RS	OT	Year(s) Modeled							Fund Type	COST (\$000)
										2011	2012	2014	2017	2020	2023	2025		
1	2	3	4	5	6	7	8	9	10	11							12	13
CALTRANS - CANDIDATE PROJECTS																		
	Caltrans	SJV	SR 137	Widen existing roadway	Lindsay to Tulare	Widen from 2 to 4 lanes										RIP	\$100,000	
	Caltrans	SJV	SR 99	Widen existing roadway	0.0/16.0 Kern Co. Line to south of Tipton	Widen from 4 to 6 lanes										RIP/IIP	\$200,000	
	Caltrans	SJV	SR 99	Major I/C improvements	SR-99 at Mendocino Ave (Road 12)	Interchange Modifications										Fresno RIP/Local	\$63,000	
																Subtotal	\$363,000	
CITY OF DINUBA - CANDIDATE PROJECTS																		
	DINUBA	SJV																
																Subtotal	\$0	
CITY OF EXETER - CANDIDATE PROJECTS																		
	EXETER	SJV																
																Subtotal	\$0	
CITY OF FARMERSVILLE - CANDIDATE PROJECTS																		
	FARMERSVILLE	SJV	Hacienda Ave. & Visalia Rd.	Hacienda Ave. & Visalia Rd.	Hacienda Ave. & Visalia Rd.	Traffic Signal										Local	\$300	
	FARMERSVILLE	SJV	Hacienda Ave. & Walnut Ave.	Hacienda Ave. & Walnut Av	Hacienda Ave. & Walnut Ave.	Traffic Signal										Local	\$300	
	FARMERSVILLE	SJV	Hacienda Avenue	Construct new Roadway	Noble Avenue to Visalia Road	new 4- lane arterial										Local	\$5,600	
	FARMERSVILLE	SJV	Railroad crossing	Railroad crossing	Hacienda Ave.	Railroad crossing										Local	\$600	
																Subtotal	\$6,800	
CITY OF LINDSAY - CANDIDATE PROJECTS																		
	LINDSAY	SJV																
																Subtotal	\$0	
CITY OF PORTERVILLE - CANDIDATE PROJECTS																		
	PORTERVILLE	SJV	SR 190	Widen existing roadway	SR-65 to Main St	Widen from 4 to 6 lanes										RIP/Local	\$4,289	
																Subtotal	\$4,289	
CITY OF TULARE - CANDIDATE PROJECTS																		
	TULARE	SJV	Ave. 184	@ Hwy 99	Ave. 184 @ Hwy 99	Interchange Mods										RIP/Local	\$35,000	
	TULARE	SJV	Ave. 200	@ Hwy 99	Ave. 200 @ Hwy 99	Interchange Mods										RIP/Local	\$35,000	
	TULARE	SJV	Bardsley Ave.	@ Hwy 99	Bardsley Ave. @ Hwy 99	Interchange Mods										RIP/Local	\$1,200	
	TULARE	SJV	Tulare Ave.	@ Hwy 99	Tulare Ave. @ Hwy 99	Interchange Mods										RIP/Local	\$1,100	
	TULARE	SJV	Pacific Ave.	@ Hwy 99	Pacific Ave. @ Hwy 99	New Overcrossing										RIP/Local	\$9,000	
	TULARE	SJV	"J" St.	@ Hwy 99	"J" St. @ Hwy 99	New Overcrossing										RIP/Local	\$14,000	
	TULARE	SJV	Paige Ave	Grade separation	Paige Ave @ UP Railroad	New bridge structure										RIP/Local	\$27,550	
	TULARE	SJV	Commercial Ave	Grade separation	Commercial Ave @ UP Railroad	New bridge structure										RIP/Local	\$27,000	
																Subtotal	\$149,850	
CITY OF VISALIA - CANDIDATE PROJECTS																		
	VISALIA	SJV	Houston Avenue	Widen existing roadway	Mooney to Santa Fe; 1.5 mi.	Widen from 2 to 4 lanes										Local	\$6,538	
	VISALIA	SJV	Akers Street	Widen existing roadway	Tulare to Hillsdale; 0.7 mi.	Widen from 4 to 6 lanes										Local	\$4,570	
	VISALIA	SJV	SR-198 Corridor	Widen existing roadway	Noble - Johnson to Encina	Widen from 3 to 4 lanes										Local	\$1,214	
	VISALIA	SJV	SR-198 Corridor	Widen existing roadway	Noble - Encina to Garden	Widen from 3 to 4 lanes										Local	\$2,051	
	VISALIA	SJV	SR-198 Corridor	Widen existing roadway	Mineral King - Encina to Bridge	Widen from 3 to 4 lanes										Local	\$1,527	
	VISALIA	SJV	SR-198 Corridor	Widen existing roadway	Mineral King/Noble - Mooney to Johnson	Widen bridge from 4 to 6 lanes										Local	\$4,327	
																Subtotal	\$20,228	
CITY OF WOODLAKE - CANDIDATE PROJECTS																		
	WOODLAKE	SJV	W. Bravo	New Construction	Ave 204 to ave 196	Construct 2 lane road										RIP	\$950	
	WOODLAKE	SJV	Ave. 200	New Construction	W. Naranjo to W. Bravo	Construct 2 lane road										RIP	\$130	
																Subtotal	\$1,080	
COUNTY OF TULARE CANDIDATE PROJECTS																		
	TULARE CO.	SJV																
																Total	\$545,247	

*13 Estimated cost in 2010 values (\$x1,000)

Table 3-16 Systems Level Long-Range Plan Cost Table

2007 Year of Expenditure Dollars, Millions

COSTS/REVENUE USES		FIRST 5 YEARS (See FSTIP Cycle)					Five Year Sum	NEXT 5 YEARS 2015-20	NEXT 5 YEARS 2020-25	NEXT 5 YEARS 2025-30	NEXT 10 YEARS 2030-2040	30 YEAR TOTAL
		Year 1 2010/11	Year 2 2011/12	Year 3 2012/13	Year 4 2013/14	Year 5 2014/15						
OPERATIONS, MAINTENANCE and PRESERVATION	Highway	\$31	\$31	\$32	\$33	\$34	\$162.194	\$188.027	\$217.975	\$252.693	\$632.539	\$1,453.429
	Highway, State (SHOPP)	\$15	\$15	\$16	\$16	\$17	\$79.637	\$92.321	\$107.026	\$124.072	\$310.576	\$713.631
	Highway, Local Streets and Roads	\$16	\$16	\$16	\$17	\$18	\$82.557	\$95.706	\$110.950	\$128.621	\$321.963	\$739.798
	Transit	\$14	\$14	\$15	\$15	\$16	\$74.105	\$85.908	\$99.591	\$115.453	\$289.001	\$664.058
	Transit Systems Facilities and Fleet Maintenance	\$1	\$1	\$1	\$1	\$1	\$6.703	\$7.770	\$9.008	\$10.443	\$26.140	\$60.064
	Base Rail/Bus Service	\$12	\$13	\$13	\$13	\$14	\$65.462	\$75.888	\$87.975	\$101.987	\$255.293	\$586.605
	Other (Specify)											
	Other (e.g. Off Street Bicycle/Ped Facility Maintenance and Preservation)	\$0	\$0	\$0	\$0	\$0	\$1.940	\$2.250	\$2.608	\$3.023	\$7.568	\$17.389
Operations, Maintenance and Preservation Total		\$45	\$46	\$48	\$49	\$51	\$238.240	\$276.185	\$320.174	\$371.169	\$929.108	\$2,134.875
PROJECT DEVELOPMENT	Highway	\$4	\$5	\$8	\$14	\$13	\$43.573	\$88.678	\$130.755	\$121.303	\$197.991	\$582.300
	Highway Project Development Total, Non-Major Projects	\$4	\$5	\$8	\$14	\$13	\$43.573	\$88.678	\$130.755	\$121.303	\$197.991	\$582.300
	State (STIP & Regional)	\$4	\$4		\$3	\$10	\$20.511	\$60.332	\$94.108	\$90.825	\$168.798	\$434.574
	Local	\$0	\$2	\$8	\$11	\$2	\$23.062	\$28.346	\$36.646	\$30.478	\$29.193	\$147.726
	Highway Project Development Total, Major Projects											
	Right of Way--Major Projects											
	Preliminary Engineering--Major Projects											
	Other (e.g. third party costs)--Major Projects											
	Transit											
	Transit Project Development Total, Non-Major Projects											
	Transit Project Development Total, Major Projects											
	Right of Way--Major Projects											
	Preliminary Engineering--Major Projects											
Other (Specify)--Major Projects												
Other modes (specify)												
Project Development Total		\$4	\$5	\$8	\$14	\$13	\$43.573	\$88.678	\$130.755	\$121.303	\$197.991	\$582.300
DEBT SERVICES	GARVEE Debt Service Payments											
	Other Debt Service (Specify)											
	Other Debt Service (Specify)											
	Other Debt Service (Specify)											
Debt Services Total												
CAPITAL INVESTMENT/NEW CONSTRUCTION	Highway	\$48	\$57	\$66	\$56	\$56	\$282.865	\$321.844	\$414.372	\$431.516	\$888.607	\$2,339.205
	New Highway Construction											
	State (STIP & Regional)	\$42	\$55	\$65	\$31		\$193.981	\$202.596	\$301.252	\$294.265	\$755.887	\$1,747.980
	Local	\$6	\$1	\$1	\$25	\$56	\$88.885	\$119.248	\$113.120	\$137.251	\$132.720	\$591.225
	New Highway Construction, Major Projects											
	Transit											
	New Transit Construction											
	New Transit Construction, Major Projects											
Other modes (specify)												
NEW CONSTRUCTION TOTAL		\$48	\$57	\$66	\$56	\$56	\$282.865	\$321.844	\$414.372	\$431.516	\$888.607	\$2,339.205

Table 3-16 Systems Level Long-Range Plan Cost Table

2007 Year of Expenditure Dollars, Millions

COSTS/REVENUE USES		FIRST 5 YEARS (See FSTIP Cycle)					Five Year Sum	NEXT 5 YEARS 2015-20	NEXT 5 YEARS 2020-25	NEXT 5 YEARS 2025-30	NEXT 10 YEARS 2030-2040	30 YEAR TOTAL
		Year 1 2010/11	Year 2 2011/12	Year 3 2012/13	Year 4 2013/14	Year 5 2014/15						
SYSTEMS MANAGEMENT*	<i>System-wide</i>											
	Transportation Demand Management (TDM) Program											
	Air Quality Programs and Activities											
	Other (Specify)											
	<i>Highway</i>											
	Transportation Management, ITS, Signal Systems											
	Safety Specific Improvements											
	Other (Specify)											
	<i>Transit</i>											
	Transportation Management, ITS, Signal Systems											
Safety Specific Improvements												
Other (Specify)												
SYSTEMS MANAGEMENT TOTAL												
COST/RESOURCE USES TOTAL		\$97	\$108	\$122	\$119	\$119	\$564.678	\$686.707	\$865.300	\$923.989	\$2,015.706	\$5,056.381

*Systems Management costs/revenue uses are included with Operations, Maintenance and Preservation

KEY:

U = Data are unavailable.

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

NOTES:

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

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

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

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

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

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

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

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

SOURCES: See accompanying technical source documentation report. Documentation report should include information on cost estimation approach, inflation factors, contingency factors

**Table 3-17
Maintained Public
Road Mileage**

	Rural	Urban	Total
Dinuba	3.02	56.26	59.28
Exeter	0.00	41.28	41.28
Farmersville	0.14	31.44	31.57
Lindsay	0.28	29.37	29.65
Porterville	1.44	182.35	183.79
Tulare	0.00	173.94	173.94
Visalia	0.00	393.00	393.00
Woodlake	0.00	19.79	19.79
County	2,811.04	234.73	3,045.77
LOCAL	2,815.92	1,162.16	3,978.07
STATE	314.00	73.23	387.23
FEDERAL	514.53	0.00	514.53
TOTAL	3,644.45	1,235.39	4,879.83

Source: Highway Performance Monitoring System - 2008

**Table 3-18
Daily Vehicle Miles
of Travel (1,000)**

	Rural	Urban	Total
Dinuba	1.06	147.49	148.55
Exeter	0.00	54.17	54.17
Farmersville	0.02	55.77	55.79
Lindsay	0.10	57.21	57.31
Porterville	0.50	404.16	404.66
Tulare	0.00	389.72	389.72
Visalia	0.00	1,327.90	1,327.90
Woodlake	0.00	13.60	13.60
County	1,887.23	486.95	2,374.18
LOCAL	1,888.91	2,936.97	4,825.88
STATE	3,071.35	1,961.76	5,033.11
FEDERAL	105.78	0.00	105.78
TOTAL	5,066.04	4,898.73	9,964.77

Source: Highway Performance Monitoring System - 2008

In thousands

**Table 3-19
Road Miles by Federal Aid Highway Functional Classification System**

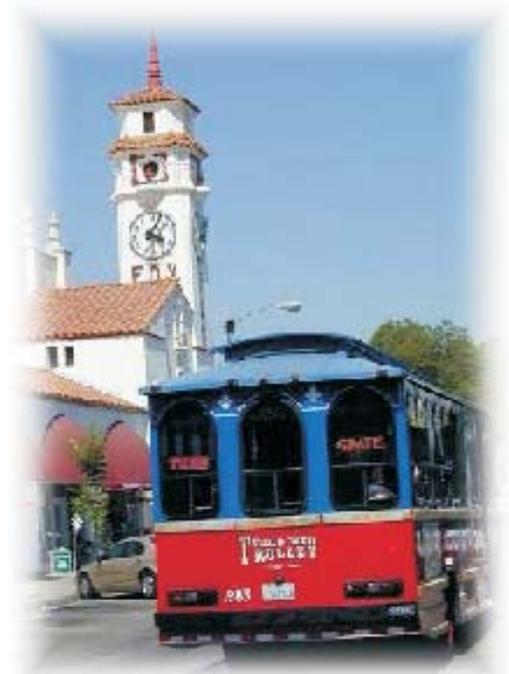
	Federal Aid Eligible						Non-Eligible	
	Interstate	Other Fwy/ Expy	Other Principal Artery	Minor Arterial	Major Collector	Collector	Minor Collector	Local
Rural	0.00	N/A	104.05	219.52	571.71	N/A	415.48	2,333.70
Urban	0.00	39.91	63.79	210.50	N/A	172.04	N/A	749.14
Federal Aid Eligible							1,381.52	
Federal Aid Non-Eligible							3,498.32	

Source: Highway Performance Monitoring System - 2008



*City of Lindsay
Farmers Market*

Financial
Element



*Visalia Fox Theater
Downtown Trolley*

FINANCIAL ELEMENT

The 2011 RTP is financially constrained. By definition, all projects listed in this document (unconstrained projects are listed for informational purposes) have been identified with a funding source(s) to complete the project during the scope of the Plan (25 years). The sources of revenues versus expenditures are displayed on Tables 4-14 through 4-16. In addition, Table 4-13 summarizes year of expenditure baselines and escalation factors per fund type. The projects in the 2011 RTP are consistent with the 2010 State Transportation Improvement Program (STIP), 2010 Interregional Transportation Improvement Program (ITIP) and 2011 Federal Transportation Improvement Program (FTIP).

The purpose of the Financial Element is to provide an assumption of the cost and revenues necessary to implement the Regional Transportation Plan (RTP). The assumptions include revenue estimates for specific governmental funding programs, local contributions, license and fuel taxes, and development fees. Tulare County passed a half-cent sales tax (Measure R) in November 2006 that will create about \$1.2 billion over the 30 year lifespan. As Measure R will aide in the improvement of roadways, transit, bicycle facilities; TCAG is committed to delivering projects. The State of California also passed transportation bond (1b) measures in November 2006 that is assisting in the widening of SR-99 (Goshen to Kingsburg) and SR-198 between Hanford and Visalia (among other projects).

FUNDING SOURCES

The following revenue sources fund the projects in the RTP:

I. Federal Funding Sources

- a) Federal Transit Administration (FTA)

1. Section 5303 -Metropolitan Planning
2. Section 5309-Urban Transit
3. Section 5310-Elderly and Disability
4. Section 5311-Rural Transit
5. Section 5311(i)-Intercity Transit
6. Section 5313(b)-TPA Program
7. Section 130-Highway/Railroad Improvements
- b) Safe, Accountable, Flexible, Efficient Transportation Equity: A Legacy for Users (SAFETEA-LU)
 1. Investments
 - a. Guaranteed Spending Levels
 - b. Revenue Aligned Spending Levels
 - c. Obligation Ceiling
 - d. Equity Bonus
 - e. Tolling
 - f. Innovative Financing
 2. Highway Trust Fund
 - a. Operation
 - b. Highway Tax Compliance
 3. Improving Safety
 - a. Highway Safety Improvement Program
 - b. Safe Routes to School
 - c. Work Zone Safety
 - d. Other Safety Issues
 4. Congestion Relief
 - a. Real-time System Management Information Program
 - b. Road Pricing
 - c. High Occupancy Vehicle (HOV) Lanes
 5. Maximizing Mobility
 - a. Financial Stewardship
 - b. National Highway System
 - c. Interstate Maintenance
 - d. Surface Transportation Program
 - e. Bridge Program
 - f. Federal Lands Highway Program
 - g. Emergency Relief
 - h. Regional Programs
 - i. Corridors, Border & Ports

- j. Projects of National & Regional Significance
- 6. Improving Efficiency
 - a. Transportation Planning
 - b. Highway for LIFE Project
 - c. Environmental Streamlining
 - d. Design-Build
 - e. Air Quality Conformity & Planning
- 7. Environmental Stewardship
 - a. Congestion Mitigation & Air Quality
 - b. Recreation Trails
 - c. Transportation Enhancements
 - d. Transportation, Community & System Preservation Program
 - e. Scenic Byways
 - f. National Historic Covered Bridge Preservation
 - g. Nonmotorized Transportation Pilot
 - h. Other Environmental Provisions
- 8. Research & Studies
 - a. Surface Transportation Research Program
 - b. Long Term Bridge Research
 - c. Technology Deployment
 - d. International Highway Transportation Outreach
 - e. Training & Education
 - f. Studies
- 9. Transit Programs
 - a. Planning Formula Grant Program (5305)
 - b. Urbanized Area Formula Program (5307)
 - c. Clean Fuels Discretionary Grant Program (5308)
 - d. Capital Grant Programs (5309)
 - e. Alternatives Analysis (5339)
 - f. Non Urbanized Formula Program (5311)
 - g. Elderly & Disabled (5310)
 - h. Job Access & Reverse Commute (5316)
 - i. New Freedom Formula Program (5317)
 - j. Transit in the Parks (5320)

Research Programs (5312, 5313, 5314, 5315 & 5322)

II. State Funding

- a) State Transportation Improvement Program (STIP)
 - 1. Interregional Improvement Program (IIP)
 - 2. Regional Improvement Program (RIP)
- b) State Highway Operations Protection Program (SHOPP) (Federal Dollars administered by the State)
- c) Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 (Prop 1b)
 - 1. Corridor Mobility Improvement Account (CMIA)
 - 2. State Route 99 Corridor
 - 3. Ports Infrastructure, Security & Air Quality (includes Trade Corridors Improvement Fund (TCIF))
 - 4. School Bus Retrofit for Air Quality
 - 5. STIP Augmentation
 - 6. Public Transportation, Modernization, Improvement and Service Enhancement (PTMISEA)
 - 7. State-Local Partnership Program (SLPP)
 - 8. Transit System Safety, Security & Disaster Response Account (TSSDRA)
 - 9. Local Bridge Seismic Retrofit
 - 10. Highway-Railroad Crossing Safety Account (HRCSA)
 - 11. SHOPP (includes Traffic Light Synchronization)
 - 12. Local Street and Roads, Congestion Relief and Traffic Safety
- d) REMOVE II - San Joaquin Valley Air Pollution Control District
- e) Bicycle Transportation Account
- f) Heavy-Duty Motor Vehicle Emission Reduction Incentive Program
- g) Light- and Medium-Duty Vehicle Incentive Program:

- III. Local & Regional Funding** (includes local disbursements from the State)
- a) State Gas Tax (Highway User Tax Account (HUTA))
 - b) State Sales Tax on gasoline (Transportation Investment Fund (TIF – Prop 42))
 - c) Vehicle License Fees (VLF)
 - d) Transportation Development Act (TDA)
 - 1. Local Transportation Fund (LTF)
 - 2. State Transportation Assistance Funds (STAF)
 - e) Local Building Assessments
 - 1. Developer and Impact fees
 - f) Sales Tax Revenue
 - 1. Measure R regional sales tax
 - 2. Local General Fund sales taxes

State Funding

State Transportation Improvement Program (STIP)

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund (Prop 42) and other funding sources. STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate, followed by California Transportation Commission (CTC) adoption of the fund estimate. The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal. Caltrans prepares the Interregional Transportation Improvement Program (ITIP) and regional agencies prepare Regional Transportation Improvement Programs (RTIPs). Public hearings are held in both northern and southern California. The STIP is then

adopted by the CTC. This process, as well as the fund distribution process, are outlined in charts available on the Caltrans Transportation Programming website: <http://www.dot.ca.gov/hq/transprog>.

The STIP was revised, as a result of SB 45 that was signed into law by the Governor in October 1997. SB 45 changed the STIP from a seven-year program to a four-year program. The first four-year STIP was prepared in 2000. SB 45 made significant changes in the formula for funding State and local projects. Significant changes included the creation of the Interregional Improvement Program (IIP) and the Regional Improvement Program (RIP). Additional legislation (AB 2928) changed the STIP from a 4 year program to a five year program (FY 2002/03-FY 2006/07). In November 2006, California voters passed the \$19.9 billion Proposition 1b bond measures that increased the funding for transportation improvements. This included \$2 billion for STIP Augmentation.

The IIP funds make up 25% of the total STIP funds, which are available for State Highway, intercity rail, grade separation, and mass transit improvements included in the Caltrans IIP. The RIP funds represent 75% of the total STIP which are available for use on State Highways, grade separation, transportation system management projects, soundwalls, rail transit projects, local street projects, intermodal facilities, pedestrian and bicycle facilities. The projects must be included in the RTIP, which is prepared by TCAG and submitted to Caltrans and the CTC for adoption into the STIP bi-annually with a yearly augmentation as needed (March each year). Table 4-1 displays the STIP cycles and TCAG’s estimates for STIP funding through FY 2034/35.

2010 STIP Funding Considerations:

The 2010 STIP fund estimates were adopted by the CTC in October 2009. Due to an overestimate of Prop 42 revenues (resulting

from lower gasoline consumption and lower gas prices compared to when the estimates were made) and other projected revenues in the development of the 2008 STIP, there is no new revenue capacity in the 2010 STIP. In addition, \$283 million was overprogrammed in FY09/10. What this means is that all the projects in the three remaining years of the 2008 STIP (FY10/11, 11/12 and 12/13) and about \$283 million of projects from FY9/10 will need to be spread out across the 5 years of the 2010 STIP (FY10/11 through FY 14/15). TCAG has and will continue to be conservative in programming STIP funds due to the cyclical economic climate and the States funding flexibility in borrowing the funds for emergency purposes. The first five years of the 2011 RTP (FY 10/11 through FY 14/15) are consistent with the 2010 STIP.

State Highway Operation and Protection Program (SHOPP)

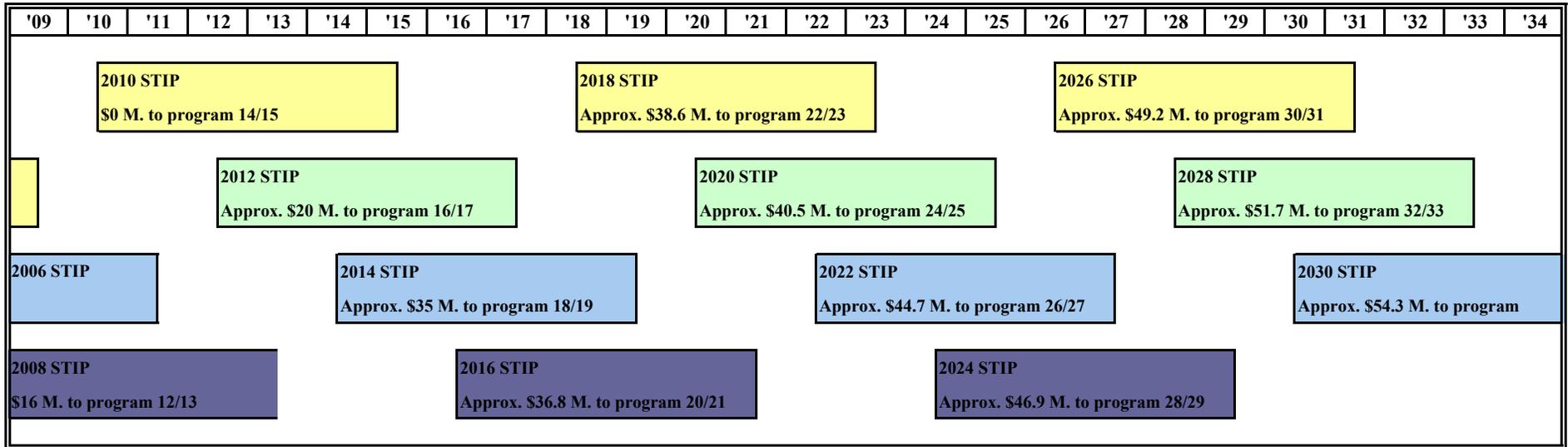
SHOPP is a program initiated by State legislation that includes State Highway safety and rehabilitation projects, seismic retrofit projects, land projects, building projects, landscaping, operational improvements, bridge replacement, and the minor program. Caltrans is the owner-operator of the State Highway system and is responsible for the maintenance. Unlike STIP projects, SHOPP projects may not increase roadway capacity. SHOPP uses a four-year program of projects, adopted separately from the STIP cycle. The recent State gas tax increases partially funds the program, but it is primarily funded through the "old" nine-cent state gas tax from federal funds and is programmed prior to the STIP Fund Estimate. See Table 4-2 for SHOPP scheduled projects.

Proposition 1b

Proposition 1b was approved by California voters in November of 2006. The distribution of this \$19.9 billion transportation

bond is outlined in SB1266, the Highway Safety, Traffic Reduction, Air Quality and Port Security Fund Act of 2006 [Table 4-3]. In Tulare County the bulk of this funding is currently programmed prior to FY 2010/11. Exceptions include the State-Local Partnership Program (SLPP), STIP augmentation and the Public Transportation, Modernization, Improvement and Service Enhancement Account (PTMISEA). About \$300 million in bond funding was programmed prior FY 2010/11 in Tulare County.

Table 4-1 STIP Cycles & Project Timelines 2009/10-2034/35



\$476 Million

Note:
 STIP Funding Assumptions: It is estimated that Tulare County will receive \$20 million in the 2012 STIP, \$35 million in the 2014 with a 5% escalation for each following STIP. Assuming the current funding climate in the State of California returns to normal, \$476 million may be available for Tulare County highway and road improvements through FY 2034-35.

Table 4-2
2008 State Highway Operation & Protection Program (SHOPP)

\$ thousands

<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>EA</u>	<u>PPNO</u>	<u>FY</u>	<u>RW</u>	<u>Con</u>	<u>Fund Type</u>	<u>PA & ED</u>	<u>PS & E</u>	<u>RW Sup</u>	<u>Con Sup</u>	<u>Total</u>
137		In Tulare County, at various locations on Routes 65, 99, 137, 190, 198 and 216. Construct ADA curb ramps.	0G930	6346	2009/10	\$ 50	\$ 1,181	NH	\$ 108	\$ 219	\$ 30	\$ 93	\$ 1,681
190	20.9/ 21.3	Near Porterville at Road 284. Intersection improvement.	0J530	6428	2011/12	\$ 370	\$ 1,300	STP	\$ 109	\$ 250	\$ 100	\$ 180	\$ 2,309
190	21.0/ 26.4	Near Lake Success, from Road 284 to the Tule River Bridge. Rehabilitate pavement.	33740	6466	2009/10	\$ 9	\$ 4,800	NH	\$ -	\$ 742	\$ 47	\$ 693	\$ 6,291
198	R13.7/ R16.7	Near Visalia, between Road 156 and Road 180. Install median barrier.	0H720	6353	2009/10		\$ 5,943	STP	\$ -	\$ 583	\$ 27	\$ 544	\$ 7,097
216	2.5/ 11.7	In and near Visalia, from Route 198 to Route 201. Rehabilitate pavement.	44670	6576	2009/10	\$ 20	\$ 3,826	NH	\$ -	\$ 440	\$ 60	\$ 530	\$ 4,876
245	0.0/ 12.0	Near Woodlake, from Route 198 to Route 201. Rehabilitate pavement.	44810	6599	2009/10	\$ 20	\$ 6,362	NH	\$ -	\$ 440	\$ 60	\$ 580	\$ 7,462
63		In Visalia, Orosi, and Cutler at various locations. Construct ADA curb ramps.	0G950	6347	2009/10	\$ 110	\$ 1,066	NH	\$ 300	\$ 300	\$ 50	\$ 136	\$ 1,962
63	3.0	Near the city of Tulare, at Avenue 256 (Oakdale Avenue). Realign intersection and install traffic signals.	0K540	6457	2011/12	\$ 282	\$ 1,419	STP	\$ -	\$ 531	\$ 128	\$ 307	\$ 2,667
65	23.4/ 25.1	Near Strathmore, between Friant-Kern Canal Bridge and Avenue 196. Install median barrier.	0H710	6372	2008/09	\$ 3	\$ 641	STP	\$ -	\$ 240	\$ 10	\$ 210	\$ 1,104
99	3.0	North of Delano, at the Avenue 24 Bridge #46-0169. Replace bridge.	47190	6356	2010/11	\$ 60	\$ 7,100	HBRR-S	\$ 16	\$ 1,059	\$ 10	\$ 1,477	\$ 9,722
99	22.4	Near Tipton, at Phillip S. Raine Safety Roadside Rest Area. Rehabilitate Safety Roadside Rest Area.	0A970	6370	2010/11	\$ 6	\$ 8,529	NH	\$ 440	\$ 2,060	\$ 2	\$ 1,658	\$ 12,695
99	25.3	Near the city of Tulare, at Avenue 200. Replace deck and widen.	0C490	6378	2010/11	\$ 30	\$ 3,300	HBRR-S	\$ 7	\$ 545	\$ 4	\$ 451	\$ 4,337

TOTAL \$ 62,203

Table 4-2a
2010 State Highway Operation & Protection Program (SHOPP)

\$ thousands

<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>EA</u>	<u>PPNO</u>	<u>FY</u>	<u>RW</u>	<u>Con</u>	<u>Fund Type</u>	<u>PA & ED</u>	<u>PS & E</u>	<u>RW Sup</u>	<u>Con Sup</u>	<u>Total</u>
63	3.0	Near the city of Tulare, at Avenue 256 (Oakdale Avenue). Realign intersection and install traffic signals.	0K540	6457	2011/12	\$ 282	\$ 1,419	STP	\$ -	\$ 531	\$ 128	\$ 307	\$ 2,667
190	0.0/ 8.0	From 99/190 separation bridge to Road 184. Widen shoulders, install open-graded asphalt concrete and left turn lane.	46150	6508	2013/14	\$ 5,000	\$ 15,000		\$ 1,211	\$ 1,378	\$ 1,391	\$ 1,482	\$ 25,462
190	20.9/ 21.3	Near Porterville at Road 284. Intersection improvement.	0J530	6428	2011/12	\$ 370	\$ 1,300	STP	\$ 109	\$ 250	\$ 100	\$ 180	\$ 2,309
99	22.4	Near Tipton, at Phillip S. Raine Safety Roadside Rest Area. Rehabilitate Safety Roadside Rest Area.	0A970	6370	2010/11	\$ 6	\$ 8,955	NH	\$ 440	\$ 2,060	\$ 2	\$ 1,658	\$ 13,122
99	25.3	Near the city of Tulare, at Avenue 200. Replace deck and widen.	0C490	6378	2010/11	\$ 30	\$ 3,300	HBRR-S	\$ 7	\$ 545	\$ 4	\$ 451	\$ 4,337

TOTAL \$ 47,897

Table 4-3
Highway Safety, Traffic Reduction, Air Quality and Port Security Fund Act of 2006
(SB 1266/Prop 1b)

State Amount	Fund Type	Description	Allocating Agency
\$4,500	Corridor Mobility Improvement Account	Performance improvements on highly congested travel corridors.	CTC
\$1,000	State Route 99 Corridor	Safety, operation enhancements, rehabilitation or capacity improvements along the SR99 corridor.	Caltrans
\$3,100	Ports Infrastructure, Security & Air Quality		
\$2,000	Trade Corridor Improvement Fund	Improvements along trade corridors of national significance.	CTC
\$1,000	To Reduce Emissions and Improve Air Quality	Emission reductions from activities related to the movement of freight along trade corridors.	ARB
\$100	Port, Harbor, and Ferry Terminal Security	Grants for port, harbor and ferry terminal security improvements.	OES
\$200	School Bus Retrofit for Air Quality	School bus retrofit and replacement to reduce air pollution and exposure to diesel exhaust.	ARB
\$2,000	STIP Augmentation	Augmentation of STIP.	CTC
\$4,000	Public Transportation, Modernization, Improvement and Service Enhancement	Rehabilitation, safety or modernization, capital service enhancement or expansion, new capital projects, bus rapid transit improvements or for rolling stock procurement, rehabilitation or replacement.	Caltrans
\$400	Department Intercity Rail Improvement	Intercity rail projects. \$125m set aside for procurement of intercity rail cars and locomotives.	Caltrans
\$3,600	Distributed by Controller	Allocation according to PUC formula distributions.	Controller
\$1,000	State-Local Partnership Program	Dollar for dollar match with local funds to eligible projects nominated by applicant transportation agencies.	CTC
\$1,000	Transit System Safety, Security & Disaster Response	Capital projects that provide increased protection against a security and safety threat, and to develop a disaster response transportation system that can move people, goods, emergency personnel and equipment in the aftermath of a disaster.	Caltrans
\$125	Local Bridge Seismic Retrofit	11.5% match for federal Highway Bridge Replacement and Repair funds available for seismic retrofit of local bridges.	Caltrans
\$250	Highway-Railroad Crossing Safety Account	Completion of high-priority grade separations & railroad crossings safety improvements. Dollar for dollar match with non-State funds.	CTC
\$750	SHOPP	Augmentation of SHOPP.	CTC
\$250	Traffic Light Synchronization	Program to fund traffic light synchronization.	CTC
\$2,000	Local Street and Roads, Congestion Relief		Controller
\$1,000	Counties	Formula distribution for local use.	
\$1,000	Cities	Formula distribution for local use.	

(\$ in millions)

San Joaquin Valley Air Pollution Control District (SJVAPCD) – REMOVE II

The REMOVE II Program provides incentives for specific projects that will reduce motor vehicle emissions within the District. The purpose of the REMOVE II Program is to assist the SJVAPCD in attaining the requirements of the California Clean Air Act. This is accomplished by allocating funds to cost-effective projects that have the greatest motor vehicle emission reductions resulting in long-term impacts on air pollution problems in the San Joaquin Valley. All projects must have a direct air quality benefit to the District. Any portion of a project that does not directly benefit the District within the boundaries will not be allowed for funding or in calculating emission reductions

Light and Medium Duty Vehicle Incentive Program:

Eligible funding categories for this program include certain new on-road original equipment manufacturer (OEM) alternative-fuel vehicles with a gross vehicle weight rating up to 14,000 pounds, including passenger cars, pick-up trucks, small buses, vans and small delivery trucks. Eligible vehicles include dedicated compressed natural gas, propane, electric, and hybrid vehicles.

Bicycle Transportation Account (BTA)

Statewide bicycle funding is available to agencies with an adopted bicycle plan (Section 891.2 of the Streets and Highways Code). The Bicycle Plan must be approved by Caltrans and adopted by a local agency and projects must be submitted to Caltrans before December 1 of each year. The 2009/2010 cycle provided \$16 million to city and county agencies for projects that improve safety and convenience for bicycle commuters statewide. BTA funds pay a maximum of 90% of the cost of an eligible project with the local agency contributing 10% of funding. Several local agencies, including the Cities of Visalia,

Woodlake and Dinuba and Tulare County received a total of over \$450,000 of BTA funding for bicycle projects since the update of the Tulare County Regional Bicycle Plan in 2007.

Federal Funding

Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU):

SAFETEA-LU (adopted August 25, 2005) replaced the Transportation Equity Act for the 21st Century (TEA 21 - adopted in June 1998) which in turn replaced the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). SAFETEA-LU continues to fund transportation improvements throughout the United States. Funds are directed toward projects and programs for a broad variety of highway and transit work through several funding components which include the Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), Transportation Enhancements (TE), Safety Program, Rail Programs and Emergency Relief Programs. SAFETEA-LU was set to expire in September, 2009 but was extended into 2010 until a successor transportation reauthorization bill is adopted.

Federal Transit Administration (FTA)

The FTA provides federal funds for improvements in rural and urban transit operations. The FTA sections that provide transit funds are as follows:

a) FTA Section 5303, 5304 & 5305 – Metropolitan, Statewide & Planning Programs:

The Metropolitan, Statewide and Planning programs were combined in one chapter during the development of the SAFETEA-LU legislation. Section 5303 funds are available to metropolitan cities with a population of 50,000; these areas are designated as an Urbanized Areas. Section FTA 5303 funds are available for planning components of the operating budget, such as development of Short Range Transit Plans. Funds are made available to the states for planning and technical studies, which are often used to carry out projects for the benefit of non-urbanized area transit. The combination of the three programs consolidates planning with one single section, funded from Mass Transit Account of the Highway Trust Fund. The programs maintain the requirement for a separate Regional Transportation Plan and Transportation Improvement Program as well as requiring certification of the planning process every four year. A total of \$487 million will be available to agencies for funding.

b) Section 5307:

Section 5307 funds provide grants for Urbanized Areas for public transportation capital investments (and operating expenses in areas under 200,000 populations) from the Mass Transit Account. Funding opportunities now exist for New Small Transit Intensive Cities (FTA 5336j), New Growing States (FTA 5340) and High Density States (FTA 5340). Capital projects that are matched at 80% federal and 20% local. Projects that meet

the mandates of the Americans with Disabilities Act (ADA) or Federal Clean Air Act can be funded on a 90% federal and 10% local at the Secretary's discretion. A portion of Section 5307 funds can be used to support annual operating budgets on a 50% federal and 50% local basis. The total amount of Section 5307 funds over the life of SAFETEA-LU is \$20.169 billion. Section 5307 funds can be used for operating funds as determined by Congress each year and are then divided among regions and operators within regions on a formula basis. The Cities of Visalia and Porterville are classified as urban agencies and use these funds for capital and operations. See Table 4-4 for the projected Section 5307 fund distribution.

c) FTA Section 5309 – Capital Investment Grants Program:

The Section 5309 program was amended to provide funding primarily for Major Fixed Guideway Capital Investment projects (New Starts) and Capital Investment Grants of \$75 million or less. New features of the FTA 5309 Program include ridership, cost estimate incentives and cost control incentives. The following summarizes the requirements for FTA 5309: grants are for capital costs associated with new fixed route Guideway systems, extensions and bus corridor improvements. Funding for FTA 5309 totals \$14 billion through the year 2009.

d) Section 5310 (Elderly Persons & Persons with Disabilities):

Section 5310 provides capital assistance for nonprofit agencies to provide transportation for elderly and persons with disabilities. The Capital funds are apportioned to states by the federal government through FTA to providers of transportation for the elderly and disabled. FTA 5310 program is administered by

Caltrans and is intended primarily for private non-profit providers. Agencies that apply for these funds must submit an application, which is ranked and scored by both Caltrans and TCAG annually. Traditionally Porterville Sheltered Workshop has received funding for replacement buses and support equipment through the FTA 5310 program. FTA 5310 will provide \$584 million through the life of SAFETEA-LU. Applicants must demonstrate that they meet the mandates of the ADA or Federal Clean Air Act are funded at 90% federal with a 10% local match.

e) Section 5311 (Other Than Urbanized Areas Formula Grant):

The Section 5311 program provides capital, operating, and administrative assistance for non-urbanized transit operations (operators with less than 50,000 populations can qualify for assistance). Administered by Caltrans in California, the funds can be used for either capital or operating expenses. Capital projects require a 17% (ADA equipped) to 20% local match. Operating projects require a 50% local match. Projects, which meet the mandates of the ADA or Federal Clean Air Act, are funded at 90% with a 10% local match (see Table 4-9). The transit agencies of Dinuba, Exeter, Woodlake, Tulare, Farmersville (contracts with Visalia City Coach), Lindsay, and Tulare County are eligible to apply for funding. Funding for FTA 5311 totals about \$2.3 billion through FY 2008/09.

f) Section 5316 (Job Access & Reverse Commute):

The Section 5316 program is now entirely funded through the Mass Transit Account but was partially funded through the General Fund during ISTEA. This is a formula program based on the number of

low-income persons broken down as follows:

- ❖ 60% goes to designated recipients in areas with populations over 200,000;
- ❖ 20% of the funds go to areas under 200,000 population; and
- ❖ 20% of the funds go to States for non-urbanized areas.

Projects within the Section 5316 program must be included in a locally developed human service transportation plan and 10% of the funds may be used for planning. The program has \$727 million in funding through FY 2008/09.

g) Section 5317 (New Freedom Program):

Section 5317 was established to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the ADA. Allocations are as follows: 60% to large, 20% to medium and 20% to small urbanized areas. Section 5317 provides \$339 million in funding throughout the life of SAFETEA-LU.

h) Section 5320 (Alternative Transportation in Parks & Public Lands):

The Section 5320 provides funds to support public transportation projects in parks and public lands. TEA-21 authorized a study of transit needs in national parks and related public lands. The program provides grants for planning or capital projects in or in the vicinity of any federally owned or managed park, refuge or recreational area that is open to the general public. \$97 million in funds are available throughout the life of SAFETEA-LU.

Surface Transportation Program (STP)

The STP was established by ISTEA in 1991 and continued through TEA 21 and SAFETEA-LU. The STP program is made up of three parts, which are shown as lump sum categories.

The STP includes the **Regional Surface Transportation Program (RSTP)** which continues to serve the transportation needs of Tulare County. TCAG exchanges STP funds for State Highway Account funds in accordance with the annual Exchange/Match Program. TCAG utilizes the Federal Apportionment Exchange Program with an agreement with the California Department of Transportation (Caltrans). TCAG desires to assign the RTPA's portion of apportionment's made available to the State for allocation to transportation projects under the Surface Transportation Extension Act of 2004 (STEA 04) as modified in exchange for nonfederal State Highway Account funds. The funds are then used by the local agencies (Cities and County) on street and road maintenance or construction on or off the Federal Aid System roads, providing much need flexibility in the rural county. Funding projections are shown on Table 4-5.

STP Safety Programs, under SAFETEA-LU, receives a separate allocation and no longer receives the 10 percent set aside. The money is used for safety programs defined in Sections 130 (railroad-highway crossing improvements) and 152 (hazard elimination projects) of ISTEA, TEA 21 and SAFETEA-LU.

The **Bridge Program** was broadened in scope to include preventative maintenance and freed from the requirement that bridges must be considered "significantly important."

The **Highway Safety Improvement Program** is established as a core program. The formula distribution is weighted equally based on lanes miles, vehicle miles traveled

and fatalities. Projects in the Safety Program are highlighted by railroad grade crossing projects. Other significant projects include operational improvements on high risk rural roads. States must develop plans that identify the highest risk roads. These projects are selected on a discretionary basis. The projects compete with local projects submitted by other regions statewide.

A number of provisions address specific safety issues, including bicycle and pedestrian safety, improved traffic signs and pavement marking. Work safety zones are also targeted with specific provisions.

The Federal Lands Highway Program (FLHP) funds various federal highways in Tulare County. The Program concentrates on National Park, National Forest and Indian reservation roads throughout the County. The Indian Reservation Road (IRR) program contains various transportation improvement projects on Federal and Indian Reservations in Tulare County. The Indian Bureau of Affairs in Sacramento selects the projects in the IRR in coordination with FHWA.

SAFETEA-LU provides funding for transportation projects of national interest to improve transportation at international borders, ports of entry and trade corridors. The funds are distributed as follows: 20% based on incoming commercial trucks, 30% based on incoming passenger vehicles, 25% based on weight of cargo and 25% based on total number of port entries.

The **Congestion Mitigation and Air Quality (CMAQ) Program** continues to be funded through SAFETEA-LU. Funds are directed to projects and programs, which improve or maintain National Ambient Air Quality Standards in non-attainment and air quality maintenance areas for ozone and carbon monoxide under the 1990 Clean Air Act.

A wide and diverse variety of projects and programs are eligible for

CMAQ projects. Transit vehicles, traffic synchronization projects, bicycle facilities, compressed natural gas (CNG) stations/vehicles and other projects have been programmed. Funding projections are shown on Table 4-6.

The **Recreational Trails Program** funds various bikeway and pedestrian facilities in the County. The City of Visalia has applied and was awarded several bicycle projects over the last several years.

Transportation Enhancement (TE) Activities is now its own category and is no longer a direct draw from STP funds. The Transportation Enhancement program will continue to be administered by the California Transportation Commission. Funding projections are shown on Table 4-7.

Transportation Enhancement funds are reserved for a variety of special projects on the Federal-aid system, which serve to enhance or enlarge the function or purpose of a project beyond that normally required for transportation service or environmental mitigation requirements. Projects include bicycle, pedestrian, mitigation measures, visitor centers and new projects include preservation of historic battlefields.

Programs that enhance and recognize the importance of the environment are listed below:

- *Transportation, Community and System Preservation Program (TCSP)* is intended to address the relationships between transportation, community and system preservation plans;
- *Scenic Byways* authorizes expenditures to plan for and promote scenic byways.
- *Nonmotorized Transportation Pilot* program is designed to construct a network of nonmotorized transportation facilities in select communities.

- *Other Environmental Provision* funds a Wildlife Vehicle Collision Reduction Study that looks to reduce collisions between motor vehicles and wildlife.

High Priority Projects

Tulare County has been the recipient of legislative line item funding for farm to market transportation and road improvements in Tulare County. Tulare County received over \$20 million in federal funds from SAFETEA-LU for specific projects.

Federal Transportation Improvement Program (FTIP)

The FTIP outlines projects and financial expenditures from all federal programs including the following: the State Highway Operation and Protection Program (SHOPP), the Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), Hazard Elimination Safety (HES), Highway Bridge Reconstruction and Rehabilitation (HBRR), Minors Program, Transportation Enhancements (TE), Recreation Trails Program, FTA section 5303, 5307, 5310, 5311, and FTA section 130 Highway/Railroad improvements. In addition, the FTIP includes regionally significant projects that don't use federal funds.

Table 4-4 Federal Transit Administration Sections 5307 & 5311

In thousands \$

Agency/Fund Type	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	TOTAL
Section 5307																										
Visalia	2,105	2,151	2,198	2,247	2,296	2,347	2,398	2,451	2,505	2,560	2,617	2,674	2,733	2,793	2,855	2,917	2,981	3,047	3,114	3,183	3,253	3,324	3,397	3,472	3,548	\$69,168
Porterville	1,026	1,049	1,072	1,096	1,120	1,144	1,170	1,195	1,222	1,248	1,276	1,304	1,333	1,362	1,392	1,423	1,454	1,486	1,519	1,552	1,586	1,621	1,657	1,693	1,730	\$33,729
Tulare*			858	877	896	916	936	956	977	999	1,021	1,043	1,066	1,090	1,114	1,138	1,163	1,189	1,215	1,242	1,269	1,297	1,325	1,355	1,384	\$25,323
Total 5307	3,131	3,200	4,128	4,219	4,312	4,407	4,504	4,603	4,704	4,807	4,913	5,021	5,132	5,245	5,360	5,478	5,599	5,722	5,848	5,976	6,108	6,242	6,379	6,520	6,663	\$128,220
Section 5311																										
Rural Agencies**	881	900	736	752	769	786	803	821	839	857	876	895	915	935	956	977	998	1,020	1,043	1,065	1,089	1,113	1,137	1,162	1,188	\$23,512
Total 5311	881	900	736	752	769	786	803	821	839	857	876	895	915	935	956	977	998	1,020	1,043	1,065	1,089	1,113	1,137	1,162	1,188	\$23,512
Local Match																										
5307 Match	783	800	1,032	1,055	1,078	1,102	1,126	1,151	1,176	1,202	1,228	1,255	1,283	1,311	1,340	1,370	1,400	1,430	1,462	1,494	1,527	1,561	1,595	1,630	1,666	\$32,055
5311 Match	220	225	184	188	192	196	201	205	210	214	219	224	229	234	239	244	250	255	261	266	272	278	284	291	297	\$5,878
Total Match	1,003	1,025	1,216	1,243	1,270	1,298	1,327	1,356	1,386	1,416	1,447	1,479	1,512	1,545	1,579	1,614	1,649	1,685	1,723	1,760	1,799	1,839	1,879	1,921	1,963	\$37,933
TOTAL	5,015	5,125	6,080	6,214	6,351	6,490	6,633	6,779	6,928	7,081	7,237	7,396	7,558	7,725	7,895	8,068	8,246	8,427	8,613	8,802	8,996	9,194	9,396	9,603	9,814	\$189,665

Short-Term Total	
Section 5307	\$42,015
Section 5311	\$8,143
Local Match	\$12,539

Long-Term Total	
Section 5307	\$86,205
Section 5311	\$15,369
Local Match	\$25,394

*The Tulare urbanized area will be over 50,000 people in the 2010 census and will become a 5307 agency in FY12/13. Tulare is estimated to be 80% the size of the Porterville Urbanized Area and 5311 distributions are estimated to be decreased by 20% between 11/12 and 12/13.

**Rural agencies include Tulare (until 12/13), Dinuba, Woodlake, Exeter, Farmersville (contracts with Visalia) and the County

Projections based on 2.2% escalation from FY08/09 distributions

Table 4-5 Surface Transportation Program

In thousands \$

	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	
Cities	2,288	2,334	2,381	2,428	2,477	2,526	2,577	2,628	2,681	2,734	2,789	2,845	2,902	2,960	
County	2,021	2,044	2,067	2,090	2,114	2,139	2,164	2,189	2,215	2,242	2,269	2,297	2,325	2,354	
TOTAL	4,309	4,377	4,447	4,518	4,591	4,665	4,741	4,818	4,896	4,976	5,058	5,142	5,227	5,314	
										Short-Term Total: \$46,339					
	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	TOTAL			
Cities	3,019	3,079	3,141	3,204	3,268	3,333	3,400	3,468	3,537	3,608	3,680	\$73,288			
County	2,383	2,413	2,443	2,474	2,506	2,539	2,572	2,605	2,640	2,675	2,710	\$58,490			
TOTAL	5,402	5,492	5,584	5,678	5,774	5,872	5,972	6,073	6,177	6,283	6,391	\$131,778			
										Long-Term Total: \$85,438					

Projections based on 2% escalation from FY07/08 distributions

Part of the Tulare County apportionment (\$888k/year) does not change (Pre ISTEA old FAS Rules Calculating Roads in a County)

Table 4-6 Congestion Mitigation & Air Quality

In thousands \$

10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24
4,438	4,517	4,599	4,681	4,775	4,870	4,968	5,067	5,168	5,272	5,377	5,485	5,594	5,706
										Short-Term Total: \$48,354			
24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	TOTAL		
5,820	5,937	6,055	6,176	6,300	6,426	6,555	6,686	6,819	6,956	7,095	\$141,341		
										Long-Term Total: \$92,987			

Projections are based on 2010/11 through 2013/14 CMAQ allocations with a 2% escalation after FY11/12

Table 4-7 Transportation Enhancement

In thousands \$

10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24
698	1,809	908	1,100	1,132	1,129	1,152	1,175	1,198	1,222	1,247	1,271	1,297	1,323
										Short-Term Total: \$11,522			
24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	TOTAL		
1,349	1,376	1,404	1,432	1,460	1,490	1,519	1,550	1,581	1,612	1,645	\$33,079		
										Long-Term Total: \$21,556			

Projections are based on 2010 STIP programming with a 2% escalation after FY15/16

Local Funding (including State-Local disbursements)

Highway Users Tax Account (HUTA)

The state collects 18 cents per gallon excise tax (also known as the “Gas Tax”) on gasoline and diesel fuel. About 65% of the revenues are allocated to Caltrans through the State Highway Account (SHA) and 35% are subvented to the cities through HUTA.

Traffic Congestion Relief (TCR) – Prop 42

The state also collects a 5% sales tax on gasoline which goes into the Transportation Investment Fund (TIF). The TIF is distributed 40% to the STIP, 20% to the Public Transportation Account (PTA) and 40% to local streets and roads through Traffic Congestion Relief.

As part of the State’s FY10/11 budget development, the sales tax on gasoline was repealed (the sales tax on diesel remains) and replaced with an indexed increase to the excise tax (HUTA). The “gas tax swap” is intended to be revenue neutral but will allow for greater flexibility for the state to balance its budget. For the purposes of this RTP, TCR revenue is still listed separately from HUTA because it isn’t clear if the increase in the excise tax will be distributed through HUTA or TCR. In addition, while the gas tax swap was intended to be revenue neutral for STIP and local streets and roads funding, there may be a negative impact on transit funding in future years.

Vehicle License Fees (VLF)

The state collects vehicle license, registration and drivers license fees. VLF is distributed to the Department of Motor Vehicles (DMV) and local agencies. Driver license and vehicle registration fees are split between the DMV, ARB and the California Highway Patrol (CHP).

Transportation Disbursements FY08/09*

Agency	HUTA	TCR	VLF
Dinuba	.35	.18	.09
Exeter	.18	.09	.03
Farmersville	.18	.09	.03
Lindsay	.19	.10	.04
Porterville	.84	.44	.42
Tulare	.93	.49	.28
Visalia	1.95	1.03	.51
Woodlake	.13	.06	.02
County	7.35	5.30	-
TOTAL	12.08	7.78	1.42

*In millions of \$

Transportation Development Act (TDA)

Local Transportation Funds (LTF) and State Transit Assistance Funds (STAF) are California State sales tax funds that are available for transit operations and street and road purposes. The LTF has been in existence since 1972 and is derived from 1/4 cent of retail sales tax collected in the State of California. The STAF, a subset of the Public Transportation Account (PTA), has been in existence since 1980 and is generated by the gasoline sales tax. The LTF is distributed to each city and the non-incorporated areas based on population.

In Tulare County, the LTF may be used for both transit and street and road purposes as long as all transit needs are addressed first. The STAF is allocated to the regions on the basis of operator revenues and must be used for transit purposes only. As part of the FY 2008/09 state budget, STAF was taken to help balance the budget until FY 2012/13. Tables 4-8 and 4-9 show the FY 2009/10 LTF and STA Apportionments and Tables 4-10 and 4-11 show LTF and STF projections.

Measure R – Regional Sales Tax

In November of 2006, Tulare County residents passed Measure R, which enacted a half cent sales tax for the next 30 years. The Measure R Expenditure Plan used a straight-line estimate of \$21.8 million per year totaling \$654 million in regional sales tax funds for the 30 year life of the measure. Actual Measure R receipts include \$26.5 million in revenue for FY 2007/08 and \$23.8 million for FY 2008/09. Figure 4-12 shows Measure R projections using an escalation factor rather than the straight-line projections in the Expenditure Plan.

Funding is distributed towards regional projects (50%), city/county specific improvements (35%), transit, bicycle, rail and environmental projects (14%) and administration and planning (1%). Although Measure R will aid in transportation projects, the issue of deferred maintenance remains.

Local Contributions

Local contribution to State Highways and the Regional Road System in Tulare County is optional by the cities and county. In Tulare County, there are no local gas tax funds being generated specifically for local street and road purposes. The City of Tulare does have a general fund sales tax that can be used for transportation projects or for any other general fund expense such as public safety. The primary local means (outside of state disbursements such as HUTA, Prop 42 and VLF and the local share of the regional Measure R sales tax) of collecting revenue for local streets and roads is through mitigation, impact, and developer fees. Each city has the responsibility and authority to enact and collect these fees in order to make transportation improvements.

Currently the City of Visalia, Tulare, and Porterville are the only cities who collect fees for local street and road improvements on the Regional Road System. Tulare County is in the process of developing developer impact

fee program. Many agencies also use their general fund along with several other sources of funding such as HUTA and the local share of the regional Measure R sales tax for operations & maintenance of their existing road network.

Table 4-8

Final 2009-10 Local Transportation Fund Apportionments

LTF ESTIMATE FOR 2009-10 = \$11,612,878

Agency	Population 1/1/2009	% of Total Population	REVENUES		(ADJUSTMENTS)				FUNDS AVAILABLE TO CLAIMANT				Total LTF ⁴	Amount Advanced FY 08/09	Revised LTF
			Fund Balance Revised	Estimates 09/10	Unpaid Claims, Admin. Transfers	Transfer Agreement ²	TDA Administration	Subtotal	Planning Contribution ¹	Special Contributions ¹	Public Transit Streets & Roads	County FY09/10 ³ LTF Exchange			
Dinuba	21,237	4.81%	\$0	\$558,626	\$0	\$0	(\$2,969)	\$555,657	\$28,239	\$0	\$527,418	\$85,411	\$612,829	\$78,979	\$533,850
Exeter	10,665	2.42%	(\$36,340)	\$280,536	\$0	(\$102,323)	(\$1,491)	\$140,382	\$14,181	\$0	\$126,200	\$42,438	\$168,638	\$36,340	\$132,298
Farmersville	10,771	2.44%	(\$25,610)	\$283,324	\$0	(\$142,917)	(\$1,506)	\$113,292	\$14,322	\$0	\$98,969	\$39,983	\$138,952	\$25,610	\$113,342
Lindsay	11,684	2.65%	\$0	\$307,340	\$0	(\$43,034)	(\$1,633)	\$262,673	\$15,536	\$0	\$247,136	\$43,660	\$290,796	\$42,801	\$247,995
Porterville	52,056	11.79%	\$0	\$1,369,300	\$0	\$0	(\$7,277)	\$1,362,023	\$69,220	\$5,238	\$1,287,565	\$0	\$1,287,565	\$225,811	\$1,061,754
Tulare	58,506	13.25%	\$33,067	\$1,538,963	\$0	\$17,558	(\$8,179)	\$1,581,410	\$77,796	\$720	\$1,502,893	\$0	\$1,502,893	\$0	\$1,502,893
Visalia	123,670	28.01%	\$0	\$3,253,061	\$0	\$257,700	(\$17,288)	\$3,493,473	\$164,446	\$10,278	\$3,318,749	\$0	\$3,318,749	\$466,275	\$2,852,474
Woodlake	7,769	1.76%	\$0	\$204,359	\$0	\$9,842	(\$1,086)	\$213,115	\$10,331	\$0	\$202,784	\$25,446	\$228,230	\$21,262	\$206,968
Non-Incorp.	145,123	32.87%	(\$77,188)	\$3,817,369	\$0	\$3,174	(\$20,287)	\$3,723,068	\$192,972	\$0	\$3,530,096	(\$236,938)	\$3,293,158	\$297,284	\$2,995,874
TOTALS:	441,481	100%	(106,071)	\$11,612,878	\$0	\$0	(\$61,716)	\$11,445,090	\$587,043	\$16,237	\$10,841,810	\$0	\$10,841,810	\$1,194,362	\$9,647,448

Notes:

¹Claimant claims Planning Contribution and Special Contributions for transfer of funds directly to TCAG

²TRANSFER AGREEMENT SUMMARY

From Lindsay to Tulare County.....\$43,034.00 LTF = \$75,784.00 (Transfer agreement)-\$32,714.00 (STA transfer amount)=09/10 transfer agreement

From Tulare County to Porterville.....\$0.00 = * transfer agreement satisfied in full with STA funds =FY09/10 transfer agreement

From Tulare County to City of Tulare.....\$17,558.00 = FY 09/10 transfer agreement

From Tulare County to Woodlake.....\$9,842.00 = FY 09/10 transfer agreement

From Tulare County to Visalia.....\$7,460.00 = \$176,634 (FY 09/10 transfer agreement) - \$169,174.00 (STA transfer amount)

From Farmersville to Visalia\$142,917.00 (MOU Agreement) = \$FY 09/10 transfer agreement

From Exeter to Visalia\$107,323.00 (MOU Agreement) = FY 09/10 transfer agreement

From Tulare County to Exeter.....\$5,000 FY 09/10 Transfer Agreement

³ Includes one-time transfer of LTF funds due to the American Reinvestment and Recovery Act (ARRA) with the County

⁴ Total LTF available to claimant for Transit and Streets and Roads; after Planning Contributions and Special contributions are paid to TCAG,

Table 4-9
Final 2009/10 State Transit Assistance Fund

Agency	Population 1/1/2009	% of Total Population	STAF 99313			STAF 99314			Total STAF Available 09/10
			Balance 1/1/2009	Transfer Agreement	Total 99313	Balance 1/1/2009	Transfer Agreement	Total 99314	
Dinuba	21,237	4.81%	\$59,379		\$59,379			\$0	\$59,379
Exeter	10,665	2.42%	\$29,874	(\$29,874) (d)	\$0	\$802	(\$802) (d)	\$0	\$0
Farmersville	10,771	2.44%	\$30,121	(\$30,121) (c)	\$0			\$0	\$0
Lindsay	11,684	2.65%	\$32,714	(\$32,714) (a)	\$0			\$0	\$0
Porterville	52,056	11.79%	\$145,545	\$269,311 (b)	\$414,856	\$14,664	\$5,076 (b)	\$19,740	\$434,596
Tulare	58,506	13.25%	\$163,569		\$163,569	\$10,737		\$10,737	\$174,306
Visalia	123,670	28.01%	\$345,777	\$229,169 (c,d,e)	\$574,946	\$41,277	\$802 (d)	\$42,079	\$617,025
Woodlake	7,769	1.76%	\$21,727		\$21,727			\$0	\$21,727
Non-Incorp.	145,123	32.87%	\$405,771	(\$405,771) (a,b,e)	\$0	\$5,076	(\$5,076) (b)	\$0	\$0
Total	441,481	100.00%	\$1,234,479	\$0	\$1,234,479	\$72,556	\$0	\$72,556	\$1,307,033

TRANSFER AGREEMENT FOOTNOTES:

- (a) From Lindsay to County \$32,714
(b) From County to Porterville \$269,311(313) + \$5,076 (314) = \$274,387
(c) From Farmersville to Visalia \$30,121
(d) From Exeter to Visalia \$29,874 (313) + \$802 (314) = \$30,676
(e) From County to Visalia \$169,174

Table 4-10
State Transit Assistance Fund

In thousands \$

	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24
99313	0	0	2,909	2,967	3,027	3,087	3,149	3,212	3,276	3,342	3,409	3,477	3,546	3,617
99314	0	0	147	150	153	156	159	162	165	169	172	176	179	183
TOTAL	0	0	3,056	3,117	3,180	3,243	3,308	3,374	3,442	3,510	3,581	3,652	3,725	3,800
Short-Term Total:										\$26,230				
	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	TOTAL		
99313	3,690	3,763	3,839	3,915	3,994	4,074	4,155	4,238	4,323	4,409	4,498	\$83,915		
99314	186	190	194	198	202	206	210	214	218	223	227	\$4,237		
TOTAL	3,876	3,953	4,032	4,113	4,195	4,279	4,365	4,452	4,541	4,632	4,725	\$88,153		
Long-Term Total:										\$61,922				

Projections assume STA becoming available in FY12/13 with 2% escalation from FY08/09 distributions

Table 4-11
Local Transportation Fund

In thousands \$

10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24
11,845	12,082	12,324	12,570	12,822	13,078	13,340	13,606	13,878	14,156	14,439	14,728	15,022	15,323
Short-Term Total:										\$129,701			
24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	TOTAL		
15,629	15,942	16,261	16,586	16,918	17,256	17,601	17,953	18,312	18,679	19,052	\$379,403		
Long-Term Total:										\$249,702			

Projections are based on 2009/10 distribution with a 2% escalation

Table 4-12
Measure R Regional Sales Tax

In thousands \$

	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24
Regional	11,000	11,550	12,128	12,734	13,371	14,039	14,741	15,478	16,252	17,065	17,918	18,814	19,754	20,742
Local	7,700	8,085	8,489	8,914	9,359	9,827	10,319	10,835	11,376	11,945	12,542	13,170	13,828	14,519
Non-roads	3,080	3,234	3,396	3,565	3,744	3,931	4,127	4,334	4,551	4,778	5,017	5,268	5,531	5,808
Admin	220	231	243	255	267	281	295	310	325	341	358	376	395	415
TOTAL	22,000	23,100	24,255	25,468	26,741	28,078	29,482	30,956	32,504	34,129	35,836	37,627	39,509	41,484
Short-Term Total:										\$276,714				
	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	TOTAL		
Regional	21,779	22,868	24,012	25,212	26,473	27,796	29,186	30,646	32,178	33,787	35,476	\$524,998		
Local	15,245	16,008	16,808	17,649	18,531	19,458	20,430	21,452	22,525	23,651	24,833	\$367,499		
Non-roads	6,098	6,403	6,723	7,059	7,412	7,783	8,172	8,581	9,010	9,460	9,933	\$146,999		
Admin	436	457	480	504	529	556	584	613	644	676	710	\$10,500		
TOTAL	43,558	45,736	48,023	50,424	52,946	55,593	58,373	61,291	64,356	67,574	70,952	\$1,049,996		
Long-Term Total:										\$773,283				

Projections use \$22m as baseline in FY10/11 with 5% escalation

"Non-roads" include transit, bicycle, rail and environmental projects

Table 4-13 Year of Expenditure Revenues/Expenditures Summary

Table 4-14	<p>Local</p> <p>LTF - Escalated figures from Table 4-11 (FY9/10 carried straight to FY10/11 with 2% yearly escalation thereafter) Gas Tax (HUTA) - FY8/9 carried straight to FY10/11 for baseline with 3% yearly escalation thereafter Other Local Funds (VLF/TIF) - FY8/9 carried straight to FY10/11 for baseline with 3% yearly escalation thereafter Transit Fares - City/county revenues from FY8/9 carried straight to FY10/11 for baseline with 3% yearly escalation thereafter Other Transit - City/county revenues from FY8/9 carried straight to FY10/11 for baseline with 3% yearly escalation thereafter</p> <hr/> <p>Regional</p> <p>Measure R - Escalated figures from Table 4-12 (FY9/10 carried straight to FY10/11 for baseline with 5% escalation thereafter) Note: From 2000 to 2006, sales tax growth in Tulare County averaged 7% per year.</p> <hr/> <p>State</p> <p>SHOPP - Previous SHOPP programming used as baseline for FY10/11 with 2.2% yearly escalation thereafter RTIP - Escalated figures from Table 4-1 (\$20m projected for 2012 STIP, \$35m projected for 2014 STIP with 5% escalation for each following STIP) TE - Escalated figures from Table 4-7 (2008 STIP/TE programming used as baseline with 2% yearly escalation thereafter) ITIP - Existing ITIP programming is included with a 3% escalation factor per year using the 2007/12 total as the baseline. STA - Escalated figures from Table 4-10 (assumed resumption of STA in FY12/13, carried FY8/9 straight as baseline with 2% yearly escalation thereafter)</p> <hr/> <p>Federal Transit</p> <p>5310 - 3% per year escalation 5311 - Escalated figures from Table 4-4 (FY08/09 used as baseline with 2.2% yearly escalation thereafter) 5307 - Escalated figures from Table 4-4 (FY08/09 used as baseline with 2.2% yearly escalation thereafter)</p> <hr/> <p>Federal Highway</p> <p>CMAQ - Escalated figures from Table 4-6 (FY11/12 used as baseline with 2% yearly escalation thereafter) STP - Escalated figures from Table 4-5 (FY07/08 used as baseline with 2% yearly escalation thereafter) Highway Bridge Rehabilitation - 3% per year escalation Safe Route to Schools - 3% per year escalation based on 2007/12 total Bridge Discretionary Program - 3% per year escalation based on 2007/12 total</p>
Table 4-15	Local, State and Federal money was assumed to be expended before Measure R. Using the escalated figures from the project list in Table 3-14, expenditures were calculated per fiscal year from 2007 to 2012 and per the 5 and 10 year periods from 2012 to 203
Table 4-16	Surpluses and deficits in the Measure R sales tax funding are shown. While some years and time periods may show a deficit, there is never a running deficit because of surpluses from previous years.

Note: The TCAG Board has approved short term lending up to 5 years and up to \$20 million per year. In addition, the Board approved bonding of up to \$100 million. This potential of using future Measure R capacity has not been fully included in the escalated revenue figures (\$16m in short-term loans is shown in FY10/11, \$40m in bonding is shown in FY11/12, \$60m in bonding is shown in FY15-20).

Long-Range Plan Revenue Table

2007 Escalated Dollars, Millions

Table 4-14

REVENUE SOURCES		FIRST 5 YEARS (See FSTIP Cycle)					Five Year Sum	NEXT 5 YEARS 2015-20	NEXT 5 YEARS 2020-25	NEXT 5 YEARS 2025-30	NEXT 10 YEARS 2030-2040	30 YEAR TOTAL
		Year 1 2010/11	Year 2 2011/12	Year 3 2012/13	Year 4 2013/14	Year 5 2014/15						
LOCAL	Sales Tax <i>[see Regional]</i>	\$12	\$12	\$13	\$13	\$14	\$62.900	\$76.527	\$93.107	\$113.279	\$305.502	\$651.314
	-- City											NA
	-- County											NA
	-- Other (Transportation Development Act, LTF) <i>[Table 4.11]</i>	\$12	\$12	\$13	\$13	\$14	\$62.900	\$76.527	\$93.107	\$113.279	\$305.502	\$651.314
	Gas Tax (HUTA)	\$12	\$12	\$13	\$13	\$14	\$64.153	\$74.371	\$86.216	\$99.948	\$250.190	\$574.878
	-- Gas Tax (Subventions to Cities)	\$5	\$5	\$5	\$5	\$5	\$25.131	\$29.134	\$33.774	\$39.153	\$98.008	\$225.199
	-- Gas Tax (Subventions to Counties)	\$7	\$8	\$8	\$8	\$8	\$39.022	\$45.237	\$52.443	\$60.795	\$152.182	\$349.679
	Other Local Funds	\$20	\$21	\$21	\$22	\$23	\$106.834	\$123.849	\$143.575	\$166.443	\$416.639	\$957.341
	-- City General Funds	\$6	\$6	\$6	\$6	\$6	\$30.528	\$35.390	\$41.026	\$47.561	\$119.054	\$273.559
	-- Street Taxes and Developer Fees	\$5	\$5	\$6	\$6	\$6	\$27.608	\$32.005	\$37.102	\$43.012	\$107.666	\$247.392
	-- Other (registration fees (AB434/VLF) and Prop 42 (TIF/TCF))	\$9	\$9	\$10	\$10	\$10	\$48.699	\$56.455	\$65.447	\$75.871	\$189.919	\$436.390
	Transit	\$3	\$3	\$3	\$3	\$3	\$15.288	\$17.723	\$20.545	\$23.818	\$59.620	\$136.993
-- Transit Fares	\$2	\$2	\$2	\$2	\$2	\$10.539	\$12.217	\$14.163	\$16.419	\$41.100	\$94.437	
-- Other Transit (e.g., parcel/property taxes, parking revenue, etc)	\$1	\$1	\$1	\$1	\$1	\$4.749	\$5.505	\$6.382	\$7.399	\$18.521	\$42.556	
Tolls (e.g., non-state owned bridges)											NA	
Other (e.g., RTEP, local bonds, interest)	\$1	\$29	(\$2)	(\$2)	(\$2)	\$23.430	(\$10.950)	(\$10.950)	(\$10.950)	\$3.620	(\$5.800)	
Local Total	\$48	\$77	\$48	\$49	\$51	\$272.604	\$281.520	\$332.494	\$392.538	\$1,035.570	\$2,320.527	
REGIONAL	Tolls											NA
	-- Bridge											NA
	-- Corridor											NA
	Regional Transit Fares/Measures											U
	Regional Sales Tax (Measure R) <i>[Table 4-12]</i>	\$22	\$23	\$24	\$25	\$27	\$121.564	\$155.150	\$198.015	\$252.723	\$734.204	\$1,461.655
	Regional Bond Revenue*	\$16	\$40	(\$12)	(\$14)	(\$8)	\$22.404	\$18.408	(\$46.575)	(\$36.279)	(\$5.883)	(\$47.925)
	Regional Gas Tax											NA
Vehicle Registration Fees (CARB Fees, SAFE)											U	
Other											NA	
Regional Total	\$38	\$63	\$12	\$11	\$19	\$143.968	\$173.558	\$151.440	\$216.444	\$728.321	\$1,413.730	
STATE	State Highway Operations and Protection Program (SHOPP) <i>[Table 4-2]</i>	\$15	\$15	\$16	\$16	\$16	\$78.373	\$90.856	\$105.327	\$122.103	\$305.648	\$702.308
	State Transportation Improvement Program (STIP)	\$39	\$32	\$6	\$12	\$1	\$90.447	\$98.042	\$125.731	\$148.569	\$357.606	\$820.395
	-- Regional - RTIP (includes Prop 1B STIP Augmentation) <i>[Table 4-1]</i>	\$38	\$24	\$1	\$5		\$68.900	\$73.375	\$97.479	\$116.197	\$277.942	\$633.894
	-- Regional - TE <i>[Table 4-7]</i>	\$1	\$2	\$1	\$1	\$1	\$5.647	\$6.235	\$6.884	\$7.600	\$17.656	\$44.021
	-- Proposition 42 - RTIP											U
	-- Interregional - ITIP	\$0	\$6	\$4	\$6		\$15.900	\$18.432	\$21.368	\$24.772	\$62.008	\$142.481
	-- Interregional - TE											U
	-- Proposition 42 - ITIP											U
	GARVEE Bonds											NA
	Traffic Congestion Relief Program											U
	State Transit Assistance (STA) (pop./rev. based, Prop 42) <i>[Table 4-10]</i>			\$3	\$3	\$3	\$9.353	\$10.326	\$11.401	\$12.587	\$29.241	\$72.908
Carryover from Prior Years											NA	
Other Proposition 1B bonds (2006) SLPP, PTMISEA	\$4	\$4	\$4	\$2	\$2	\$16.575	\$5.813				\$16.575	
State Total	\$59	\$52	\$29	\$33	\$23	\$194.748	\$205.038	\$242.459	\$283.260	\$692.494	\$1,612.186	

Long-Range Plan Revenue Table

2007 Escalated Dollars, Millions

Table 4-14

REVENUE SOURCES		FIRST 5 YEARS (See FSTIP Cycle)					Five Year Sum	NEXT 5 YEARS 2015-20	NEXT 5 YEARS 2020-25	NEXT 5 YEARS 2025-30	NEXT 10 YEARS 2030-2040	30 YEAR TOTAL
		Year 1 2010/11	Year 2 2011/12	Year 3 2012/13	Year 4 2013/14	Year 5 2014/15						
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)											NA
	Clean Fuel Formula Program (5308)											NA
	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0	\$0.531	\$0.615	\$0.714	\$0.827	\$2.071	\$4.758
	Fixed Guideway Modernization (5309a)											NA
	Job Access and Reverse Commute Program (5316)											NA
	New and Small Starts (Capital Investment Grants) (5309b)											NA
	New Freedom (5317)											NA
	Nonurbanized Area Formula Program (5311) [Table 4-4]	\$1	\$1	\$1	\$1	\$1	\$4.039	\$4.503	\$5.021	\$5.598	\$13.200	\$32.360
	Urbanized Area Formula Program (5307) [Table 4-4]	\$3	\$3	\$4	\$4	\$4	\$18.990	\$21.173	\$23.607	\$26.320	\$62.065	\$152.156
	Other											NA
Federal Transit Total	\$4	\$4	\$5	\$5	\$5	\$23.560	\$26.292	\$29.341	\$32.745	\$77.335	\$189.273	
FEDERAL HIGHWAY	Federal Highway Non-Discretionary											
	Congestion Mitigation and Air Quality [Table 4-6]	\$4	\$5	\$5	\$5	\$5	\$23.010	\$25.404	\$28.049	\$30.968	\$71.941	\$179.371
	Surface Transportation Program (Regional) (exch. for state \$) [Table 4-5]	\$4	\$4	\$4	\$5	\$5	\$22.242	\$24.096	\$26.143	\$28.400	\$65.008	\$165.889
	Surface Transportation Program Enhancement											NA
	Highway Bridge Replacement and Rehabilitation Program	\$1	\$1	\$1	\$1	\$1	\$5.309	\$6.155	\$7.135	\$8.271	\$20.705	\$47.575
	Highway Safety Improvement Program (SAFETEA-LU)											NA
	Safe Routes to School (SAFETEA-LU)	\$1					\$0.706	\$0.818	\$0.949	\$1.100	\$2.753	\$6.326
	Federal Lands Highway	\$1	\$18	\$6			\$24.595					\$24.595
	Other											NA
	Subtotal	\$11	\$28	\$16	\$10	\$10	\$75.862	\$56.474	\$62.275	\$68.739	\$160.407	\$423.757
	Federal Highway Discretionary Programs											
	Bridge Discretionary Program	\$1					\$0.780	\$0.904	\$1.048	\$1.215	\$3.042	\$6.990
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)											NA
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)											NA
	Ferry Boat Discretionary											NA
	High Priority Projects (SAFETEA-LU)	\$8	\$6	\$6	\$6	\$7	\$33.102	\$38.374	\$44.486	\$51.571	\$129.093	\$296.626
	National Scenic Byways Program											U
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)											NA
	Public Lands Highway Discretionary											U
	Recreational Trails	\$0					\$0.160					\$0.160
Transportation and Community and System Preservation Program											U	
Other											NA	
Subtotal	\$9	\$6	\$6	\$6	\$7	\$34.042	\$39.278	\$45.534	\$52.787	\$132.135	\$303.776	
Federal Highway Total	\$20	\$34	\$22	\$17	\$17	\$109.904	\$95.752	\$107.810	\$121.526	\$292.542	\$727.533	
FEDERAL TOTAL	\$24	\$38	\$27	\$22	\$22	\$133.463	\$122.043	\$137.151	\$154.271	\$369.877	\$916.806	

Long-Range Plan Revenue Table

2007 Escalated Dollars, Millions

Table 4-14

REVENUE SOURCES		FIRST 5 YEARS (See FSTIP Cycle)					NEXT 5 YEARS 2015-20	NEXT 5 YEARS 2020-25	NEXT 5 YEARS 2025-30	NEXT 10 YEARS 2030-2040	30 YEAR TOTAL	
		Year 1 2010/11	Year 2 2011/12	Year 3 2012/13	Year 4 2013/14	Year 5 2014/15						Five Year Sum
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										NA	
	State Infrastructure Bank										NA	
	Section 129 Loans										NA	
	Rail Rehab & Improvement Financing										NA	
	Private Activity Bonds										NA	
	Private Concession Fees										NA	
	Private Donations										NA	
	Program Income (from a federal project)										NA	
	Other										NA	
	Innovative Financing Total											
REVENUE TOTAL		\$169	\$230	\$116	\$116	\$115	\$109.904	\$782.159	\$863.544	\$1,046.513	\$2,826.263	\$6,263.248

KEY:

U = Data are unavailable.

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

NOTES:

Local: Subtotal is a sum of sales tax, gas tax, other local funds, local transit revenues, local tolls and other.

For MTC, the category of "Other" includes Regional Transit Expansion Policy fund sources.

Regional: Not all MPOs may have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

The category of "Other" includes (please define if entering data).

State: Subtotal is a sum of SHOPP, STIP, TCRP, STA, Carryover and Other. STIP TE data not separately available for the MTC 2030 RTP.

The category of "other" includes (please define if entering data).

Federal: Overall federal subtotal is a sum of federal highway and federal transit programs. Federal Lands non-discretionary includes all programs except public lands discretionary (i.e., forest highways, park roads etc.) The category of "Other" include

Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

Total: Is a sum of local, regional, state, federal and innovative finance revenue sources. Double-counting has been avoided.

SOURCES: See accompanying technical source documentation report.

*Also includes short-term loans

Long-Range Plan Expenditures Table

2007 Escalated Dollars, Millions

Table 4-15

REVENUE SOURCES		FIRST 5 YEARS (See FSTIP Cycle)					Five Year Sum	NEXT 5	NEXT 5	NEXT 5	NEXT 10	30 YEAR TOTAL
		Year 1 2010/11	Year 2 2011/12	Year 3 2012/13	Year 4 2013/14	Year 5 2014/15		YEARS 2015-20	YEARS 2020-25	YEARS 2025-30	YEARS 2030-2040	
LOCAL	Sales Tax	\$12	\$12	\$13	\$13	\$14	\$62.900	\$76.527	\$93.107	\$113.279	\$305.502	\$651.314
	-- City											NA
	-- County											NA
	-- Other (Transportation Development Act)	\$12	\$12	\$13	\$13	\$14	\$62.900	\$76.527	\$93.107	\$113.279	\$305.502	\$651.314
	Gas Tax	\$12	\$12	\$13	\$13	\$14	\$64.153	\$74.371	\$86.216	\$99.948	\$250.190	\$574.878
	-- Gas Tax (Subventions to Cities) LTF	\$5	\$5	\$5	\$5	\$5	\$25.131	\$29.134	\$33.774	\$39.153	\$98.008	\$225.199
	-- Gas Tax (Subventions to Counties) LTF	\$7	\$8	\$8	\$8	\$8	\$39.022	\$45.237	\$52.443	\$60.795	\$152.182	\$349.679
	Other Local Funds	\$20	\$21	\$21	\$22	\$23	\$106.834	\$123.849	\$143.575	\$166.443	\$416.639	\$957.341
	-- City General Funds	\$6	\$6	\$6	\$6	\$6	\$30.528	\$35.390	\$41.026	\$47.561	\$119.054	\$273.559
	-- Street Taxes and Developer Fees	\$5	\$5	\$6	\$6	\$6	\$27.608	\$32.005	\$37.102	\$43.012	\$107.666	\$247.392
-- Other (registration fees (AB434) and Prop 42)	\$9	\$9	\$10	\$10	\$10	\$48.699	\$56.455	\$65.447	\$75.871	\$189.919	\$436.390	
Transit	\$3	\$3	\$3	\$3	\$3	\$15.288	\$17.723	\$20.545	\$23.818	\$59.620	\$136.993	
-- Transit Fares	\$2	\$2	\$2	\$2	\$2	\$10.539	\$12.217	\$14.163	\$16.419	\$41.100	\$94.437	
-- Other Transit (e.g., parcel/property taxes, parking revenue, etc)	\$1	\$1	\$1	\$1	\$1	\$4.749	\$5.505	\$6.382	\$7.399	\$18.521	\$42.556	
Tolls (e.g., non-state owned bridges)												NA
Other (e.g., RTEP)	\$1	\$29	(\$2)	(\$2)	(\$2)	\$23.430	(\$10.950)	(\$10.950)	(10.950)	\$3.620	(\$5.800)	
Local Total	\$48	\$77	\$48	\$49	\$51	\$272.604	\$281.520	\$332.494	\$392.538	\$1,035.570	\$2,314.727	
REGIONAL	Tolls											NA
	-- Bridge											NA
	-- Corridor											NA
	Regional Transit Fares/Measures											U
	Regional Sales Tax (Measure R)	\$22	\$23	\$24	\$25	\$27	\$121.564	\$155.150	\$198.015	252.723	\$734.204	\$1,461.655
	Regional Bond Revenue	\$16	\$40	(\$12)	(\$14)	(\$8)	\$22.404	\$18.408	(\$46.575)	(36.279)	(\$5.883)	(\$47.925)
	Regional Gas Tax											NA
Vehicle Registration Fees (CARB Fees, SAFE)											U	
Other											NA	
Regional Total	\$38	\$63	\$12	\$11	\$19	\$143.968	\$173.558	\$151.440	\$216.444	\$728.321	\$1,413.730	
STATE	State Highway Operations and Protection Program (SHOPP)	\$15	\$15	\$16	\$16	\$16	\$78.373	\$90.856	\$105.327	122.103	\$305.648	\$702.308
	State Transportation Improvement Program (STIP)	\$39	\$32	\$6	\$12	\$1	\$90.447	\$98.042	\$125.731	\$148.569	\$357.606	\$820.395
	-- Regional - RTIP	\$38	\$24	\$1	\$5		\$68.900	\$73.375	\$97.479	116.197	\$277.942	\$633.894
	-- Regional - TE	\$1	\$2	\$1	\$1	\$1	\$5.647	\$6.235	\$6.884	7.600	\$17.656	\$44.021
	-- Proposition 42 - RTIP											U
	-- Interregional - ITIP	\$0	\$6	\$4	\$6		\$15.900	\$18.432	\$21.368	24.772	\$62.008	\$142.481
	-- Interregional - TE											U
	-- Proposition 42 - ITIP											U
	GARVEE Bonds											NA
	Traffic Congestion Relief Program											U
State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)			\$3	\$3	\$3	\$9.353	\$10.326	\$11.401	12.587	\$29.241	\$72.908	
Carryover from Prior Years											NA	
Other Proposition 1b bonds (2006) SLPP, PTMISEA	\$4	\$4	\$4	\$2	\$2	\$16.575	\$5.813				\$22.388	
State Total	\$59	\$52	\$29	\$33	\$23	\$194.748	\$205.038	\$242.459	\$283.260	\$692.494	\$1,618.000	

Long-Range Plan Expenditures Table

2007 Escalated Dollars, Millions

Table 4-15

REVENUE SOURCES		FIRST 5 YEARS (See FSTIP Cycle)					NEXT 5 YEARS 2015-20	NEXT 5 YEARS 2020-25	NEXT 5 YEARS 2025-30	NEXT 10 YEARS 2030-2040	30 YEAR TOTAL	
		Year 1 2010/11	Year 2 2011/12	Year 3 2012/13	Year 4 2013/14	Year 5 2014/15						Five Year Sum
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)										NA	
	Clean Fuel Formula Program (5308)										NA	
	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0	\$0.531	\$0.615	\$0.714	\$0.827	\$2.071	\$4.758
	Fixed Guideway Modernization (5309a)											NA
	Job Access and Reverse Commute Program (5316)											NA
	New and Small Starts (Capital Investment Grants) (5309b)											NA
	New Freedom (5317)											NA
	Nonurbanized Area Formula Program (5311)	\$1	\$1	\$1	\$1	\$1	\$4.039	\$4.503	\$5.021	5.598	\$13.200	\$32.360
	Urbanized Area Formula Program (5307)	\$3	\$3	\$4	\$4	\$4	\$18.990	\$21.173	\$23.607	26.320	\$62.065	\$152.156
	Other											NA
Federal Transit Total	\$4	\$4	\$5	\$5	\$5	\$23.560	\$26.292	\$29.341	\$32.745	\$77.335	\$189.273	
FEDERAL HIGHWAY	Federal Highway Non-Discretionary											
	Congestion Mitigation and Air Quality	\$4	\$5	\$5	\$5	\$5	\$23.010	\$25.404	\$28.049	30.968	\$71.941	\$179.371
	Surface Transportation Program (Regional) (exchange for state \$)	\$4	\$4	\$4	\$5	\$5	\$22.242	\$24.096	\$26.143	28.400	\$65.008	\$165.889
	Surface Transportation Program Enhancement											NA
	Highway Bridge Replacement and Rehabilitation Program	\$1	\$1	\$1	\$1	\$1	\$5.309	\$6.155	\$7.135	8.271	\$20.705	\$47.575
	Highway Safety Improvement Program (SAFETEA-LU)											NA
	Safe Routes to School (SAFETEA-LU)	\$1					\$0.706	\$0.818	\$0.949	1.100	\$2.753	\$6.326
	Federal Lands Highway	\$1	\$18	\$6			\$24.595					\$24.595
	Other											NA
	Subtotal	\$11	\$28	\$16	\$10	\$10	\$75.862	\$56.474	\$62.275	\$68.739	\$160.407	\$423.757
	Federal Highway Discretionary Programs											
	Bridge Discretionary Program	\$1					\$0.780	\$0.904	\$1.048	1.215	\$3.042	\$6.990
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)											NA
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)											NA
	Ferry Boat Discretionary											NA
	High Priority Projects (SAFETEA-LU)	\$8	\$6	\$6	\$6	\$7	\$33.102	\$38.374	\$44.486	51.571	\$129.093	\$296.626
	National Scenic Byways Program											U
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)											NA
	Public Lands Highway Discretionary											U
	Recreational Trails	\$0					\$0.160					\$0.160
	Transportation and Community and System Preservation Program											U
	Other											NA
Subtotal	\$9	\$6	\$6	\$6	\$7	\$34.042	\$39.278	\$45.534	\$52.787	\$132.135	\$303.776	
Federal Highway Total	\$20	\$34	\$22	\$17	\$17	\$109.904	\$95.752	\$107.810	\$121.526	\$292.542	\$727.533	
FEDERAL TOTAL	\$24	\$38	\$27	\$22	\$22	\$133.463	\$122.043	\$137.151	\$154.271	\$369.877	\$916.806	

Long-Range Plan Expenditures Table

2007 Escalated Dollars, Millions

Table 4-15

REVENUE SOURCES		FIRST 5 YEARS (See FSTIP Cycle)					NEXT 5 YEARS 2015- 20	NEXT 5 YEARS 2020- 25	NEXT 5 YEARS 2025- 30	NEXT 10 YEARS 2030- 2040	30 YEAR TOTAL	
		Year 1 2010/11	Year 2 2011/12	Year 3 2012/13	Year 4 2013/14	Year 5 2014/15						Five Year Sum
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										NA	
	State Infrastructure Bank										NA	
	Section 129 Loans										NA	
	Rail Rehab & Improvement Financing										NA	
	Private Activity Bonds										NA	
	Private Concession Fees										NA	
	Private Donations										NA	
	Program Income (from a federal project)										NA	
	Other										NA	
	Innovative Financing Total											
EXPENDITURE TOTAL		\$169	\$230	\$116	\$116	\$115	\$744.783	\$782.159	\$863.544	\$1,046.513	\$2,826.263	\$6,263.262

KEY:

U = Data are unavailable.

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

NOTES:

Local: Subtotal is a sum of sales tax, gas tax, other local funds, local transit revenues, local tolls and other.

For MTC, the category of "Other" includes Regional Transit Expansion Policy fund sources.

Regional: Not all MPOs may have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

The category of "Other" includes (please define if entering data).

State: Subtotal is a sum of SHOPP, STIP, TCRP, STA, Carryover and Other. STIP TE data not separately available for the MTC 2030 RTP.

The category of "other" includes (please define if entering data).

Federal: Overall federal subtotal is a sum of federal highway and federal transit programs. Federal Lands non-discretionary includes all programs except public lands discretionary (i.e., forest highways, park roads etc.) The category of "Other" include

Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

Total: Is a sum of local, regional, state, federal and innovative finance revenue sources. Double-counting has been avoided.

SOURCES: See accompanying technical source documentation report.

Long-Range Plan Revenues VS. Expenditures Table

Table 4-16

2007 Escalated Dollars, Millions

REVENUE SOURCES		FIRST 5 YEARS (See FSTIP Cycle)					NEXT 5 YEARS 2015- 20	NEXT 5 YEARS 2020- 25	NEXT 5 YEARS 2025- 30	NEXT 10 YEARS 2030- 2040	30 YEAR TOTAL
		Year 1 2010/11	Year 2 2011/12	Year 3 2012/13	Year 4 2013/14	Year 5 2014/15					
LOCAL	Sales Tax										
	-- City									NA	
	-- County									NA	
	-- Other (Transportation Development Act)										
	Gas Tax										
	-- Gas Tax (Subventions to Cities) LTF										
	-- Gas Tax (Subventions to Counties) LTF										
Other Local Funds											
-- City General Funds											
-- Street Taxes and Developer Fees											
-- Other (registration fees (AB434) and Prop 42)											
Transit											
-- Transit Fares											
-- Other Transit (e.g., parcel/property taxes, parking revenue, etc)											
Tolls (e.g., non-state owned bridges)											
Other (e.g., RTEP)									NA		
Local Total											
REGIONAL	Tolls										
	-- Bridge										
	-- Corridor										
	Regional Transit Fares/Measures										
	Regional Sales Tax (Measure R)										
	Regional Bond Revenue										
	Regional Gas Tax										
Vehicle Registration Fees (CARB Fees, SAFE)											
Other											
Regional Total											
STATE	State Highway Operations and Protection Program (SHOPP)										
	State Transportation Improvement Program (STIP)										
	-- Regional - RTIP										
	-- Regional - TE										
	-- Proposition 42 - RTIP										
	-- Interregional - ITIP										
	-- Interregional - TE										
	-- Proposition 42 - ITIP										
	GARVEE Bonds										
Traffic Congestion Relief Program											
State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)											
Carryover from Prior Years											
Other Proposition 1b bonds (2006) SLPP, PTMISEA											
State Total											

Long-Range Plan Revenues VS. Expenditures Table

Table 4-16

2007 Escalated Dollars, Millions

REVENUE SOURCES		FIRST 5 YEARS (See FSTIP Cycle)					NEXT 5 YEARS 2015-20	NEXT 5 YEARS 2020-25	NEXT 5 YEARS 2025-30	NEXT 10 YEARS 2030-2040	30 YEAR TOTAL	
		Year 1 2010/11	Year 2 2011/12	Year 3 2012/13	Year 4 2013/14	Year 5 2014/15						Five Year Sum
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)										NA	
	Clean Fuel Formula Program (5308)										NA	
	Elderly & Persons with Disabilities Formula Program (5310)											
	Fixed Guideway Modernization (5309a)										NA	
	Job Access and Reverse Commute Program (5316)										NA	
	New and Small Starts (Capital Investment Grants) (5309b)											
	New Freedom (5317)										NA	
	Nonurbanized Area Formula Program (5311)											
	Urbanized Area Formula Program (5307)											
	Other										NA	
Federal Transit Total												
FEDERAL HIGHWAY	Federal Highway Non-Discretionary											
	Congestion Mitigation and Air Quality											
	Surface Transportation Program (Regional) (exchange for state \$)											
	Surface Transportation Program Enhancement										NA	
	Highway Bridge Replacement and Rehabilitation Program											
	Highway Safety Improvement Program (SAFETEA-LU)										NA	
	Safe Routes to School (SAFETEA-LU)											
	Federal Lands Highway											
	Other										NA	
	Subtotal											
	Federal Highway Discretionary Programs											
	Bridge Discretionary Program											
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)										NA	
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)										NA	
	Ferry Boat Discretionary										NA	
	High Priority Projects (SAFETEA-LU)											
	National Scenic Byways Program										U	
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)										NA	
	Public Lands Highway Discretionary										U	
	Recreational Trails											
	Transportation and Community and System Preservation Program										U	
	Other										NA	
	Subtotal											
Federal Highway Total												
FEDERAL TOTAL												

Long-Range Plan Revenues VS. Expenditures Table

Table 4-16

2007 Escalated Dollars, Millions

REVENUE SOURCES		FIRST 5 YEARS (See FSTIP Cycle)					NEXT 5 YEARS 2015- 20	NEXT 5 YEARS 2020- 25	NEXT 5 YEARS 2025- 30	NEXT 10 YEARS 2030- 2040	30 YEAR TOTAL
		Year 1 2010/11	Year 2 2011/12	Year 3 2012/13	Year 4 2013/14	Year 5 2014/15					
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)										
	State Infrastructure Bank										
	Section 129 Loans										
	Rail Rehab & Improvement Financing										
	Private Activity Bonds										
	Private Concession Fees										
	Private Donations										
	Program Income (from a federal project)										
	Other										
	Innovative Financing Total										
REVENUE TOTAL											

KEY:

U = Data are unavailable.

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

NOTES:

Local: Subtotal is a sum of sales tax, gas tax, other local funds, local transit revenues, local tolls and other.

For MTC, the category of "Other" includes Regional Transit Expansion Policy fund sources.

Regional: Not all MPOs may have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

The category of "Other" includes (please define if entering data).

State: Subtotal is a sum of SHOPP, STIP, TCRP, STA, Carryover and Other. STIP TE data not separately available for the MTC 2030 RTP.

The category of "other" includes (please define if entering data).

Federal: Overall federal subtotal is a sum of federal highway and federal transit programs. Federal Lands non-discretionary includes all programs except public lands discretionary (i.e., forest highways, park roads etc.) The category of "Other" include

Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

Total: Is a sum of local, regional, state, federal and innovative finance revenue sources. Double-counting has been avoided.

SOURCES: See accompanying technical source documentation report.

SURPLUS AND DEFICITS

In the County there is generally no surplus of funds available for additional transportation projects in the short term. However, there is additional bonding capacity and the ability for additional short-term loans against the Measure R regional sales tax or local agency general fund sales taxes if circumstances were to arise where local or regional funding is needed to replace or enhance other revenue streams or to potentially advance existing projects or add new projects.

Also, there have been unanticipated revenue sources in the past that have supplemented funding for projects in the RTP. For example, the American Recovery and Reinvestment Act (ARRA) of 2009 included about \$48 billion in transportation investment nationwide with \$23 million for transportation and transit projects in Tulare County.

Streets and Roads

The following is a summary of major regional projects included as part of the constrained list of projects with the anticipated construction year (multiple dates indicate phased projects). These projects are funded primarily through the STIP or Measure R. The list of projects includes a list similar to the 2007 RTP. Few new major projects were added to the 2011 RTP based on revenue projections and cost projections. Several projects, such as the SR-63 (Mooney Blvd) widening, Road 80 (phase 1) and the Visalia Rd (Farmersville) widening have been completed since the 2007 RTP and have been removed from the project lists. In addition, several projects have started construction but are not yet completed such as the SR-198 widening and Ben Maddox Bridge widening and are not included in the summary below.

Short-term (2010 – 2020)

- | | |
|---|---|
| <ul style="list-style-type: none"> ❖ SR-99 (Goshen to Kingsburg) – 2010 ❖ SR-99 (Tulare to Goshen) – 2016, 2018 ❖ SR-65 (Porterville) – 2016 ❖ SR-65 (Spruce) – 2017 ❖ Road 80 – 2010, 2011, 2012 ❖ Plaza Dr – 2011 | <ul style="list-style-type: none"> ❖ Avenue 416 – 2012, 2015, 2017 ❖ Road 108 – 2010 ❖ Betty Dr – 2010, 2016 ❖ Houston Ave – 2012, 2019 ❖ Cartmill Ave – 2010, 2011 ❖ Bardsley Ave – 2010 ❖ Lovers Ln I/C – 2017 |
|---|---|

Long Term (2020 – 2035)

- | | |
|---|--|
| <ul style="list-style-type: none"> ❖ SR-99 – 2022, 2030, 2033 ❖ SR-65 (Porterville) – 2025, 2030, 2034 ❖ SR-65 (Spruce) - 2025 ❖ SR-190 (widening) – 2033 ❖ Ave 280 – 2022, 2030 | <ul style="list-style-type: none"> ❖ Riggin Ave – 2023 ❖ SR-99/Caldwell I/C – 2026 ❖ SR-99/Paige I/C - 2025 ❖ SR-198/Ave 148 I/C – 2031 ❖ SR-99/Commercial I/C – 2022 |
|---|--|

As part of the RTP, various transportation modes are discussed and analyzed. The transportation modes include highways, mass transportation, railroad, bicycle, pedestrian, and aviation facilities. The following is a brief summary by transportation mode of proposed action and expected deficiencies.

Through the local agency developer impact fee programs or other local funding sources, over \$750 million in transportation projects are planned for construction over the next 25 years.

Member agencies submitted a list of other desired projects to receive future federal and state funding totaling approximately \$545 million. The implementation or future construction of the projects would require funding beyond what is currently projected for the next thirty years. The projects that are not part of the capacity constrained system are compiled to create an “Unconstrained List of Projects”. Tables 3-12 and 3-15 are located in the Action Element.

Another issue for the San Joaquin Valley counties is “deferred maintenance” or lack of road rehabilitation funding. For most counties in the San Joaquin Valley, there are considerable miles of roads requiring maintenance due to the unique requirements of the agricultural production and smaller populations. Most street and roads funding received by the state are population based. The result is a lack of necessary funding to maintain County roads.

In Tulare County, there is almost 4,000 miles of locally maintained roads. The County and the cities of Visalia and Tulare account for 3,600 miles of roadway. Between these three agencies, there is an estimated \$300 million in deferred maintenance. Out of the total County road system, 423 miles are on the Tulare County Regional Road System. The County

currently has \$20.4 million in deferred maintenance on the Regional Road System.

The County has been successful in the past receiving funding from Federal Reauthorization packages as “High-Priority” projects. Also Proposition 42 provides funding for maintenance (when not suspended by the governor). However, funding will continue to fall short of the necessary amount to rehabilitate roads. Measure R is helping to alleviate the deferred maintenance issue but is still not enough.

For the Regional Road System, one option would dedicate a given percentage of STIP funds to be used for rehabilitation on the regional road system. The consequences of dedicating STIP funding include the likely delay of other capacity increasing projects. In addition, TCAG has made it a policy to put future STIP funding only on the state highway system.

Transit

Member agencies supplied TCAG with their short-term capital needs for operating their transit systems. Federal funding is available for capital improvements. Federal Transit Administration (FTA) 5311 funding is received annually for rural agencies such as the County, Lindsay, Tulare, Dinuba, and Woodlake. For the Urbanized Areas, Porterville and Visalia (includes Farmersville and Exeter), FTA 5307 funding is available. Based on the requests from member agencies, funding is available for short-term bus replacements and other capital projects (Table 4-17).

Through the Local Transportation Fund (LTF), funding is available for the operations of the various transit systems in Tulare County. Currently, the Cities of Visalia and Tulare expend all of the LTF funds on transit. Other future funding may be required for routes (new “starts”). There

is potential federal funding available for new routes. As new routes are developed, new capital requirements could arise. Congestion Mitigation and Air Quality (CMAQ) funds are available for transit capital. As new routes are generated, an evaluation of capital is conducted to determine if additional funding is required.

Bicycle

In 2007, the Tulare County Regional Transportation Bicycle Plan was updated and adopted by the TCAG Board. The Plan identifies both short-term and long-term projects for potential implementation in Tulare County. Various state and federal funding sources exist to fund bicycle projects. The adoption of the Bicycle Plan allows local agencies to obtain bicycle grant funds for improvements.

The Transportation Enhancement (TE) Program also is viewed as a potential funding source for bicycle improvements. Over the next thirty years, about \$35 million will be available for enhancement activities.

With the passage of the Measure R sales tax; 14% will be dedicated for bicycle, transit and environmental projects. Measure R will raise over \$71 million in revenues over the 30 year life of the sales tax. Several regional bicycle projects are included in the Measure R Expenditure Plan.

TCAG will continue to encourage member agencies to adopt transportation bicycle plans and apply for state Bike Transportation Account (BTA) funding. Visalia, Woodlake, Dinuba and the County received over \$450,000 in BTA funding from FY 2007/08 through FY 2009/10 for bicycle projects. CMAQ funds may also be used for the implementation of bike projects such as bike paths and routes.

Railroad

In 2003, major improvements were completed to the Cross-Valley Rail. The project was funded with a number of financial sources including CMAQ funding. Phase II of the Cross-Valley rail will consider the provision of passenger service. CMAQ funding may be used for rail improvements that demonstrate a reduction of pollutants. Other areas related to rail is the preservation of abandoned rail corridors for future improvements or conversion to bike/pedestrian facilities.

TCAG is working with the Cities of Visalia and Tulare to develop a Class I bicycle path along the Santa Fe alignment. The ultimate plan is to connect the cities with a dedicated bicycle path that would relieve congestion on parallel roadways.

In 2005 a Light Rail Feasibility Study was completed to determine the validity of establishing a system. The study looked at three potential routes between the Visalia and Tulare urbanized areas. The study concluded that a dedicated funding source will be needed and zoning would need to be intensified for long term success.

Various segments of California's High Speed Rail (HSR) project are in the environmental process. As part of the environmental process, the California High Speed Rail Authority is considering the potential rail alignments alternatives for the project. The Authority has identified a potential regional HSR station in the Hanford region and TCAG staff is actively involved in the planning process. The Authority has also submitted an application for \$4.7 billion in federal stimulus funding for the HSR project.

Aviation

The Capital Improvement Program (CIP) in the California Aviation System Plan identifies potential airport projects for publicly owned airports in California. Table 4-18 shows the projects for the five publicly owned airports in Tulare County. A total of \$40 million of airport projects are identified. The CIP is an unconstrained listing of projects. The projects listed are eligible for funding from the State Aeronautics Account, including the State portion of the local match for the Federal Aviation Administration (FAA) Airport Improvement projects (AIP).

Air Quality

Over the next thirty years approximately \$177 million in CMAQ funds are projected to be available for air quality improvement projects. CMAQ funding may be used for transportation projects that improve air quality. Examples include: low emission vehicles such as Hybrid cars, heavy-duty engine replacement, alternative fuel vehicles, alternative fueling stations, sidewalk and shoulder stabilization, bike facilities, and paving of unpaved roads, PM-10 Street Sweepers as well as others.

One possible commitment would dedicate a given percentage or funding level of CMAQ funds to be used for one or more of the following categories:

1. PM-10 street sweepers;
2. Paving unpaved roads (Requires consideration as part of the adoption of the RTP);
3. Heavy-duty diesel engine replacement
4. Alternative Fueling facilities – Regional alternative fueling facilities lead to a reduction of emission and encourage multiple agencies to use alternative fuels.

**Table 4-17
Capital Transit Needs Schedule**

FISCAL YEAR	Visalia Transit		Exeter Dial a Ride		Porterville Transit		Tulare County Transit		Tulare Transit		Dinuba Transit		Woodlake Dial a Ride		Subtotal
2010/11	Purchase 6 transit vehicles, bus stop amenities, operation and maintenance facility	\$3,943,077		\$0	Purchase transit vehicles, bus stop amenities, ITS traffic signal system	\$1,115,034	Bus stop amenities, transit infrastructure improvements, and ITS traffic signal system	\$1,561,746	Purchase 3 transit vehicles, and bus stop amenities	\$952,000	Transit Center Design	\$400,000		\$0	\$7,971,857
2011/12	Purchase 8 transit vehicles, bus stop amenities	\$481,943		\$0	Purchase 2 transit vehicles, bus stop amenities, ITS traffic signal system	\$1,086,000	Bus stop amenities and transit infrastructure improvements	\$1,607,999	Purchase 3 transit vehicles, and bus stop amenities	\$999,000	Transit Center Construction	\$4,100,000		\$0	\$8,274,942
2012/13	Bus stop amenities	\$785,342		\$0	Purchase 2 transit vehicles, bus stop amenities, ITS traffic signal system	\$1,183,000	Bus stop amenities and transit infrastructure improvements	\$1,655,638	Purchase 1 transit vehicle, bus stop amenities, and ITS traffic signal system	\$530,000	Purchase Trolley	\$275,000		\$0	\$4,428,980
2013/14		\$0		\$0	Transit Center Expansion and bus stop amenities	\$3,170,000	Purchase transit vehicle, bus stop amenities, and transit infrastructure improvements	\$1,704,708	Transit Center Expansion, bus stop amenities, and ITS traffic signal system	\$3,046,000	Bus stop amenities	\$16,000	Purchase Transit Vehicle	\$200,000	\$8,136,708
2014/15	Purchase 11 transit vehicles	\$2,051,915		\$0	Purchase 2 transit vehicles and bus stop amenities	\$762,000	Purchase 2 transit vehicles, bus stop amenities, and transit infrastructure improvements	\$1,755,250	Purchase 3 transit vehicles, bus stop amenities, and ITS traffic signal system	\$1,190,000	Purchase CNG bus	\$180,000		\$0	\$5,939,165
2015/16	Purchase 2 transit vehicles	\$214,929		\$0	Purchase 2 transit vehicles and bus stop amenities	\$1,313,000		\$0	Purchase 1 transit vehicle, bus stop amenities, and ITS traffic signal system	\$615,000	Purchase two CNG buses	\$400,000		\$0	\$2,542,929
2016/17	Purchase 9 transit vehicles	\$1,116,210	Purchase Transit Vehicle	\$200,000	Purchase 3 transit vehicles and bus stop amenities	\$1,170,000		\$0	Purchase 2 transit vehicles, bus stop amenities, and ITS traffic signal system	\$715,000	Transit Maintenance Facility	\$2,500,000		\$0	\$5,701,210
2017/18		\$0		\$0	Purchase transit vehicle and bus stop amenities	\$824,000		\$0	Purchase 2 transit vehicles, bus stop amenities, and ITS traffic signal system	\$1,299,000	Purchase Trolley	\$350,000		\$0	\$2,473,000
2018/19		\$0		\$0	Purchase 3 transit vehicles and bus stop amenities	\$1,576,000		\$0	Purchase 2 transit vehicles, bus stop amenities, and ITS traffic signal system	\$786,000	Bus Stop amenities	\$30,000		\$0	\$2,392,000
TOTAL		\$8,593,416		\$200,000		\$12,199,034		\$8,285,341		\$10,132,000		\$8,251,000		\$200,000	\$47,860,791

Table 4-18
Capital Improvement Program (CIP)
California Aviation System Plan 2010-2019

Year	PROJECT DESCRIPTION	Funding			
		FAA	State	Local	TOTAL
Mefford Field					
2010	Construct Access Road (Dale Fry)	\$570,000	\$14,250	\$15,750	\$600,000
2010	Design airfield safety grading & drainage	\$95,000	\$2,375	\$2,625	\$100,000
2011	Construct airfield safety grading & drainage	\$1,425,000	\$35,625	\$39,375	\$1,500,000
2011	EA for property acquisition for existing RPZ	\$66,500	\$1,663	\$1,838	\$70,000
2012	Acquire property for existing RPZ	\$332,500	\$8,313	\$9,188	\$350,000
2013	EA for runway extension	\$285,000	\$7,125	\$7,875	\$300,000
2014	Acquire property for runway extension	\$2,375,000	\$59,375	\$65,625	\$2,500,000
2015	Design rwy. & twy. extension	\$1,710,000	\$42,750	\$47,250	\$1,800,000
2016	Construct rew. ext. phase 1	\$1,520,000	\$38,000	\$42,000	\$1,600,000
2017	Construct rew. ext. phase 2	\$14,444,000	\$361,000	\$399,000	\$15,204,000
2018	Design airfield elec. Upgrades	\$104,500	\$2,613	\$2,888	\$110,000
2019	Construct airfield elec. Upgrades	\$931,000	\$23,275	\$25,725	\$980,000
	Total	\$23,858,500	\$596,363	\$659,138	\$25,114,000
Porterville Municipal Airport					
2010	Complete design: rehabilitation rwy 12-30	\$99,750	\$2,494	\$2,756	\$105,000
2010	Design/construct rehab runway 12-30	\$2,137,500	\$53,438	\$59,063	\$2,250,000
2011	Construction: rehab runway 12-30	\$23,750	\$594	\$656	\$25,000
2011	Design: rehab former runway 7-25 as commercial taxiway	\$123,500	\$3,088	\$3,413	\$130,000
2012	Construct former runway 7-25 as commercial taxiway	\$475,000	\$11,875	\$13,125	\$500,000
2013	Runway extension EA	\$171,000	\$4,275	\$4,725	\$180,000
2014	Design runway extension	\$190,000	\$4,750	\$5,250	\$200,000
2015	Construct runway extension 12-30	\$712,500	\$17,813	\$19,688	\$750,000
2016	Construct runway extension 12-30	\$23,750	\$594	\$656	\$25,000
	Total	\$3,956,750	\$98,919	\$109,331	\$4,165,000
Sequoia Field Airport					
2010	Rehabilitate parallel & connecting taxiways	\$1,140,000	\$28,500	\$31,500	\$1,200,000
2011	Airport layout plan narrative report	\$99,750	\$2,494	\$2,756	\$105,000
2012	Environmental assessment	\$150,005	\$3,750	\$4,145	\$157,900
2013	Design ramp & hangar taxilanes	\$95,000	\$2,375	\$2,625	\$100,000
2014	Ramp & hangar taxilanes	\$1,387,000	\$34,675	\$38,325	\$1,460,000
2015	Fuel facility	\$275,500	\$6,888	\$7,613	\$290,000
2016	AWOS	\$218,500	\$5,463	\$6,038	\$230,000
2017	Ramp & hangar taxilanes	\$760,000	\$19,000	\$21,000	\$800,000
	Total	\$4,125,755	\$103,144	\$114,001	\$4,342,900
Visalia Municipal Airport					
2010	Terminal expansion - 30% increase	\$1,045,000	\$0	\$55,000	\$1,100,000
2011	Access road around north end of rwy	\$1,586,500	\$0	\$83,500	\$1,670,000
2011	Engineering design - project no. 8	\$95,000	\$0	\$5,000	\$100,000
2012	Engineering design - projects 10, 11 & 12	\$104,500	\$0	\$5,500	\$110,000
2013	Construct 10 unit nested T-hanger - east side	\$741,000	\$0	\$39,000	\$780,000
2013	Construct service road to ARFF building	\$144,400	\$0	\$7,600	\$152,000
2014	Taxiway and apron - east side	\$674,500	\$0	\$35,500	\$710,000
	Total	\$4,390,900	\$0	\$231,100	\$4,622,000
Woodlake Airport					
2010	Access road	\$35,447	\$886	\$979	\$37,313
2010	Apron	\$136,563	\$3,414	\$3,773	\$143,750
2010	Autoparking	\$50,630	\$1,266	\$1,399	\$53,295
2010	Earthwork & drainage, fencing	\$0	\$0	\$685,000	\$685,000
2010	RWY, TWY and apron seal coat and marking	\$120,974	\$3,024	\$3,343	\$127,341
	Total	\$343,614	\$8,590	\$694,495	\$2,093,398
Tulare County CIP Total		\$36,675,519	\$807,015	\$1,808,064	\$40,337,298



*City of Lindsay
Downtown Theater*

Goods
Movement
Chapter



*City of Visalia Downtown
1920's Coca-Cola Mural*

GOODS MOVEMENT CHAPTER

INTRODUCTION

Located in the heart of California’s Central Valley, Tulare County is at the core of California’s agricultural industry. With 441,481 residents and a diversified agricultural industry, Tulare County contains many of California’s key goods movement corridors. The Business, Transportation and Housing Agency has identified the Central Valley, including Tulare County, as one of the four priority regions for goods movement in the State of California [Figure 5-1]. The Valley and Tulare County serve as a primary trade corridor for California’s two largest metropolitan areas: Los Angeles and San Francisco.

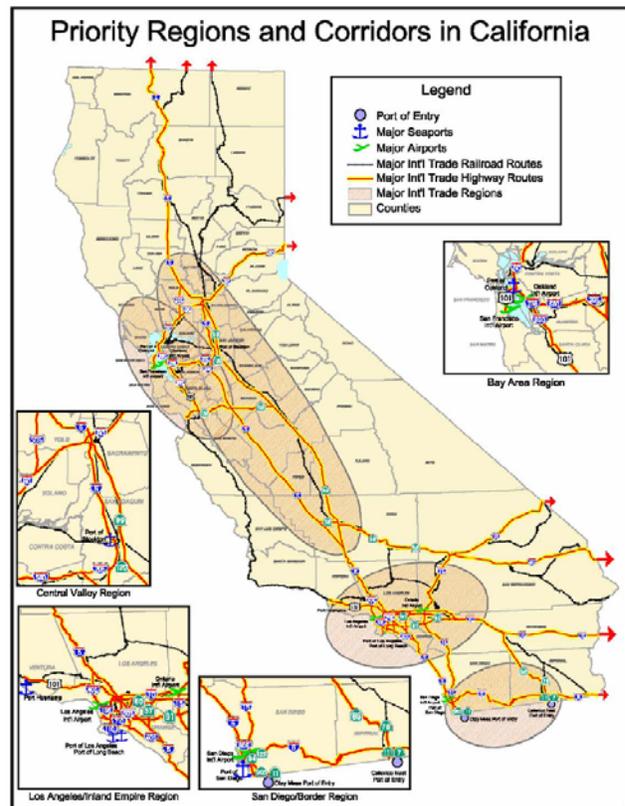
Tulare County’s geographic location, its growing population, and its large agricultural industry makes its highways and corridors some of the most traveled corridor regions in the state. As one of California’s fastest growing regions, goods movement and transportation will become increasingly important in the future.

GOODS MOVEMENT

The Tulare County region relies heavily on goods movement due to its agricultural production, centralized location and distribution centers.

Tulare County’s numerous agribusiness industries heavily rely on the transfer of goods throughout the state. Goods such as grapes, peaches, plums, and many others, rely on the local corridors and highways in order to make it from farm-to-market in a timely manner. This farm-to-market timeliness has huge economic implications. With the proper implementation of goods movement infrastructure, Tulare County can preserve its local and international markets.

**Figure 5-1
California Trade Corridors**



In 2008 over \$5 Billion worth of agricultural goods were produced in Tulare County. Tulare County produces the second most agricultural products (in value) in the United States. There were 45 commodities valued over \$1 million.

**Table 5-1
Top Agricultural Products**

Product	2008 Total Value
Milk	\$1,796,425,000
Oranges	\$592,797,000
Cattle & Calves	\$502,106,000
Grapes	\$488,035,000
Alfalfa	\$215,552,000
Corn	\$213,582,000
Almonds	\$89,388,000
Tangerines	\$86,292,000

Source: 2008 Tulare County Annual Crop and Livestock Report

Oranges and grapes top Tulare County’s exports, accounting for nearly 2/3 of all fruit and nut exports. Tulare County’s exports to other countries were also impressive, with tens of millions of cartons being shipped abroad.

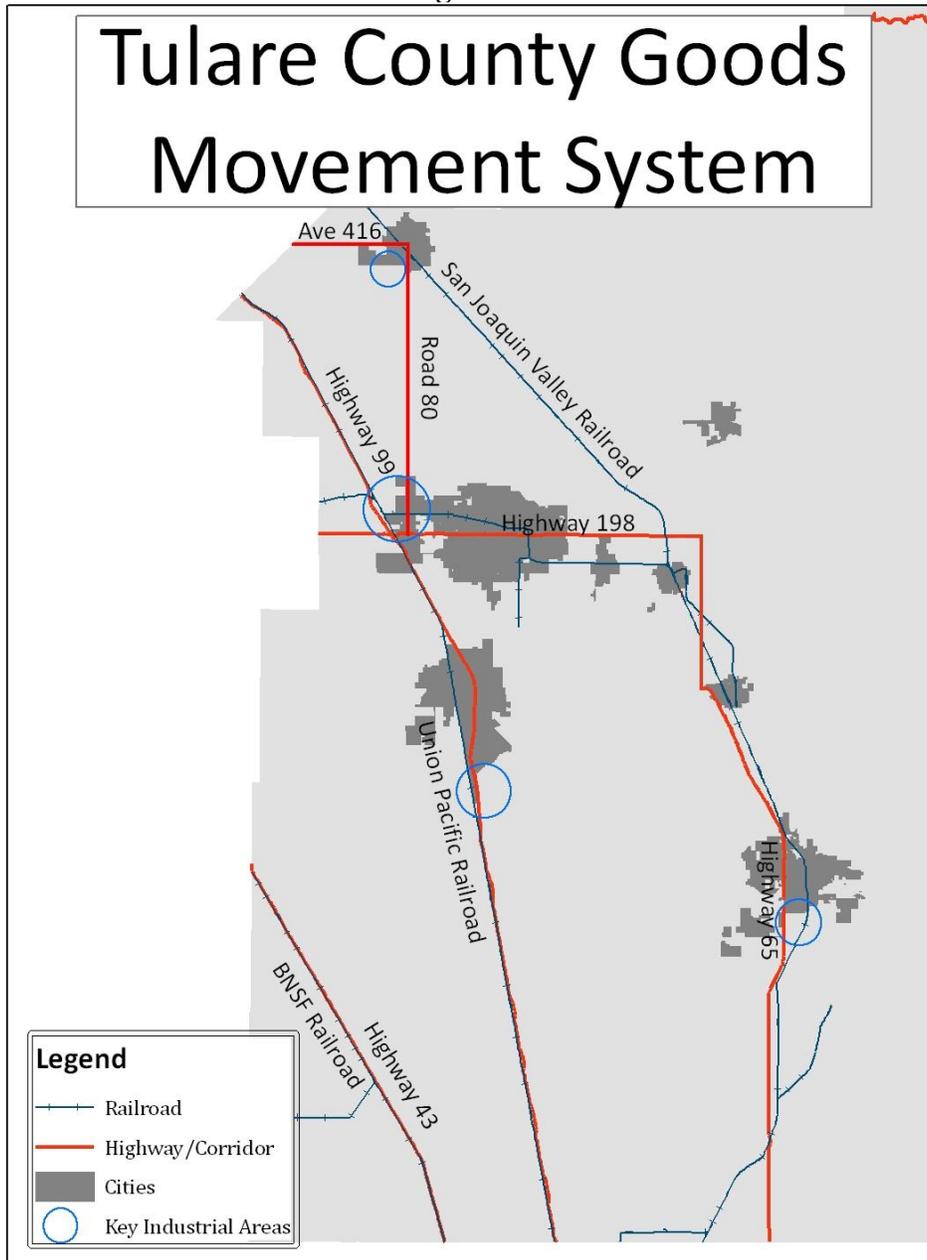
The effective movement of goods throughout Tulare County is crucial for Tulare County’s agribusiness and entire economy.

**Table 5-2
Top 5 Export Countries**

Country	Cartons
Mexico	4,716,781
Republic of Korea	4,532,909
Japan	3,883,031
China	3,058,271
Taiwan	2,571,837

Source: 2008 Tulare County Annual Crop and Livestock Report

Figure 5-2



Unfortunately, Tulare County also suffers from some of the worst air quality in the nation. In large part, this is due to the San Joaquin Valley's bowl-shaped geography. Residents of the San Joaquin Valley often suffer from asthma attacks, acute bronchitis, lost work days, reduced activity, hospital admissions, school absences, and even premature death because of exposure to air pollution.

As Tulare County's population continues to grow, it will become increasingly important to come to a greater understanding of the impacts of goods movement on congestion and air quality.

State Route 99

SR-99 is the transportation backbone of Tulare County and the San Joaquin Valley. It runs 275 miles (54 miles in Tulare County) through the Valley from I-5 in southern Kern County north to the San Joaquin/Sacramento County border. The highway serves as the vital link for agricultural goods leaving Tulare County and the Valley for intrastate, interstate and international destinations. In addition to its importance to trade, SR-99 is the preeminent artery connecting the SJV's population to the rest of the state and country.

SR-99 is on the Freeway and Expressway System in its entirety, is designated as a High Emphasis Focus Route in the Interregional Transportation Strategic Plan (ITSP), and is a "Priority Global Gateway" for goods movement in the Global Gateways Development Program (January 2002). SR-99 is classified as a principal arterial and is a part of the National Highway System (NHS) as a Strategic Highway Network (STRAHNET) Route. The Department of Defense has identified STRAHNET routes as critical for supporting defense requirements and they are mandatory components of the NHS. It is

also on the national network from the Surface Transportation Assistance Act (STAA) for large trucks, and is a High Emphasis, Focus, and Gateway Route as part of the California Interregional Roadway System (IRRS). SR-99 is an Intermodal Corridor of Economic Significance (ICES) between I-5 south of Bakersfield and SR-50 in Sacramento.

In August 2005, legislation was enacted that designated the section of SR-99 from Bakersfield to Sacramento as a future potential interstate. At this time, it is unclear how the existing non-standard features on SR-99 would be treated if it were to be added to the interstate system. The regulations do make a "provisional" interstate designation available, provided that the facility is brought up to standards by 2030. Recently, the SJV Regional Transportation Planning Agency (RTPA) Executive Directors and the California Department of Transportation (Caltrans) approved the development of a study to determine the economic benefit of designating SR-99 as an interstate.

SR-99 is a critically vital farm to market route conveying agricultural goods to the country and to international destinations through the Port of Oakland while also serving as the primary artery connecting the major population centers in the San Joaquin Valley to the San Francisco and Los Angeles metro areas. The importance of SR-99 has been identified at the State and Federal levels. SR-99 was designated as a "Major International Trade Highway Route" and "Priority Corridor" in the 2025 California Transportation Plan and the California Goods Movement Action Plan and was designated as a "National Highway System High Priority Corridor" in the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU).

Currently, the entire 54 mile extent of SR-99 in Tulare County is 4 lanes (with the exception of a short 5 lane section - 3 lanes northbound, two southbound - between Goshen and Traver). Funding has been programmed from the SR-99 Corridor account from the Proposition 1b to widen 12.6 miles of SR-99 to 6 lanes from Fresno County (Kingsburg) to Goshen beginning in 2010. TCAG is continuing to partner with Caltrans to leverage funding from TCAG's share of the State Transportation Improvement Program (STIP) with Caltrans' Interregional Improvement Program (IIP) along with High Priority Project funding from the federal government for further SR-99 widening projects south of Goshen.

**Table 5-3
SR-99 Widening Projects**

Limits*	Miles	Open to Traffic	Cost-YOE (\$ millions)
Goshen to Fresno Co.	12.6	2013	\$172.8
SR-198 to Goshen	4.0	2017	\$59.9
Prosperity to SR-198	6.7	2021	\$225.0
Ave 200 to Prosperity	5.1	2032	\$238.9
Tipton to Ave 200	9.5	2035	\$161.1
Kern Co. to Tipton	15.0	Outside 2011 RTP	Outside 2011 RTP

*Limits are generalized. Refer to Table 3-14 for precise limits.
YOE = Year of Expenditure

Trucks

Tulare County's centralized location makes it an ideal location for goods movements via the use of heavy duty trucks. Tulare County has a number of distribution centers which rely on heavy trucks to move goods across the state and the nation. Many of Tulare County's major distribution centers are located in the northern part of the

county near Goshen, but distribution centers can be found throughout the entire county. The major truck corridors in Tulare County are found along Highway 99, Highway 65, Highway 198, Road 80, Ave 416 and Spruce. Estimated truck usage for those major corridors is listed below.

**Table 5-4
Estimated Trucks per Day**

Hwy/Road	Est. Trucks per Day
SR-99 @ SR- 198	12,161
SR-99 @ Avenue 48	9,900
SR-198@ Mooney Blvd.	6,200
SR-198 @ Road 164	2,700
SR-65 @ Avenue 53	2,132
Road 80	972
Spruce Rd	671
Avenue 416	633

Source: Caltrans: 2007 Annual Average Daily Truck Traffic on the California State Highway System, Metro Traffic Data Inc.

Trucks traffic also makes up a large percentage of the total vehicles that travel along local highways and corridors. The estimated percentage of traffic attributed to trucks is listed below.

**Table 5-5
Truck % of Vehicles**

Hwy/Road	Truck as % of Total Vehicles
Highway 65	9-26%
Highway 99	22%
Road 80	19%
Ave 416	18%
Highway 198	9-16%
Spruce	12%

Source: Caltrans: 2007 Annual Average Daily Truck Traffic on the California State Highway System, Metro Traffic Data Inc.

The trucks that travel along Tulare County's key corridors are a vital part of California's economy, but they also cause congestion and pollute the Valley's air. Tulare County's air quality is among the

worst in the nation and nearly 28% of Vehicle Miles Traveled (VMT) in the Valley can be attributed to trucks. 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. Information on the impacts of trucks on congestion and air quality in Tulare County will be assessed in future updates to the RTP.



Improving truck related goods movement requires maintaining and improving existing corridors. In addition to the SR-99 widening projects listed in Table 5-3, there are a number of upcoming major projects that will improve goods movement in Tulare County. Those projects include the widenings of Road 80, Avenue 416, State Route 65 south of Porterville and the conversion of Spruce Road (future SR-65 alignment) into a two-lane expressway.

TCAG and local agencies will continue to work on ways to improve local goods movement corridors. Future goals include:

1. Improve roads that are key to local and regional goods movement.
2. Evaluate potential methods to reduce emissions caused by goods movement via truck.

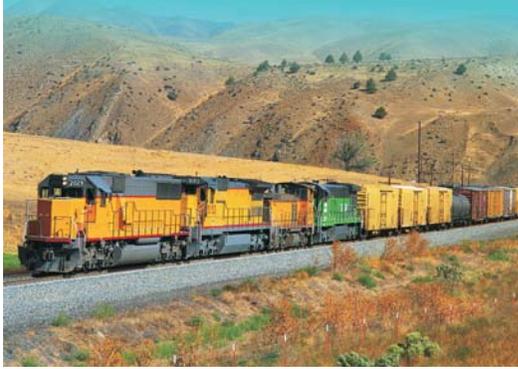
3. Work with member agencies to encourage industrial development in appropriate areas.

Rail

Three major rail lines are used for goods movement in Tulare County: Union Pacific Railroad, San Joaquin Valley Railroad (Short line), and Burlington Northern and Santa Fe Railway Company.

Goods movement via rail has many advantages over goods movement via trucks. For example, the majority of cargo shipped by rail are bulk items such as grains, food products, vehicles, and fuels. Rail transport provides the option of specialized rail cars such as flatbeds, refrigerated boxcars, fuel tankers, and piggy back cars. These specialized rail cars move a large variety of goods, giving rail an advantage over other modes of transportation for distances over 500 miles or more. Also, transportation via rail is typically less expensive for long hauls than trucks or air; however, rail is limited by speed and by the limitations due to a fixed rail track. Trains also have fewer negative impacts on air quality than trucks.

One key to goods movement via rail is maintaining existing viable rail lines. Tulare County, like many counties throughout California, has been faced with the issue of rail abandonment. Efforts to preserve rail and viable goods movement corridors along railways have been a focus of many agencies in Tulare County. To encourage the future use of rail, areas along railways and near rail stations could be designating for industrial use in order to encourage businesses to expand and use rail to distribute their goods.



TCAG and local agencies will continue to work on ways to make rail a more viable source of goods movement. Future goals include:

1. Identifying and preserving rail in areas critical to goods movement
2. Encouraging businesses to use rail to transport goods.
3. Identify potential industrial areas along railways which could provide businesses easier access to railways.
4. Improve and upgrade tracks when feasible.

Aviation

Aviation is another method for goods movement. Currently, this mode of travel is fairly limited in Tulare County. There are seven public use airports in Tulare County. These include two lightly used privately operated airports (Eckert Field and Exeter Airport) and small publicly operated airports such as Woodlake Municipal, Sequoia Field, Mefford Field (Tulare Municipal), Porterville Municipal and Visalia Municipal. There are plans to upgrade and expand the publicly owned airports in the Capital Improvement Program (Table 4-18 in the Financial Element) that may make goods movement by aviation more viable in Tulare County. In addition, the Tulare County Comprehensive Airport Land Use Plan (CALUP) is in the process of being updated.

Next Steps

Goods movement is a vital part of Tulare County's economy and transportation system. Securing and improving the goods movement system is a key goal of TCAG. Future goods movement efforts will focus on reducing the impacts that goods movement has on traffic, roads and air quality. As part of that effort, TCAG will further evaluate the benefits of improving goods movement along rail corridors. TCAG will continue to encourage local agencies to take actions to prevent the future abandonment of rail right-of-ways. TCAG also supports the use of rail as a measure to alleviate conditions resulting from truck transport.

By pursuing best suited solutions and collaborating with stakeholders, TCAG will continue working to develop a better future for the Tulare County goods movement system.

Figure 5-3
San Joaquin Valley Short Haul Rail System





*City of Lindsay
Downtown Theater*

Valleywide
Chapter



Woodlake Lions Rodeo

San Joaquin Valley Regional Transportation Overview

April 2010

1. Executive Summary

This chapter provides an interregional perspective to transportation planning within the San Joaquin Valley (SJV) of California, consisting of the entireties of the counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Tulare, Kings, and Kern. This chapter addresses several issues of regional and interregional importance including air quality, highways, streets and roads, aviation, rail, goods movement and bicycle efforts. The purpose of this chapter is to provide a broad overview of issues that cross jurisdictional boundaries. The Congestion Management Processes and Operations and Maintenance issues will be addressed by each individual RTPA as applicable.

Valleywide Planning

The recently approved Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) replaced the Transportation Equity Act for the 21st Century (TEA-21) as the funding for major infrastructure investment for transportation improvements. SAFETEA-LU funds are directed toward projects and programs for a broad variety of highway and transit work through several funding components including: Surface Transportation Program, Congestion Mitigation and Air Quality, Transportation Enhancements, Safety Program, Rail Program and Emergency Relief Programs. Previous federal legislation included the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and TEA-21. Transportation planning efforts are directed to be coordinated in geographically defined air basins. The eight counties mentioned above do share an air basin and have many attributes in common. There are also significant differences in the context of transportation planning. The eight San Joaquin Valley counties have already implemented an aggressive program of coordinated Valleywide planning. In September of 1992, the eight Valley Regional Transportation Planning Agencies (RTPAs) entered into a memorandum of understanding (MOU) to ensure a coordinated regional approach to transportation and air quality planning efforts. The MOU was revisited in 2006 to update and solidify the partnership. The MOU goes well beyond the requirements of state and federal transportation planning acts by establishing a system of coordination of plans, programs, traffic and emissions modeling, transportation planning, air quality planning, and consistency in data analysis/forecasting. Development of the MOU and the ongoing process of coordinated planning have improved an already close working relationship between the eight Valley RTPAs and the representatives of the California Department of Transportation (Caltrans), California Air Resources Board (CARB), State Office of Planning and Research (OPR), San Joaquin Valley Air Pollution Control District (SJVAPCD) and the Federal Highway Administration (FHWA).

Each of the areas addressed in the Valleywide MOU have been assigned to a specific RTPA to serve as a lead in the coordination of planning activities. Representatives of each of the eight agencies have been meeting regularly to coordinate the preparation of Regional Transportation Plans (RTPs), Regional Transportation Improvement Programs (RTIPs), and an aviation systems plan that involves not only the eight Valley counties but the Sacramento region as well. These cooperative efforts include both staff and financial assistance from Caltrans, CARB, the Environmental Protection Agency (EPA) and the SJVAPCD. These efforts have taken place as a voluntary response to the new issues, challenges and requirements facing the transportation planning community. The San Joaquin Valley Regional Transportation Overview represents the cooperative effort between the eight counties and their coordination in the Regional Transportation Plans.

2. San Joaquin Valley Profile

Geography

The San Joaquin Valley (Valley) is the southern portion of the Great Central Valley of California [Exhibit 1-1]. The San Joaquin Valley stretches from the Tehachapi Mountains in the south to the San Joaquin Delta in the north, a distance of nearly 300 miles. The eastern boundary is the Sierra Nevada Mountains, which reaches elevations of over 14,000 feet, while the western boundary is the lower coastal ranges. The Valley floor is about 10,000 square miles in size.

**Exhibit 1-1
San Joaquin Valley Topography**



For the purposes of this report, the San Joaquin Valley is considered to include the entirety of the counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare and Kern. The total area of the eight counties is 27,383 sq. mi. (larger than West Virginia). Kern County straddles the Sierra Nevada Mountains and occupies a portion of the Mojave Desert. The desert portion of Kern County (about 3,650 sq. mi.) is within the Southeastern Desert Air Basin.

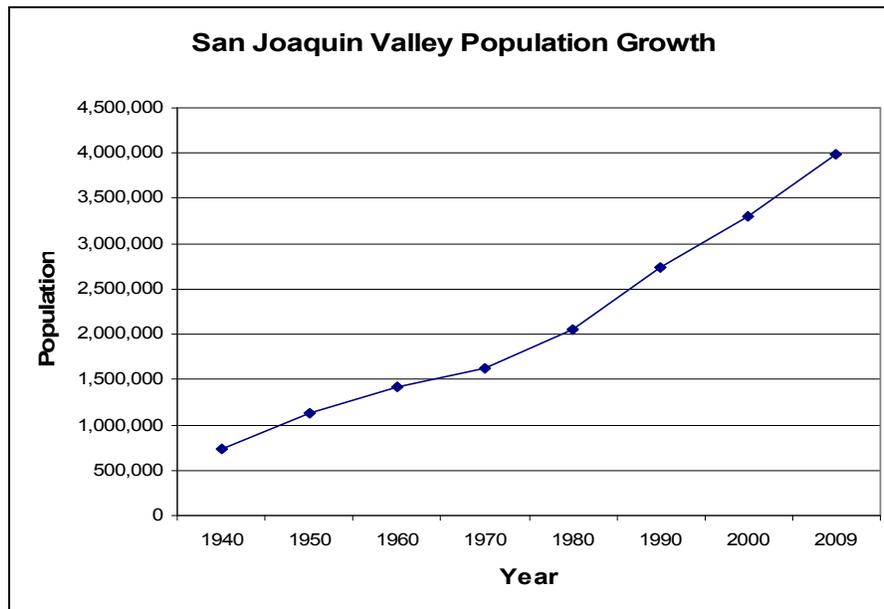
On the Valley floor, the topography is generally flat to rolling, and the climate is characterized by long, very warm summers, and short, cool winters. Precipitation is related to latitude and elevation, with the northern portions of the valley receiving approximately 12-14 inches of rain a year, while the southern portion has an annual average of less than six inches. Snow rarely falls on the Valley floor, but heavy winter accumulations are common in the Sierra Nevada Mountains.

The Valley occupies an area between the two largest metropolitan areas in California, San Francisco and Los Angeles. The major transportation facilities run generally north/south through the Valley and include State Route 99, Interstate 5, Union Pacific Railroad and Burlington Northern & Santa Fe Railroad. Several highways and some rail lines cross the Valley east/west including State Routes 4, 120, 152, 198 and 58 among others. In addition, the Valley contains numerous oil and natural gas pipelines, a myriad of telecommunication facilities, the Port of Stockton and air travel corridors.

Population

While the Valley is largely rural in nature, it does contain several large cities and suburbs with a total population of nearly 4 million people (more than the state of Oregon). The eight Valley counties are a part of seven Metropolitan Statistical Areas (MSAs): Stockton (San Joaquin County), Modesto (Stanislaus County), Merced, Fresno-Madera, Hanford-Corcoran (Kings County), Visalia-Porterville (Tulare County) and Bakersfield (Kern County). The large majority of the Valley’s population resides along the State Route 99 corridor including four cities of over 150,000 people (Fresno, Bakersfield, Stockton and Modesto) [Exhibit 1-2]. Population growth has been sustained and significant [Figure 1-1]. In 1970, the eight San Joaquin Valley counties had a population of just over 1.6 million. By 2000, the population had over doubled to nearly 3.4 million. The Valley continues to be one of the fastest growing regions in the state. The Valley accounted for 8.2% of California’s total population in 1970 and has grown to account for 10.4% of California’s total population in 2009.

Figure 1-1



Sources: US Census 1940-2000, California Department of Finance 2009

Future population growth is also expected to be sustained and significant. Both ends of the Valley are under growth pressure from the neighboring metropolitan areas of Los Angeles and the San Francisco Bay Area in addition to the natural growth rate in the Valley. Population in the eight Valley counties is projected to exceed 6.5 million by the year 2030, using growth projections from the California State Department of Finance (DOF) [Table 1-1].

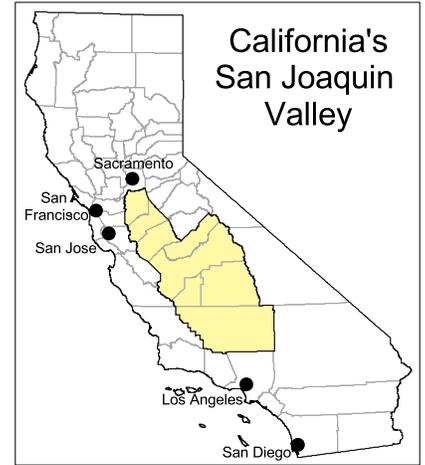
**Table 1-1
San Joaquin Valley Population Growth**

	1960	1970	1980	1990	2000	2009	2020	2030	2040
Fresno	365,945	413,329	514,621	667,490	799,407	942,298	1,201,792	1,429,228	1,670,542
Kern	291,984	330,234	403,089	544,981	661,645	827,173	1,086,113	1,352,627	1,707,239
Kings	49,954	66,717	73,728	101,469	129,461	154,743	205,707	250,516	299,770
Madera	40,468	41,519	63,116	88,090	123,109	152,331	212,874	273,456	344,455
Merced	90,446	104,629	134,560	178,403	210,554	256,450	348,690	439,905	541,161
San Joaquin	249,989	291,073	347,342	480,628	563,598	689,480	965,094	1,205,198	1,477,473
Stanislaus	157,294	194,506	265,900	370,522	446,997	526,383	699,144	857,893	1,014,365
Tulare	168,403	188,322	245,738	311,921	368,021	441,481	599,117	742,969	879,480
TOTAL	1,414,483	1,630,329	2,048,094	2,743,504	3,302,792	3,990,339	5,318,531	6,551,792	7,934,485

Sources: US Census 1960-2000, DOF estimates 2009, DOF projections 2020-2040

San Joaquin Valley

Population Centers



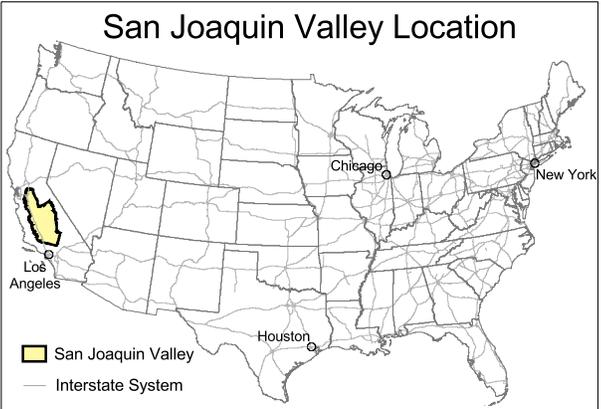
Population

- 400,000 +
- 150,000 to 400,000
- 75,000 to 150,000
- 30,000 to 75,000
- 15,000 to 30,000
- 5,000 to 15,000

Source: 2008 Cal Dept. of Finance, 2000 US Census

Highway Network

- State Route 99
- Interstate
- Federal
- State



Economy

The San Joaquin Valley is famous for agricultural production. Nearly ideal growing conditions, reservoirs, and water distribution projects, such as the federal Central Valley Project and the State Water Project have resulted in seven of the top ten agricultural counties in the nation being in the San Joaquin Valley [Table 1-2]. In addition, if the Valley were a state, it would be the top agricultural producing state in the country [Table 1-3]. The Valley produced \$25.4 billion in agricultural products in 2008. This amount is over double the remainder of California and more than the next highest producing state (Iowa).

Table 1-2
Top United States Ag Producing Counties

Rank	County	Production*
1	Fresno, CA	\$5,662,895
2	Tulare, CA	\$5,018,023
3	Kern, CA	\$4,033,312
4	Monterey, CA	\$3,826,791
5	Merced, CA	\$2,999,701
6	Stanislaus, CA	\$2,473,843
7	San Joaquin, CA	\$2,129,725
8	Kings, CA	\$1,760,168
9	Imperial, CA	\$1,684,522
10	Ventura, CA	\$1,613,247

Source: USDA, NASS, California Field Office, 2008

* In thousands

Table 1-3
Top Agricultural States

Rank	State	Production*
1	San Joaquin Valley	\$25,388,542
2	Iowa	\$24,752,867
3	Texas	\$19,172,500
4	Nebraska	\$17,315,688
5	Illinois	\$16,356,790
6	Minnesota	\$15,838,094
7	Kansas	\$13,967,496
8	California (remainder)	\$10,798,193
9	Indiana	\$9,961,850
10	Wisconsin	\$9,885,557

Source: USDA Economic Research Service, 2008

* In thousands

While in terms of economic productivity, agriculture is by far the Valley's leading industry, the leading industries in terms of employment are Education, Health and Social Services and Retail Trade. Agriculture along with these two other sectors account for over 40% of the jobs in the Valley. Statewide, Education, Health and Social Services is also the leading sector while Professional jobs are second and Retail third.

Table 1-4
Employment by Industry

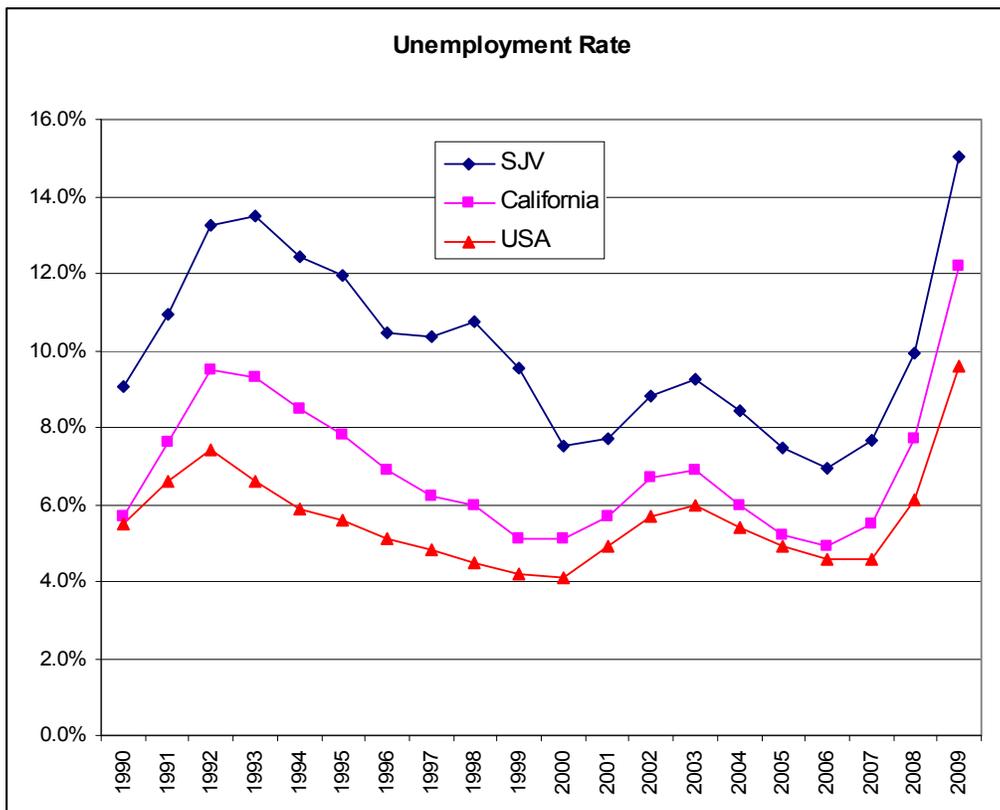
	Valley		California	
Agriculture, forestry, fishing and hunting, and mining	162,059	10.4%	355,362	2.1%
Construction	113,730	7.3%	1,222,364	7.1%
Manufacturing	128,910	8.3%	1,796,323	10.5%
Wholesale trade	58,456	3.7%	567,729	3.3%
Retail trade	179,859	11.5%	1,913,970	11.2%
Transportation and warehousing, and utilities	84,475	5.4%	837,208	4.9%
Information	24,132	1.5%	519,244	3.0%
Finance and insurance, and real estate and rental and leasing	65,863	4.2%	1,140,246	6.7%
Professional, scientific, and management, and administrative and waste management services	120,414	7.7%	2,056,620	12.0%
Educational services, and health care and social assistance	325,878	20.9%	3,438,701	20.1%
Arts, entertainment, and recreation, and accommodation and food services	124,330	8.0%	1,614,171	9.4%
Other services, except public administration	75,035	4.8%	900,254	5.3%
Public administration	97,245	6.2%	762,326	4.5%
Civilian employed population 16 years and over	1,560,386	100.0%	17,124,518	100.0%

Source: 2008 American Community Survey, U.S. Census Bureau

Economically Distressed Area

The San Joaquin Valley is one of the most economically distressed regions in the United States. High unemployment rates have historically plagued the Valley [Figure 1-2]. Over time, the Valley has consistently had unemployment rates 2.5% to 4% above the state unemployment rate and 3% to 6% above the national unemployment rate. While there is some variance with the unemployment rate in the Valley, unemployment in all Valley counties has been consistently higher than state and federal averages [Table 1-5].

Figure 1-2



Source: Bureau of Labor Statistics (not seasonally adjusted, data points are for August of each year)

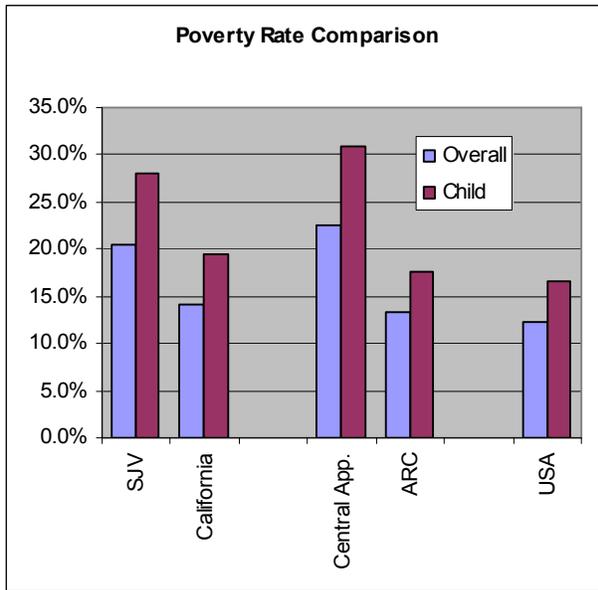
**Table 1-5
Unemployment Rate – San Joaquin Valley Counties**

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Fresno	8.6	8.5	9.5	9.7	8.5	7.6	6.9	7.4	9.7	14.6
Kern	7.2	7.2	8.5	9.1	8.6	7.4	6.6	7.5	9.3	14.4
Kings	8.3	8.5	9.6	9.8	9.2	7.7	7.0	7.4	9.7	14.2
Madera	7.0	7.3	8.7	8.5	7.3	6.7	6.0	6.6	8.7	13.3
Merced	7.6	7.6	8.6	9.2	8.7	8.2	8.0	8.6	11.4	16.6
San Joaquin	6.1	6.6	8.0	8.6	7.9	7.2	6.9	7.7	10.2	15.7
Stanislaus	6.4	6.6	8.0	8.4	7.5	7.1	7.0	7.9	10.4	15.7
Tulare	8.9	9.8	10.1	10.6	10.2	8.2	7.5	8.2	10.3	15.2
Valley	7.5	7.7	8.8	9.3	8.5	7.5	7.0	7.6	9.9	15.0
California	5.1	5.7	6.7	6.9	6.0	5.2	4.9	5.5	7.7	12.2
United States	4.1	4.9	5.7	6.0	5.4	4.9	4.6	4.6	6.1	9.6

Source: Bureau of Labor Statistics (not seasonally adjusted, data points are for August of each year)

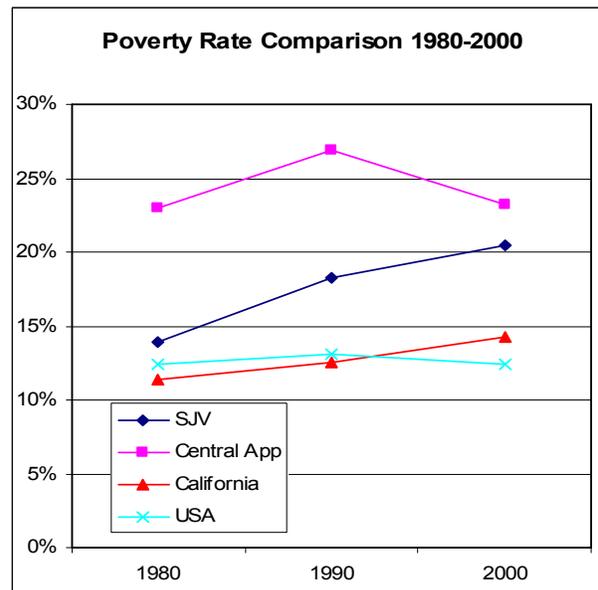
The economic plight of the San Joaquin Valley is starting to be recognized at a national level. The Congressional Research Service (CRS) completed a study in 2005 (California’s San Joaquin Valley: A Region in Transition) comparing the economic conditions of the San Joaquin Valley to the Central Appalachian region, another severely economically distressed region. The Central Appalachian region (primarily eastern KY and parts of WV, TN and VA) is the most economically distressed sub-region within the Appalachian Regional Commission (ARC). ARC was created by Congress in 1965 in response to the persistent socioeconomic challenges in the Appalachian region. Economic conditions in the Valley were shown to be comparable to Central Appalachia and lagging far behind the state of California as a whole and the United States. For example, poverty rates in the Valley are similar to the poorest region of the Appalachians and are actually trending worse than the Central Appalachian region [Figures 1-3 and 1-4].

Figure 1-3



Source: US Census Bureau 2000 via CRS

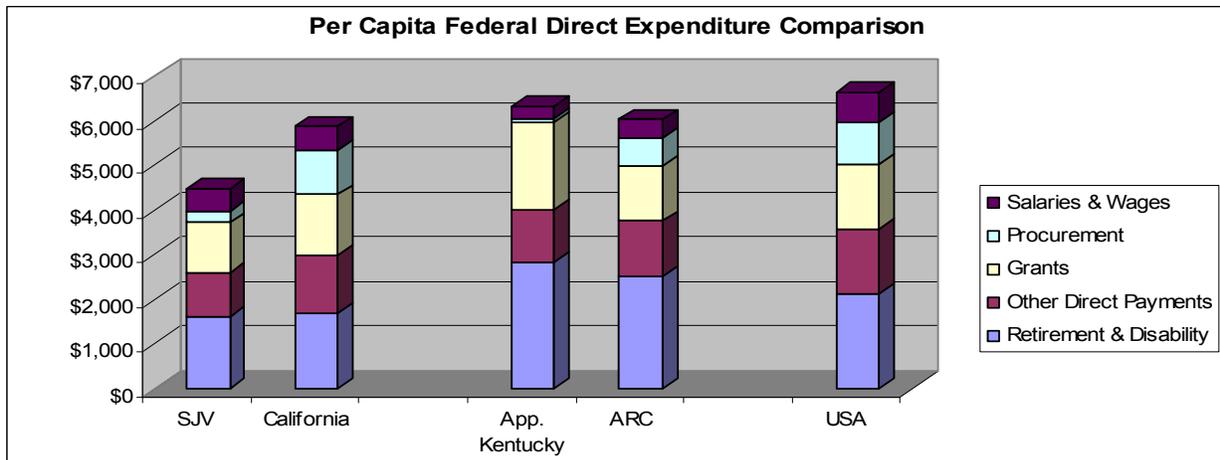
Figure 1-4



Source: US Census Bureau via CRS

While being one of the most economically challenged regions in the country, the Valley has traditionally received far less federal assistance than other regions in the United States. The CRS study also showed that the Valley is lagging behind the Appalachian region, California and the United States in per capita federal expenditures [Figure 1-5].

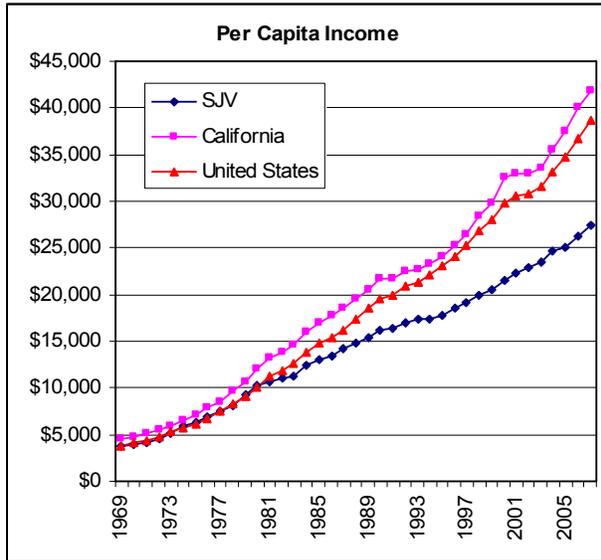
Figure 1-5



Source: CRS

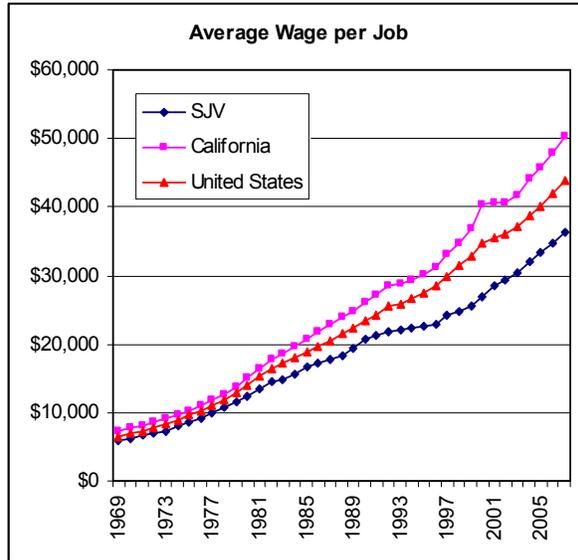
The per capita income for residents in the Valley was \$27,379 in 2007 compared to \$41,805 in California and \$38,615 in the United States. The average wage per job in the Valley was also significantly lower than California and the United States at \$36,309 in 2007 compared to \$50,182 and \$43,889 respectively. The disparity in income and wages between the Valley and the rest of the state and country has only increased over time [Figures 1-7 & 1-8].

Figure 1-7



Source: Bureau of Economic Analysis

Figure 1-8

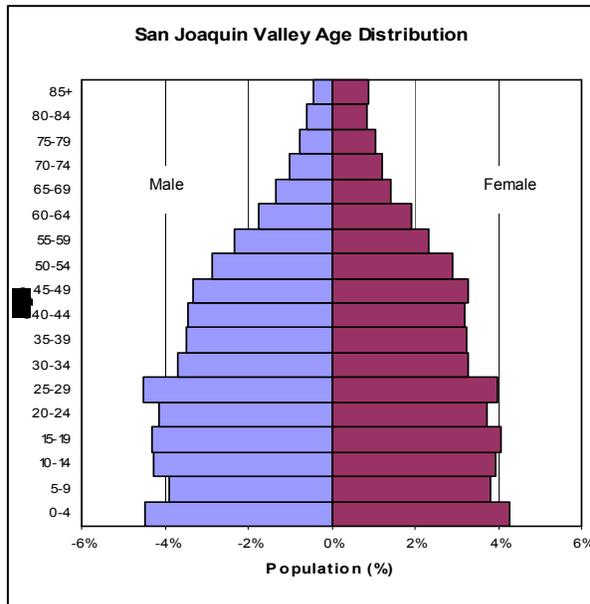


Source: Bureau of Economic Analysis

Demographics

The Valley has a younger population than California as a whole and the United States [Figures 1-8 & 1-9]. In 2008, 33.1% of Valley residents were under the age of 20 compared to 28.7% for California and 27.3% for the United States. Figures 1-10 and 1-11 compare the racial/ethnic breakdown of Valley residents to the United States as a whole.

Figure 1-7



Source: 2008 American Community Survey, U.S. Census Bureau

Figure 1-8

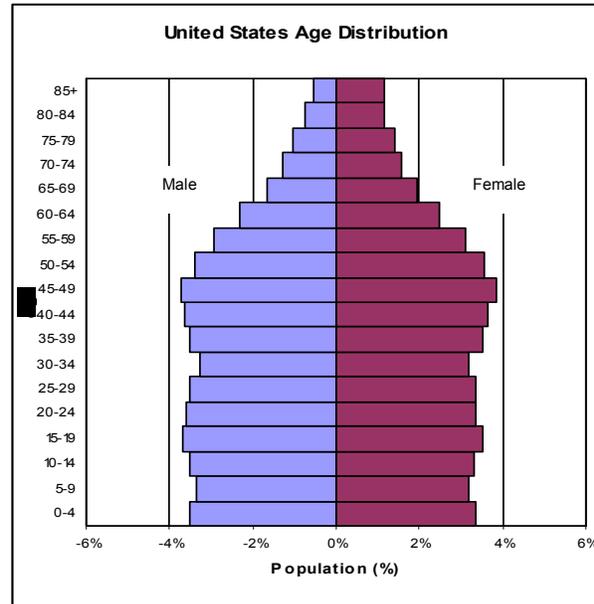


Figure 1-10

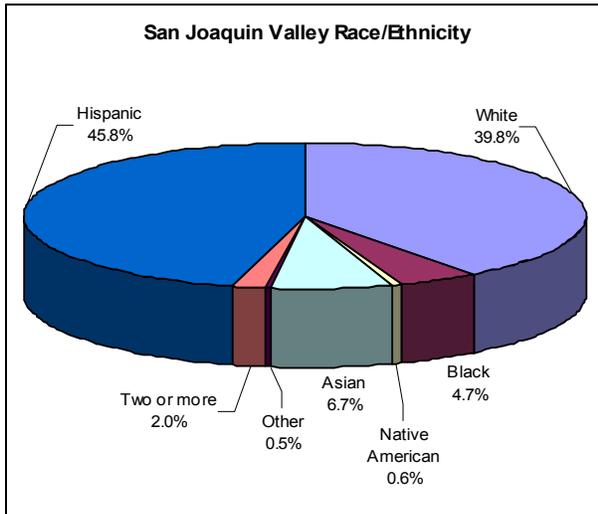
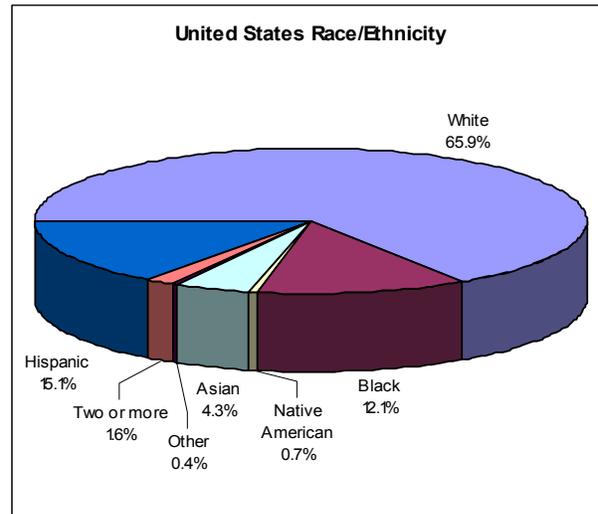


Figure 1-11



Source: 2008 American Community Survey, U.S. Census Bureau

Education levels in the San Joaquin Valley lag behind California as a whole and the United States [Table 1-6]. Nearly 28% of Valley residents 25 years and older are not high school graduates compared to 20% across the state and 15.5% across the country. Only 15.4% of Valley residents (25+ years old) have a Bachelor's degree or higher compared to 29.4% across California and 27.4% in the United States.

Table 1-6
Educational Attainment of Persons 25 Years of Age and Older

Education Level	San Joaquin Valley		California		United States	
Less than 9th grade	349,850	15.5%	2,463,199	10.6%	12,658,853	6.4%
9th to 12th grade, no diploma	278,680	12.4%	2,137,871	9.2%	17,999,306	9.1%
High school graduate	605,515	26.9%	5,205,251	22.4%	58,547,194	29.6%
Some college, no degree	506,788	22.5%	4,833,447	20.8%	39,756,710	20.1%
Associate's degree	163,074	7.2%	1,766,067	7.6%	14,636,799	7.4%
Bachelor's degree	240,598	10.7%	4,368,693	18.8%	34,218,462	17.3%
Graduate or professional degree	106,903	4.7%	2,463,199	10.6%	19,977,252	10.1%

Source: 2008 American Community Survey, U.S. Census Bureau

Trends and Assumptions

Changes in population, housing and employment alter travel demand and patterns that affect transportation facilities and services. By anticipating the magnitude and distribution of growth and change within the San Joaquin Valley, present-day decisions can be made to capitalize on the positive aspects of the anticipated growth while minimizing the adverse consequences.

Population

Population growth within the San Joaquin Valley will continue into the foreseeable future. The driving force for the increasing population is the availability of land, the availability of water, the proximity of the urban centers of Stockton, Modesto, Fresno and Bakersfield to the large urban areas of Los Angeles and San Francisco, and the relatively low cost of land in the San Joaquin Valley.

Housing

Housing growth is generally a function of population growth. Housing is anticipated to grow at a rate similar to population growth.

Employment

Employment opportunities within the Valley will change over the time span of this plan. Agricultural employment will drop as a percentage of total employment as agricultural activities become more and more automated, requiring less human labor to accomplish more production. Services, wholesale trade and retail trade activities are anticipated to increase in importance in the future employment pattern of the Valley.

Other Trends and Assumptions

Cost of Travel

The cost of travel will increase for all modes as the price of fuel, equipment, labor, and service continue to rise.

Automobile Use

The private automobile will continue to be the dominant and preferred method of travel within the region. Travel demand management programs may lessen the percentage of trips made by private automobile.

Transit Use

Public transit use, including passenger rail, will keep pace with the rise in population and additional incentives, such as voluntary employer trip reduction programs, will be initiated to encourage additional transit use.

Aviation Activity

General and commercial aviation activity will increase as the regional population and economy expand.

Air Quality

Increases in hydrocarbons, oxides of nitrogen, carbon monoxide, particulate matter and greenhouse gases may result as population increases. Efforts will be made to reduce the number of vehicle miles traveled (VMT). VMT reduction efforts will take several forms, including compensatory and possible compulsory ridesharing, flex time work scheduling, and non-motorized commuting. Jobs-to-housing balance in local land use decision-making will become more important. Introduction of newer, cleaner fuels and more efficient internal combustion engines are also anticipated.

Railroad Activity

The California High-Speed Rail Authority is working toward the development and implementation of an inter-city high-speed rail system. Current activity focuses on evaluating alternative Central Valley alignments connecting the Los Angeles Basin with the San Francisco Bay area. Amtrak will continue its successful San Joaquin trains between Bakersfield and Oakland/Sacramento, with bus feeder lines to southern California and other areas.

Land Use

It is anticipated that agricultural land will continue to be converted at an increasingly rapid pace to residential, commercial, and industrial uses.

3. Valley Policy Element

3a. Memorandums of Understanding (MOUs)

San Joaquin Valley Regional Planning Agencies MOU

In September of 1992, the eight Valley RTPAs entered into a MOU to ensure a coordinated regional approach to transportation and air quality planning efforts. The MOU was revisited in 2006 to update and solidify the partnership. One major addition to the 2006 MOU was the creation of the San Joaquin Valley Policy Council. The MOU goes well beyond the requirements of state and federal transportation planning acts by establishing a system of coordination of plans, programs, traffic and emissions modeling, transportation planning, air quality planning, and consistency in data analysis/forecasting. Development of the MOU and the ongoing process of coordinated planning have improved an already close working relationship between the eight Valley RTPAs and the representatives of Caltrans, CARB, OPR, SJVAPCD and FHWA.

Each of the areas addressed in the Valleywide MOU have been assigned to a specific RTPA to serve as a lead in the coordination of planning activities. These cooperative efforts include both staff and financial assistance from Caltrans, CARB, EPA and the SJVAPCD. These efforts have taken place as a voluntary response to the new issues, challenges and requirements facing the transportation planning community.

MOU Contents

The MOU covers many different items. Examples of items where San Joaquin Valley Regional Planning Agencies coordinate under this MOU are below, but this list is not all-inclusive:

- Preparation of multi-modal transportation plans
- Preparation of Regional Transportation Plans
- Coordination with the San Joaquin Valley Air Pollution Control District and Caltrans District Offices
- Coordinate on rail issues
- Coordinate planning efforts with state and federal agencies
- Coordinate on various technical issues

Addition of Regional Policy Council

The Valley RTPA's updated MOU, signed in 2006, created the San Joaquin Valley Regional Planning Agencies' Policy Council. The membership of the Policy Council consists of two elected officials and one elected alternate appointed from each RTPA Board, and one representative of the San Joaquin Valley Air Pollution Control District (added in 2009). The Policy Council is meets at least twice each year, and is authorized to represent the Valley RTPAs in multiple forums, including before the California Transportation Commission (CTC) and state and federal legislative bodies.

MOU Between and Among the SJV RTPAs and the San Joaquin Valley Air Pollution Control District (Air District)

In 1992 the eight Valley RTPAs entered into an MOU with the Air District to ensure a coordinated transportation and air quality planning approach. This MOU was updated in 2009 to reflect the increase in membership to the Valley Policy Council. The MOU acknowledges that cooperation between the agencies is key to complying with the Federal Clean Air Act, keeping current with the Transportation Conformity Rule, and to address state and federal agencies with joint or consistent policy positions when necessary.

4. Modal Discussion

4a. Highways

The regional highway system in the San Joaquin Valley plays a critical role in the movement of both people and goods. The Valley's highway network provides east-west and north-south connections to major metropolitan markets in California and beyond. Given the San Joaquin Valley's north-south geographical layout, the most important truck routes in the Valley are State Route 99 and Interstate 5, which together account for 24 of the 25 highest volume truck routes in the system. State Route 99 also serves a dual purpose as the San Joaquin Valley's "Main Street" (i.e. connecting the majority of cities within the Valley) and as the primary goods movement corridor for goods moving from southern/northern California as well as goods that are moving along the 1,400 mile West Coast Corridor from British Columbia on the north to Baja California in the south.

Both facilities carry a mix of different types of traffic, although Interstate 5 appears to carry mostly longer haul interregional traffic, while SR 99 carries both interregional and intro-valley traffic. SR 99 serves as the primary highway providing goods to the vast majority of San Joaquin Valley residents. In fact, the majority (71%) of the Valley's population is located within five miles of State Route 99.

The \$1 billion for State Route 99 included in Proposition 1B makes a small dent in the nearly \$6 billion in immediate needs identified in Caltrans' 99 Business Plan. Far greater funding is needed, however, to bring the "Main Street" and the primary goods movement corridor of the Valley up to a full six lanes from Bakersfield to Sacramento. Widening to six lanes has been a long term goal of the Valley and is necessary to accommodate the forecasted growth and avoid major congestion problems along the SR 99 corridor in the future.

Arguably, the most neglected of the Valley's goods movement street and highway facilities are the east to west highways that serve as our primary farm-to-market connectors. These facilities carry California produce to domestic and international markets. Highways like State Routes 205, 132, 152, 180, 198, and the 46 are being asked to serve a wider range of purposes today and in the future. In order to accommodate the projected growth in population and goods movement, additional investment in these facilities will be required.

Truck traffic in the Valley is growing at an amazing rate. The following statistics reflect this trend.

Truck traffic accounts for anywhere from 19% of the traffic in Stanislaus County to 27% in Kern County, while the statewide average for truck volumes is 9% by segment.

In 1992, truck VMT in the Valley accounted for 18.7% of all statewide truck VMT. In 2007 it had grown to 28% and is still climbing.

Over a six-year period from 1997 to 2003, truck traffic grew 33% while the state as a whole grew about 8%.

It is estimated that between 25% and 30% of all truck movements in the San Joaquin Valley are through trips not generated or ending in the Valley.

On Interstate 5 it is estimated that up to 30% of the traffic is trucks, depending on the location. Truck traffic on SR 99 is two to three times (18% to 27%) the average for the state.

Large trucks (5+ axles) play a very important role in the region's trucking system, constituting over 20% of total Annual Average Daily Traffic in some locations on SR 99. Surface Transportation Assistance Act (STAA) trucks are the largest trucks (STAA trucks are defined as tractor-trailer combinations more than 65 feet in length or with a kingpin to rear axle length greater than 40 feet) allowed to operate on

California's highways and are restricted to a designated STAA roadway network. Unfortunately, the geometry of many of the Valley's interchanges does not easily accommodate these longer trucks which now make up about 70% of the truck fleet. In order to address this situation, additional STAA truck signing and geometric improvements to various interchanges will be required. Additionally, necessary expansion of our roadside rest system is required to deal with truck safety and to reduce the impact of on-street parking by trucks in communities along freeways.

As we look forward, several trends are clear. Among them are:

- The Valley's agricultural industry's reliance on local routes and state highways to move goods from farm-to-market will continue to increase as the Valley's farms production continues to grow in order to meet a growing planet's needs for food and fiber.
- The Valley's centralized location lends itself to the location of distribution centers, which in turn leads to more heavy-duty diesel trucks utilizing our street and highway system, thereby creating more "wear and tear" on the facilities and generating additional emissions.
- Forecasted congestion on east-west routes connecting the Bay Area to Stockton and Modesto will continue to worsen as goods movement increases and Bay Area employees continue to seek affordable housing in the Valley.
- Investments that improve access to intermodal transfer points will need to be taken into consideration and funding sought as "Just-in-Time" delivery continues to become the primary business model for many goods movement companies.
- The Port of Stockton has emerged as the fourth (effectively tied with the Port of San Diego) largest port in California, but continues to be growth constrained due to access issues on neighborhood surface streets.
- At-grade intersections between vehicular traffic and trains are quite numerous in the Valley and present a safety hazard. Future growth in population and goods movement will only worsen the situation.
- Problematic access to large activity centers for large STAA trucks and doubles will increase due to ramp and roadway geometrics as will safety and road maintenance issues associated with truck traffic.

4b. Transit

Existing Operations

For the San Joaquin Valley (SJV), there exist jurisdiction-by-jurisdiction transit services with limited inter-county transit operations throughout the SJV. These transit services include:

- Vanpool services: Kings Area Rural Transit / Agricultural Industries Transportation Services (KART/AITS), San Joaquin County Commute Connection
- Passenger rail service: Altamont Commuter Express (ACE)
- Bus services: Greyhound, San Joaquin Commuter routes, Modesto Area Express connections to ACE and BART, East Kern Express route, Yosemite Area Regional Transportation System (YARTS), Stanislaus Regional Transit routes, Merced County "The Bus" routes, KART, Tulare County Area Transit routes

However, there is not an integrated transit system that offers extensive inter-county transit and connectivity to other modes such as Bay Area Rapid Transit (BART), Altamont Commuter Express (ACE), and Amtrak.

Improvements to inter-county transit services will be needed to accommodate the projected future demands of inter-county commuters with viable modal choices.

Transit Improvements

The San Joaquin Valley (SJV) Express Transit Study was a sponsored effort of all eight valley Councils of Governments/Metropolitan Planning Organizations, which make up the San Joaquin Valley Regional Transportation Planning Agencies (SJVTPA). The consultant, Nelson/Nygaard Consulting Associates, commenced this study in February 2008.

The SJV Express Transit Study is valley wide and comprehensive in its documentation of existing inter- and intra-valley transit services. The study further projects future transit demand both within the Valley and to Sacramento, Bay Area, and SoCal destinations. The study proposes service options throughout the San Joaquin Valley and by various modes ranging from rideshare/TDM, vanpool, commuter express bus, and commuter rail. The study has been coordinated with local transit providers in each of our counties, vanpool programs, and the San Joaquin Regional Rail Commission.

The study identifies four feasible inter-county commute corridors.

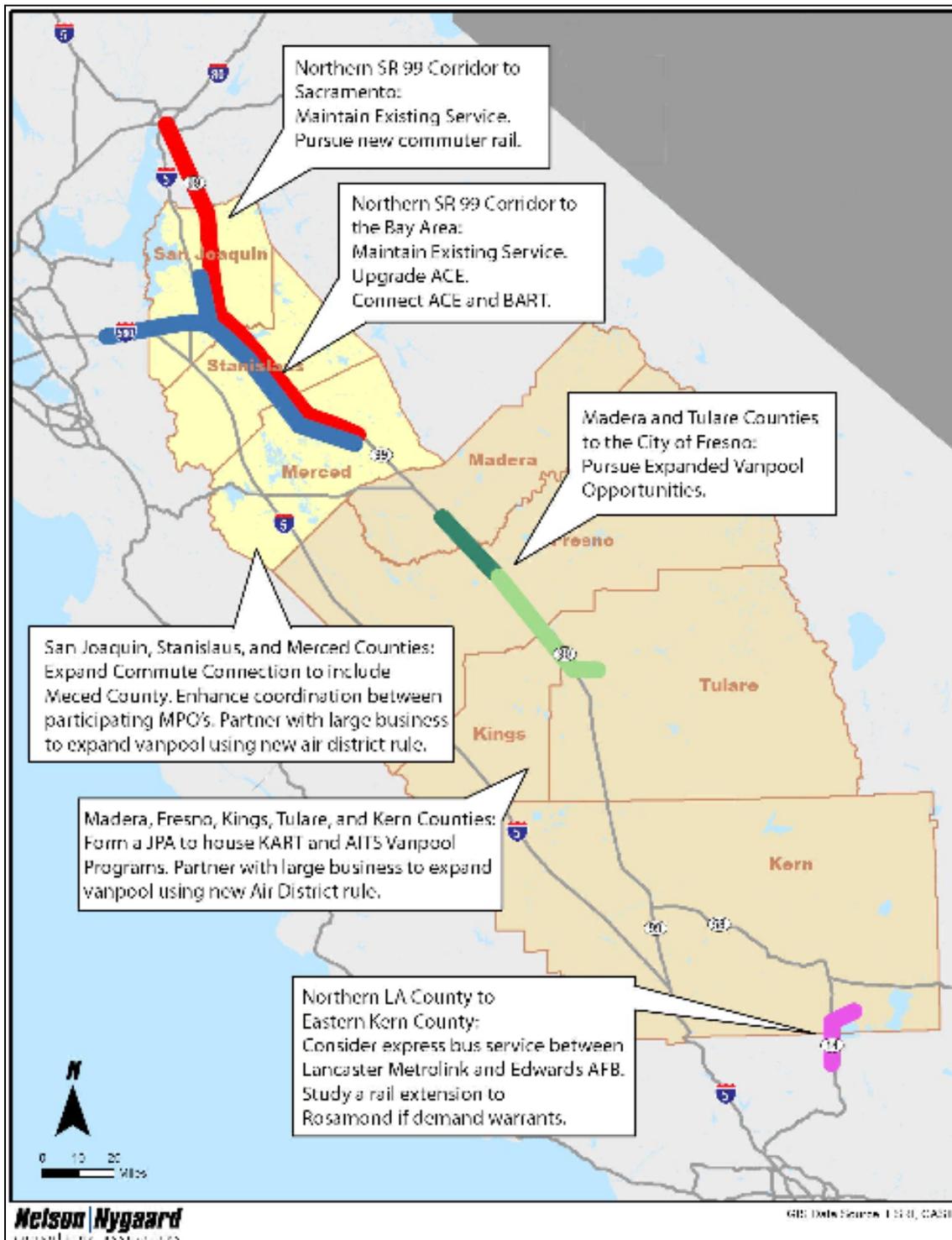
Key Travel Corridors	Description
Northern SR 99 corridor to Sacramento	Nearly 10,000 daily trips heading towards Sacramento by 2030
Northern SR 99 corridor to Bay Area	More than 50,000 daily commute trips by 2030
Madera and Visalia to Fresno	Substantial growth in commute trips to Fresno jobs
Northern LA Co. to Eastern Kern Co.	More than 20,000 people work at Edwards Air Force Base

The study summarizes the proposed services by key corridor to best serve the SJV’s inter-county commuters.

- Invest in ridesharing, which is the most cost-effective strategy for the region
- Focus on expanding vanpool offerings
- Consider expanding subscription bus service from Stockton to Sacramento and the Bay Area
- Consider implementing bus service between Lancaster Metrolink station and Edwards Air Force Base in Eastern Kern County in partnership with the base
- Consider upgrades to commuter rail service to northern SR 99 corridors which includes capitalizing on California High Speed Rail investments

Key Travel Corridors	Rideshare	Vanpool	Commuter Express Bus	Commuter Rail Improvements
Northern SR 99 corridor to Sacramento	X	X	X	X
Northern SR 99 corridor to Bay Area	X	X	X	X
Madera and Visalia to Fresno	X	X		
Northern LA Co. to Eastern Kern Co.	X	X		

The map depicts the study's proposed services for the SJV region.



The SJV Express Transit Study, from a procedural and geographic perspective, serves as a model for modal studies for the San Joaquin Valley.

Recommendations

Ridesharing/Vanpool

Recognizing that lower-density land use patterns will continue to dominate most of the San Joaquin Valley for the foreseeable future, the expansion of the ridesharing and vanpool opportunities should be the primary investment to increase transportation choices for inter-county commuters in most of the SJV region. Recommendations for expanding access to ridesharing and vanpool services are:

- Continue with plans to form a Joint Powers Authority in the Southern portion of the Valley to operate KART and AITS Vanpool
- Expand Commute Connection's service area to include Merced County, and enhance coordination between the participating MPOs
- Commute Connection should consider pilot testing lease-purchasing vanpool vehicles
- Prioritize vanpooling to Fresno
- Provide a single valley-wide ride-matching and vanpool website
- Invest in more marketing of vanpool to choice riders
- Expand park-and-ride opportunities
- Offer Guaranteed Ride Home throughout the Valley
- Seek to influence the development of the new Air District trip reduction rule, so that it can fund and promote ridesharing to large employers

Inter-county Express Bus

Three key corridors (Northern SR 99 corridor to Sacramento; Northern SR 99 corridor to Bay Area; Northern LA County to Edwards Air Force Base in Eastern Kern County), which were identified through this study, have potential for commuter express transit services. Recommendations for express bus services include:

- Maintain existing inter-county commuter service
- Enhance San Joaquin Regional Transit District subscription routes to Sacramento and the San Francisco Bay Area as funding becomes available
- Study express bus service between Lancaster Metrolink and Edwards Air Force Base

Commuter Rail

Nearly half of the San Joaquin Valley's inter-county commuters travel between the Valley and the neighboring San Francisco Bay Area and Sacramento areas. High trip densities, congested roads, and the opportunity to connect to dense downtowns and high quality local rail service on the destination end makes these corridors good candidates for commuter rail service. Expanding and improving passenger rail service in these rail corridors may be the best way to serve SJV commuters in the coming decades. Recommendations for commuter rail are:

- Develop a coordinated regional advocacy plan for enhanced state and federal investments in commuter rail
- Work cohesively as Valley Counties to upgrade ACE
- Work cohesively as Valley Counties for a direct ACE/BART connection
- Work toward expansion of commuter rail service between Merced and Sacramento
- Invest in great station area planning

4c. High Speed Rail

Background

The California High-Speed Train (HST) system will approximately be an 800-mile system that will serve Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County and San Diego. By 2030, HST will potentially be carrying 93 million passengers annually at operating speeds of up to 220 miles per hour. At such high speeds, the expected trip time from San Francisco to Los Angeles will be just over 2 ½ hours.

In 1996, the California High-Speed Rail Authority (CHSRA) was created to plan for the development, financing, construction and operation of the HST system. The CHSRA is made up of a nine-member policy board and a small core staff.

In 2000, CHSRA adopted the Business Plan, which described the economic viability of the HST system. This Final Business Plan included investment-grade forecasts of ridership, revenue, cost and benefits of the HST system.

In 2005, CHSRA, in cooperation with Federal Railroad Administration (FRA), completed the final program-level Environmental Impact Report / Environmental Impact Statement (EIR/EIS) that looked at the entire proposed statewide HST system. This was the first phase of a tiered environmental review process.

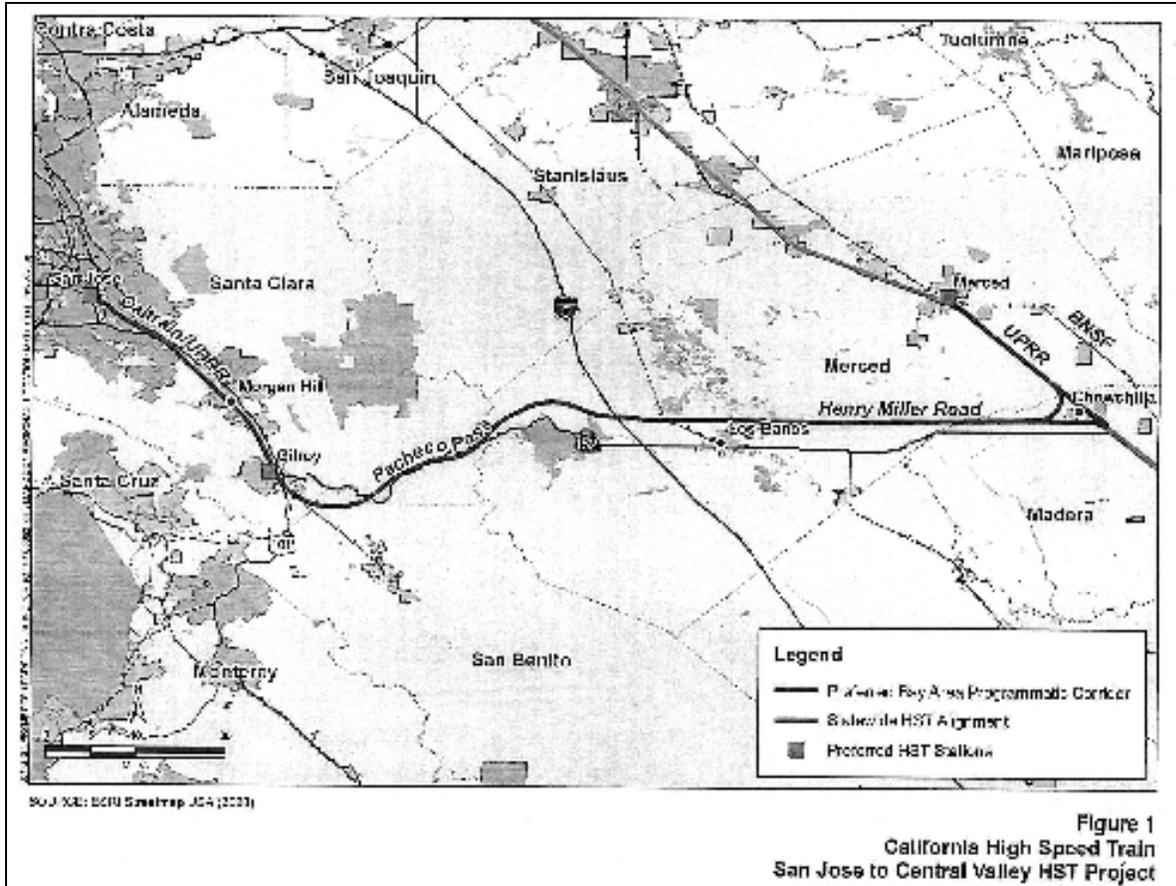
In 2007, CHSRA adopted a Phasing Plan and laid out the Preliminary Financial Plan. Factors and conditions for adopting Phase I (San Francisco to Central Valley to Anaheim) of the Phasing Plan included the following:

- Early utilization of some segments
- Local and regional funding participation in construction
- Service to several regions
- Significant operating surplus to attract private sector financing
- Timely construction



In 2007, CHSRA also laid out the Preliminary Financial Plan, which was later updated in 2008.

In 2008, CHSRA, in cooperation with FRA, completed another program-level EIR/EIS, specifically for the Bay Area to Central Valley corridor. This program-level EIR/EIS finalization resulted in the CHSRA selecting Pacheco Pass (over Altamont Pass) as the preferred alignment.



Also, in 2008, the CHSRA released an updated Business Plan with updated ridership and revenue forecasts. The 2008 Financial Plan updated the financing strategy for Phase I.

Funding Sources	Cost (2008 dollars)
State (2006 Bond - \$9.95 billion)	\$10 billion
Federal grants	\$12-16 billion
Local partnerships	\$2-3 billion
Public-private partnerships	\$6.5-7.5 billion
Estimated cost (SF to Anaheim)	\$33.6 billion

In 2008, California voters approved \$9.95 billion in state bonds for California’s HST.

Current Work

In 2009, with the state bond money, the CHSRA and the FRA have initiated the project-level EIR/EIS for the entire HST system. The CHSRA has invited local and transportation agencies to actively participate in the process in determining final alignments, station locations, and site for the central heavy maintenance facility. Endorsed by the SJV, the CHSRA are looking at station locations in Merced, Fresno, Bakersfield, and Hanford, and the central heavy maintenance facility somewhere within the SJV.

The CHSRA and the San Joaquin Regional Rail Commission (SJRRRC) entered into a Memorandum of Understanding for the joint planning and development of the Altamont Corridor Rail Project between the northern SJV and the Bay Area. The Altamont Corridor Rail Project will be a dedicated, grade-separated, electric regional rail corridor, which will support intercity and commuter rail passenger services. The project would transform the existing Altamont Commuter Express (ACE) service into the new Altamont

With more Federal funding prospectively available in the next Federal Surface Transportation Act, the CHSRA may have the opportunity to acquire more monies to complete the remaining segments of Phase I (Merced to San Jose; Bakersfield to Palmdale; Palmdale to Los Angeles).

With the completion of Phase I, the HST ridership is expected to generate profits. These profits will attract private partnerships to help pay (possibly match further Federal funding support) for the construction of the remaining segments (Merced to Sacramento; Altamont Corridor; Los Angeles to San Diego) of the envisioned HST system, which would be progressing towards final EIR/EIS.

Recommendations

The California High-Speed Train (HST) System is very important to the SJV. By connecting the SJV to other major metropolitan areas, high-speed rail will contribute to significant economic development opportunities, less vehicular congestion, safer highways, and improved air quality. Construction of the HST will also directly create jobs. For these reasons, the recommendations are:

- The San Joaquin Valley will continue to support the activities, including the pursuit of available future funds, of the CHSRA and the development of a HST network across our valley and throughout the state.
- The San Joaquin Valley supports the station locations in the cities of Merced, Fresno, Bakersfield, and Hanford.
- The San Joaquin Valley supports the heavy maintenance facility location somewhere within the Valley.
- The San Joaquin Valley supports the Altamont Corridor Rail Project service improvements including connection to Merced, which will tie in to Phase I of the statewide HST system.

4d. Goods Movement

4d-1. Freight and Passenger Rail

Introduction

In general, rail facilities are privately owned. Passenger service is provided by the National Rail Passenger Corporation, referred to as Amtrak. The Altamont Commuter Express (ACE) also provides passenger service between the bay area and the San Joaquin County. Private rail corporations, primarily the Union Pacific (UP) Railroad and the Burlington Northern Santa Fe (BNSF) Railroad provide freight service. In recent years, regional transportation planning agencies in the eight Valley counties have had an enhanced role in the planning of Interregional passenger rail service and rail freight movement.

Existing Interregional Rail Facilities

Rail facilities are located throughout the San Joaquin Valley. Many of these facilities provide for long distance movement of goods. In particular, several facilities owned by UP and BNSF stretch for significant lengths north-south through the Valley. These are connected at locations up and down the Valley by several shorter lines, owned, leased, and/or operated by a number of different companies, such as the San Joaquin Valley Railroad.

Valley passenger rail service is provided by Amtrak's *San Joaquins* service route. The *San Joaquins* is the fourth busiest route in the Amtrak national system outside the Northeast Corridor, with ridership annual ridership approaching 1 million as of October 2009. At present, there are six daily round trips provided from Oakland or Sacramento to Bakersfield. Connecting bus service has been significantly expanded over the years to now offer service points to the South Bay Area, as far north as Eureka, and as far south as Palm Springs and San Diego. The *San Joaquins* also provides connecting services to long-distance nationwide trains. Service stops along the route include the Valley cities of Lodi, Stockton, Modesto, Turlock/Denair, Merced, Madera, Fresno, Hanford, Corcoran, Wasco, and Bakersfield.

Interregional Issues

Passenger Rail

In 1987, members of the Caltrans San Joaquin Task Force formed a committee to take a more active role in developing suggestions for improving the Amtrak *San Joaquins* service. This committee, known as the San Joaquin Valley Rail Committee is comprised of representatives from each of the counties served by the trains, and representatives of interested counties served by the connecting bus network. The committee serves as an advisory body to Caltrans and Amtrak on issues pertaining to the *San Joaquins* service.

Efforts of the San Joaquin Valley Rail Committee included the adoption of an annual Business Plan for the San Joaquin Corridor. This report becomes a significant resource to the Caltrans Rail Program in their work efforts to update a business plan for the *San Joaquins* rail corridor.

In recent years Committee work has focused on:

Operations

Intercity Rail Connectivity

- Promote expansion of Transit Transfer Pass with local agencies; investigate further options for direct connectivity with other rail systems.

Amtrak Bus Operations

- Evaluate the bus program for opportunities for cost-effective expansions or to restructure or discontinue bus routes that are not cost effective.
- Initiate new service in Fall 2008 between Bakersfield and Los Angeles International Airport via west Los Angeles.

Food Service

- Continue evaluation of menu items; add new menu items as appropriate.
- Pursue mobile food-service cart implementation.

On Board Amenities

- Implement mid-route cleaning of restrooms.
- Evaluate and testing of potential for on-board wireless service.

Ticketing and Fares

- Implement on-board, automated ticket sales and validation, if pilot program on the Capitol Corridor is successful.
- Evaluate market reaction to Spring 2008 fare reductions and adjust accordingly. Fare increases will be considered to offset increased operating expenses from higher diesel locomotive fuel costs.
- Continue to install Quik-Trak ticket machines.

Marketing

Advertising, Public Relations and Partnerships

- The Department will promote the recent addition of Amtrak bus connections from Merced to the eastern Sierra and a new route between Bakersfield and Los Angeles International Airport through west Los Angeles.
- The Department will sponsor the ceremony opening the new Madera train station in the winter of 2008-09.
- The Department, Amtrak and California Operation Lifesaver will provide bilingual staff for information booths at the annual 2008 National Council of La Raza.
- Continue contract with Glass McClure for advertising services.

Passenger Information

- The Amtrak California website will be revised for easier navigation. It will provide more content, and a comment and suggestion feature.
- The Fall/Winter On-Line Timetable in 2008-09 will include an enhanced Amtrak
- California System Map which will allow users to "point and click" the icons for specific trains, stations or bus routes as well as view all relevant timetables and amenities.

- A combined San Joaquin / Capitol Corridor timetable will be introduced in Fall 2008.

Rail Safety

- California Operation Lifesaver will continue to actively promote rail safety educational and media campaigns in Central California.

Capital Plan

Track and Signal projects

- Construct siding track and signals at Emeryville.
- Construct track and signal improvements at Kings Park in Kings County.
- Complete Merced Crossover Project.

Station Projects

- Complete construction of new Madera station and associated track work.
- Construct bus terminal and parking structure at Emeryville.
- Complete Fresno station shelters, parking lot and traffic circulation project.

Equipment

- Continue rebuilding of 66 rail cars.

Homeland Security

- Utilize Homeland Security funding for the development of security projects in the corridor

Long-range planning was last performed for the San Joaquins in 2001 as part of the California Passenger Rail System 20-Year Improvement Plan. That plan shows an increase from 6 to 10 trains per day, and discusses the co-benefits that capital improvements along the corridor have for both freight and passenger service. Since 1987 the State of California has invested over \$380 million on the BNSF San Joaquin Valley corridor for rail, siding and signal improvements.

The Amtrak San Joaquins and HST

The recently funded HST service, at a minimum, will provide the expanded capacity anticipated by Caltrans 20-Year Passenger Rail System Plan. In the interim, the San Joaquins will play an important role, providing rail service for missing segments of the HST as each segment is completed, and as a feeder service for the HST.

Federal stimulus funding is anticipated for the HST test track to be built in the San Joaquin Valley to connect Merced/Fresno – “the doorstep of Yosemite and the Sierras,” with Bakersfield – “the gateway of Southern California.” Existing San Joaquin Amtrak train sets could begin operating on this test track at speeds up to 120 MPH, cutting travel times in half, and ushering in one of the first segments of the HST in California. Construction could begin in 2012.

Long term service after the HST system is completed between Bakersfield and Merced needs further study to evaluate: 1) Amtrak San Joaquins as a feeder system for highspeed rail, and 2) addition of suburban commuter stops in outlying Fresno and Bakersfield and adjacent communities/counties. In the near-term some stops along the system may need to be serviced by connector buses, until population and ridership warrant commuter/HST feeder train service. Development of connector buses and community transit centers should be coordinated with potential future commuter rail corridors that provide service from outlying communities and counties to the HST stations within the valley. Preservation and expansion of freight service along future commuter rail corridors is an important strategy to preserving potential future commuter rail corridors to the Valley’s HST stations.

Inter-County Commuter Rail

In 2009 the SJV RTPAs completed the San Joaquin Valley Express Transit Study. The study looks at a hierarchy of transit services which include commuter passenger rail service. The study made the following recommendations on passenger commuter rail.

1. Develop a coordinated regional advocacy plan for enhanced state and federal investments in commuter rail.

2. Upgrade ACE.

Short Range ACE Corridor Improvements:

- Increase service to at least 12 trains (from current 8)
- Upgraded signaling
- Dispatching Improvements
- Altamont Slide Repairs
- Niles Canyon Drainage Improvements
- BNSF Crossing Improvements
- Increase Speed in curves as possible
- Additional sidings/passing tracks to speed operations and allow increase in service
- Purchase rolling stock to support expanded service

Mid Range ACE Corridor Improvements

- Purchase new rolling stock to support expanded and higher speed service
- Provide additional dedicated ACE track on Fresno Subdivision and Purchase Tracy Subdivision to create a dedicated corridor from Stockton to Lathrop.
- Double-track existing ROW where possible to separate freight and passenger rail service including operating on ACE owned track parallel to UP track from East Livermore to Hearst.
- Construct track in former SP Right of way owned by Alameda County between Midway and East Livermore, and relocate service to that trackway.
- Grade separations
- Station Improvements to support increased service frequency.

Longer Range ACE Corridor Improvements

- Increase service to 20 minute bi-directional peak hour service, plus regular midday service up to every half hour.
- Operate a dedicated ACE/Regional Rail corridor throughout the length of ACE
- Service through additional right of way acquisitions and new trackage.
 - Evaluate options including purchase of right of way/tunneling, and signalization
- as necessary to create a more direct, level alignment through Niles Canyon to support increased service
 - Evaluate options including purchase of right of way/tunneling, and signalization
- as necessary to create a more direct, level alignment through Altamont Pass to Support increased service.
 - Evaluate options including purchase of UP Warm Springs Subdivision to support increased service from Niles to Diridon Station
- Complete other improvements as necessary to support high speed equipment operating on regional rail corridor, including electrification.
- Purchase additional rolling stock compatible with high speed service.
- Make additional station improvements as needed to support higher frequency higher speed service.

3. Lobby for a direct ACE/BART connection.

4. Work toward expansion of commuter rail service between Merced and Sacramento.

5. Consider express bus service or LA Metrolink expansion towards Edwards Air Force Base.

6. Invest in great station area planning.

The study focused on inter-county commuter rail. The study noted the potential for commuter rail service within a county. Future studies of intra-county commuter rail service may be needed to augment this

study. Fresno and Kern COG have both funded long range transit studies that will look at future potential for light-rail, and bus rapid transit systems that could serve as feeder systems for the highspeed rail stations in those regions.

Freight Rail

Central California is a major corridor for freight/goods movement. The highway system, and in particular State Route 99, is at times overwhelmed with truck traffic. In 1992, Caltrans District 6 prepared a report titled *Freight Movement in the San Joaquin Valley*. The report identifies key issues relating to goods movement and concludes "...modifying truck traffic demand over state highways by encouraging alternatives to highway freight movement. A logical alternative especially to long haul freight through the San Joaquin Valley would be to take advantage of available capacity on rail mainlines."

In 2000, the counties of the San Joaquin Valley in conjunction with Caltrans, hired the consulting firm Cambridge Systematics, to conduct the "San Joaquin Valley Goods Movement Study". This study noted that trucking is the dominant mode for moving freight, while rail accounted for 11% of the total tonnage. Rail was also found to be important for long-haul shipments of certain key commodities. Less than 25% of shippers surveyed

currently use rail services and only one third of those indicated that their rail usage was likely to grow. The decline in rail shipments since 1993 may have been attributable to rail network mergers and acquisitions. Many rail shippers looked for alternative shipping options during this time and found it difficult to locate enough boxcars to meet their needs. Both the Cities of Fresno and Bakersfield have looked at consolidation and relocation of rail yards in their downtowns during this period.

In 2006, the CIRIS study was completed by SJCOG, looking at rail service between the San Joaquin Valley and the port of Oakland. The study concluded that a pilot project was needed to demonstrate the feasibility of such a service. The study looked at the potential for Service from Lathrop, Crows Landing, Fresno and Shafter to Oakland.

Draft Rail Concept Report

In 2008, the 8-valley COGs prepared a draft report on *The Altamont/San Joaquin Valley Corridor: Optimizing Goods Movement for Exports and the Environment* synthesizing 12 years worth of goods movement reports in the region. The concept report divided rail goods movement in the San Joaquin Valley into two types: 1) National Goods Movement Corridor For Long-Haul Rail, and 2) Regional Goods Movement Corridor For Short-Haul Rail. Nationally, the San Joaquin Valley serves a critical corridor between the rapidly growing Southern half of the nation, with the port of Oakland, and between Southern



California and the Pacific Northwest. This national goods movement is primarily pass-through traffic, and accounts for the majority of trains on the mainline system.

Tehachapi Pass

A critical bottleneck in the national rail freight system is the Tehachapi Pass at the Southern end of the Valley. The State and BNSF are investing over \$100M to increase capacity over the pass by as much as 70-percent. This project primarily benefits national goods movement without any federal funding. Because of this project national rail traffic is displacing short-haul rail capacity. The state and federal government needs to mitigate the potential environmental impacts of reduced short-haul rail capacity in the 8-county region.

Regional Goods Movement

Regional goods movement is characterized by shipments to and from the 8-county region to out-of-state destinations. There is currently no intra-state rail travel from the San Joaquin Valley. Goods currently traveling between the valley and the southern California or the Bay Area are shipped almost entirely by truck. This is especially true of containerized freight. Historically, the national rail companies will not ship less than 700 miles (the length of California).

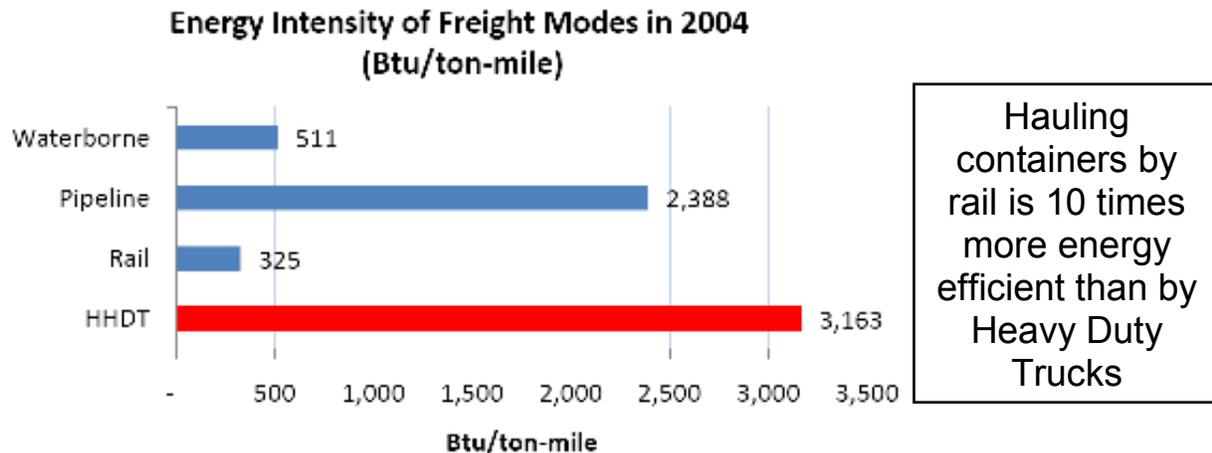
One example of out-of-state shipments includes the Rail-Ex facility in Delano. This facility ships refrigerated box cars of perishable produce from the valley non-stop to Albany, NY in 5 days.

The rail concept report also pointed out the role that short haul rail can play in persevering rail infrastructure for future passenger service, and the potential for hauling un-subsidized freight on conventional passenger corridors to help off-set the cost of subsidized passenger service.

Oakland to Shafter Inland Port Pilot Project

Building on the 2006 CIRIS study, the *Altamont/San Joaquin Valley Corridor* concept report reviewed efforts to create a rail freight shuttle between the Port of Oakland and the Valley. It proposed a phasing for the acquisition and refurbishment of the old Southern Pacific line. Phase I included a short-haul rail connection between Tulare to the rail yard in Fresno, for shipping goods out-of-state. Phase II was a proposed shuttle between the port of Oakland and Crows Landing in Stanislaus County. Phase III was completion of gaps in Los Banos and northern Kern County to complete the system to the Port of Oakland. Before the completion of such a project, a pilot effort on the BNSF or UP lines was needed.

In 2009, the Paramount Farming Company and the City of Shafter completed the Oakland-Shafter Inland Port (OSIP) position paper. The paper recommended that policy makers create long-term, sustained efforts to develop and maintain short haul rail with-in the state of California. This was critical to both economic and environmental goals for the state and nation.



ICFI, "Greenhouse Gas Emissions from Freight Trucks," Intl. Emissions Inventory Conf., 5/16/07

The OSIP paper concluded that a Midwest grain transloading facility could provide the backbone traffic necessary to make such a service from the Valley to Oakland economically viable, because the port of Oakland lacked the space necessary for such a facility. Once the service was established, other products from the valley could be containerized and shipped by rail to the ports such as almonds, nuts, cotton and other products, currently trucked to the port. By the end of 2009 a pilot shipment of grain from the Midwest had been successfully transloaded from bulk carriers to containers and then shipped to the port of Oakland. Shafter had also completed a "will-serve" agreement with the UP to provide the service, a prerequisite for state bond funding of an intermodal facility in Shafter.

Rail Abandonment Issues

In an effort to preserve a rail corridor that was threatened with abandonment, funding for the rehabilitation of the Union Pacific Coalinga branchline between Huron and Visalia was obtained from various sources. Rehabilitation of the tracks improved freight service operated by the San Joaquin Valley Railroad and reduced the amount of truck traffic on regional roads and state highways. Funding for the \$15 million project was provided with the Governor's Traffic Congestion Relief Program, federal Economic Development Initiative grant, Congestion Mitigation and Air Quality funds from Fresno, Kings and Tulare Counties, the cities of Huron, Lemoore and Visalia, private agencies and the San Joaquin Valley Railroad. Rehabilitation work was completed in early 2004 and passenger service along this corridor could be revisited again as part of a HST feeder service.

In 2006, the San Joaquin Valley Railroad (SJVR) applied to the Federal Surface Transportation Board to abandon portions of the form Southern Pacific mainline between Richgrove and Exeter. Tulare CAG is working with the Central California Rail Shippers/Receivers Association and the SJVR to preserve the corridor and has identified funding from a local transportation sales tax measure for possible acquisition of the corridor.

Short Range Action Plan

Federal Government

- Fund HST to complete service between Los Angeles and the Bay Area with stops in the Valley – the doorstep to Yosemite and the Sierras.
- Continue to fund Amtrak service as an interim gap service during HST construction and future feeder system/back-up service for HST
- Coordinate Amtrak with ACE and other future commuter services serving as feeder networks for HST

- Provide matching funding for Tehachapi Pass, to mitigate short-haul rail displacement impacts of increased national goods movement through the San Joaquin Valley region by funding short-haul rail service infrastructure between the SJV shippers, class I rail yards, and the ports.

State of California

- Fund HST to complete service between Los Angeles and the Bay Area with stops in the Valley – the doorstep to Yosemite and the Sierras.
- Establish the HST Heavy Maintenance facility in the San Joaquin Valley.
- Continue financial support of Amtrak service as an interim gap service during HST construction and future feeder system/back-up service for HST.
- Coordinate Amtrak with ACE and other future commuter services serving as feeder networks for HST
- Revise the California State Rail Plan 2005-06 to 2015-16 to consider HST, the San Joaquin Valley Express Study and Valley short-haul rail needs.
- Implement the *San Joaquins Route Business Plan* Continue cooperative planning and coordination with recommendations of the San Joaquin Valley Rail Committee.

Regional Transportation Planning Agencies

- Participate in the San Joaquin Valley Rail Committee and support the committee recommendations.
- Monitor the planning and analysis work of the California High Speed Rail Authority and participate in the planning effort to ensure that Valley interests are appropriately reflected.
- Support state and federal actions that would increase accessibility to passenger rail service. The Central Valley passenger rail system should be designed to fully integrate the larger intermodal passenger transportation network including multimodal stations that provide convenient and direct access to all appropriate state, regional, and local modes, including, where applicable, urban commuter, inter-city and high speed rail service, regional and local bus service, airport shuttle services, and other feeder serviced that provide intermodal linkage.
- Work to coordinate passenger and freight rail activities to maximize co-benefits

Long-Range Action Plan

Federal Government

- Fund the re-configuration of Amtrak as a commuter/feeder rail system for the HST
- Help fund the creation of a short-haul rail system for the SJV to provide more capacity on the national system.

State of California

- Fund the re-configuration of Amtrak as a commuter/feeder rail system for the HST
- Fund the creation and maintenance of a short-haul rail system for the SJV to promote the use of more efficient rail modes over trucks.

Regional Transportation Planning Agencies

- Work to fund the creation of a HST passenger feeder rail and transit service for the SJV
- Work to fund the creation of a short haul rail backbone to the port of Oakland and the BNSF and UP rail yards in the valley.
- Work to coordinate passenger and freight rail activities to maximize co-benefits

4e. Airports

Fresno

There are eight public use / general aviation airports in the Fresno County region: Coalinga Municipal Airport, Firebaugh Airport, Chandler Executive Airport (classified a Regional General Aviation Airport in the California Aviation system Plan), Harris Ranch Airport (classified a Limited Use Airport in the California Aviation System Plan), Mendota Airport, Reedley Municipal Airport, Selma Aerodrome, and Sierra Sky Park. Fresno Yosemite International Airport (FYI) is designated a Primary Commercial Service Hub Airport in the California Aviation System Plan and also accommodates general aviation.

Fresno County's general aviation airports provide a variety of important services to the communities within which they are located and to surrounding areas. Fresno County airports provide for recreational, business, and charter air travel; police and sheriff helicopter patrols at FYI; air cargo flights; fire suppression (air tankers), and flight and aircraft mechanical instruction.

The general aviation airports are vitally important to the communities within which they are located and to all of Fresno County for all of the reasons listed. With regard to FYI in particular, it has long been recognized there is a need to better quantify and promote the economic significance of the airport to Fresno and the entire San Joaquin Valley in order to better develop and sustain ongoing support. Caltrans Division of Aeronautics completed a Final Report in June 2003 that provided a comprehensive evaluation of the economic benefits of aviation and airports to California communities and the overall State economy. The report, prepared by Economics Research Associates, noted that aviation's overall contribution to the California economy (including direct, indirect and induced impacts) amounts to nearly 9 percent of both total state employment and total state output.

For calendar year 2008 there were a total of 1,252,751 passengers, of which 627,343 were enplanements and 625,408 were deplanements. The FYI service area consists of six counties including Fresno, Kings, Madera, Mariposa, Merced and Tulare. As population within this six county area increases it is likely that operations at FYI will increase. It has become clear that passenger usage of FYI is underutilized due to market forces generated by air fares, the automobile and alternative airports in the Bay Area, Sacramento, and Los Angeles. Total market leakage may be as high as 300,000 passengers a year or more. Reduction of this market leakage through better airline service, including additional international service, is a primary challenge at FYI. The extent to which this challenge is addressed will determine, in part, the growth in future operations at the airport.

The various short- and long-term benefits to the region, while not quantified, are nevertheless real. As noted above, there is an ongoing need to better quantify and promote the economic significance of FYI, in particular, to Fresno and the entire San Joaquin Valley in order to better develop and sustain ongoing support. Of increasing economic significance to FYI is the role and value of air cargo, notwithstanding recent declines due to state and national economic challenges. In this regard, major airports in both Southern and Northern California are experiencing significant air cargo constraints that include both facilities and operations capacity, thereby presenting an opportunity for the Fresno region.

Stanislaus

The Stanislaus County region has four (4) public use airports, including one (1) commercial/general use airport, the Modesto City-County Airport, located in the City of Modesto; two (2) general use airports, Turlock Municipal, located in Merced County and Oakdale Municipal Airport, located in the City of Oakdale; and one (1) military air facility, Crows Landing Naval Auxiliary Landing Facility (CLNALF), located in Crows Landing. This facility has been abandoned since 2000.

Based on current forecasts, the operations capacity at all airports located in the Stanislaus Region are expected to meet the future aviation needs of the public. Attracting more direct commercial aviation service to the Modesto City-County Airport has been a major challenge for the City of Modesto and Stanislaus County. Currently, air service provides passenger connections to longer distance flights via the San Francisco International Airport. The potential benefits of providing improved air service directly from Modesto include greater passenger convenience and reduced vehicle miles of travel and emissions as fewer trips are made to nearby airports in Sacramento and the Bay Area.

General aviation operations comprise the majority of local aircraft activity in Stanislaus County, and this trend is expected to continue over the next 25 years. The difficulty of general aviation airports in obtaining the funding necessary to maintain existing facilities and construct additional facilities for aircraft parking are the single most significant issue identified in StanCOG's Regional Aviation Systems Plan, 1998. Ground transportation also poses an issue for the Oakdale and Turlock Municipal Airports.

The Stanislaus Council of Governments (StanCOG) does not act as the region's Airport Land Use Commission (ALUC). The Stanislaus County ALUC works in cooperation with the Merced County ALUC to develop plans to ensure future development is compatible with airport operations.

Stanislaus County is primarily an agriculture producing region and thus the movement of goods has typically been handled by trucking and rail, not by air. The Modesto City-County airport is the only airport that has cargo operations. This operation is predominately delivering cancelled checks five (5) days per week. However, StanCOG, in cooperation with the City of Modesto and Stanislaus County, supports continued study into the development of an air cargo facility located at the abandoned CLNALF to serve the agricultural and potential future high technology businesses as they move into the Stanislaus region.

5. Intelligent Transportation Systems

Background

Intelligent Transportation Systems represent a means of applying new technological breakthroughs in detection, communications, computing and control technologies to improve the safety and performance of the surface transportation system. This can be done by using the technologies to manage the transportation system to respond to changing operating conditions, congestion or accidents. ITS technology can be applied to arterials, freeways, transit, trucks and private vehicles. ITS includes Advanced Traffic Management Systems (ATMS), Advanced Traveler Information Systems (ATIS), Advanced Public Transportation Systems (APTS), Advanced Vehicle Control Systems (AVCS) and Commercial Vehicle Operations (CVO).

Today, applications of ITS technologies allow the monitoring of traffic conditions and the dynamic adjustment of traffic signals to reduce unnecessary delay, the automated collection of transit fares and advanced detection and television cameras to detect, assess and respond to traffic accidents and incidents. In the future, ITS technologies will automate transit fare collection and parking payments, use vehicle location systems to track trains and buses to give users "real time" arrival and departure information, as well as use onboard systems to detect and avoid collisions.

Within the San Joaquin Valley, utilizing a federal planning grant, the eight counties formed an ITS committee focused on solving transportation problems within the region. The ITS vision for the San

Joaquin Valley Strategic Deployment Plan is to enhance the quality of life, mobility, and the environment through coordination, communication, and integration of ITS technology into the Valley's transportation systems. The ITS plan for this corridor includes major local elements developed by the eight counties. The plan coordinates architecture, standards and institutional issues and also provides the framework for deploying an integrated ITS.

The overall strategy for the deployment of ITS includes a number of components and user services:

- Completion of advanced traffic management of the region's freeways and certain arterial corridors, through traffic operations centers, signal synchronization, visual detection and deployment of incident management systems.
- Advanced Traveler Information Systems will provide real-time information to system users on traffic conditions, incidents, accidents, events, weather and alternative routes and modes.
- Advanced Public Transportation Systems will provide some of the technology to implement improved dispatching of transit vehicles and will enable vastly improved demand-responsive transit services.
- Improved Commercial Vehicle Operations will take place by deploying technologies that track vehicles through the Valley, providing them with improved traveler information and safety warnings.

General Opportunities

- Build upon the existing Caltrans District 6 and District 10 Traffic Management Systems to fill gaps and complete coverage on major facilities, including expansion of their highway closures and restrictions database to include other agencies.
- Capitalize upon the extensive ITS technology testing and standards development conducted by Caltrans by using, where appropriate, Caltrans approaches for local traffic management systems.
- Build upon lessons learned from past and current transit ITS deployment experience (Fresno Area Express, Golden Empire Transit District, San Joaquin Regional Transit).
- Build upon Caltrans District 6 and District 10 experience with co-location and coordination between traffic management and Highway Patrol staff.
- Build upon the momentum and stakeholder coalition generated through the San Joaquin Valley Goods Movement Study to pursue ITS commercial vehicle projects.
- Investigate how to provide traveler information for commercial vehicle operators at truck rest stop locations.
- Investigate how ITS can support efforts to improve east-west travel between the inland areas and the coast.
- Improve visibility and access to existing Caltrans Valleywide alternate route plans.
- Use momentum from the Valleywide ITS planning effort in conjunction with federal rules (ITS architecture and standards conformity and statewide and metropolitan planning) to expand ITS action.

Fresno County Opportunities

- Maintain momentum generated by recent ITS strategic deployment planning process, taking advantage of the level of awareness and precedent for joint action established through the previous planning effort.
- Continue efforts to improve coordination between the Caltrans District 6 and Fresno metro area traffic management centers, taking advantage of the current District 6 and Fresno fiber optic implementation projects. Utilize the Fresno-District 6 coordination efforts as a demonstration of the benefits of improved coordination between Caltrans and local traffic management centers.
- Encourage other local entities (in addition to City of Fresno) to investigate opportunities to coordinate with Caltrans District 6 fiber optic system with City of Clovis and County of Fresno.
- Support and expand upon the projects identified in the Fresno County ITS Strategic Deployment Plan that are intended to develop a regional transportation user information system (project 4.1), connections to a Valleywide or statewide information system (project 4.2), and development of common or standard electronic maps to support applications such as automatic vehicle location.

Kern County Opportunities

- Coordinate Bakersfield area Transportation Management Center (TMC) with Caltrans' District 6 TMC via satellite.
- Look for ways to integrate the ITS capabilities being implemented at Golden Empire Transit (GET) with Bakersfield's traffic management system, including sharing information between the two centers during emergencies.
- Facilitate the transfer of lessons learned from the Golden Empire Transit (GET) ITS deployment, to other area transit operators, and look for opportunities for those agencies to better coordinate with GET using GET's ITS capabilities.
- Expand the accident reduction campaigns on Kern's rural highways.

Kings County Opportunities

- Provide improved safety and mobility along east-west highways such as SR-198 using CMS and other ITS applications.
- Build on City of Hanford's traffic management capabilities, including coordination with Caltrans.
- Continue to develop the AVL system for Kings Area Rural Transit (KART).
- Improve safety at rural railroad crossings using ITS applications.
- Provide commercial vehicles with improved information in the I-5 corridor related to routes, facilities and parking within the County.
- Enhance the safety and capacity of Highway 43 as an alternate route to SR-99/I-5 using ITS applications.

Madera County Opportunities

- Evaluate surveillance and automated red-light running at high accident locations in Madera

- Enhancements to emergency vehicle dispatching systems for rural areas, including improved evacuation plans for Yosemite Park that build on the additional roadway connections that are being constructed (i.e., elimination of “dead ends”).
- Traveler information and/or other ITS applications that would support needed park and ride lots along Highway 99.
- Develop traveler information strategies to support the relocated Amtrak station.
- Investigate options for utilizing ITS in support of upcoming restructuring/optimization of rural demand-responsive transit service.
- Develop analysis tools for traffic accidents, such as a geographic information system, for the City of Madera.

Merced County Opportunities

- ITS traveler information and traffic management in support of the University of California facility, red-light running enforcement and train warning and information system applications in Merced.
- Consideration of ITS traffic signal applications in support of Merced’s major interchange improvements.
- Develop traveler information and other transit management strategies to improve coordination of the regional bus service (“the Bus”) with the intermodal transportation center in downtown Merced.
- Investigate options for supplemental railroad crossing warning and information systems at high-volume train crossings where delays are frequent and long.

San Joaquin County Opportunities

- Utilize ITS to support the coordination of local transit services with the new commuter rail service to the Bay Area.
- Investigate methods to further improve coordination between San Joaquin Regional Transit and Stockton and/or Caltrans District 10 TMCs.
- Build upon next bus arrival signs and automated phone system traveler information strategies at San Joaquin Regional Transit, possibly to include kiosks and Internet information.

Stanislaus County Opportunities

- Expand on the City of Modesto/Ceres Traffic Management System (TMS) to develop an integrated Urban ATMS for the County.
- Improve interjurisdictional signal coordination.
- Build upon ITS transit applications in Stockton, Fresno and Bakersfield to provide Modesto Area Express (MAX) and local transit services with a means to improve operations and management.
- Improve safety and mobility on the Counties east-west rural highways including Highway 132 between the I-5 and SR-99 corridors using ITS applications such as Road Weather Information Systems (RWIS).

- Utilize intermodal freight facilities to provide improved information to commercial vehicles.
- Improve mobility, coordination and information between the urbanized areas of Stockton and Modesto along the SR-99 corridor.

Tulare County Opportunities

- Implement red-light running enforcement in Visalia.
- Build upon the current traffic signal system efforts to develop an urban ATMS in the areas of Visalia, Tulare and Goshen.
- Provide safe areas along rural routes to the National Parks system including improved traveler information.
- Development of an improved communication link between the Visalia/Tulare urbanized area and Caltrans – District 6 to address coordination efforts along the SR-99 and SR-198 corridors.

6. Regional Planning

6a. Air Quality and Conformity

Background

The SJV is one of the largest and most challenging air quality nonattainment areas in the United States. The SJV nonattainment area includes eight counties from San Joaquin County to Kern County on the Western border of the Sierra Nevada range. These counties represent a diverse mixture of urban and rural characteristics, yet are combined in a single nonattainment area that violates federal health standards for ozone and particulate matter. Air quality monitoring stations continue to indicate that the San Joaquin Valley is among the worst polluted regions in the country. Since the eight counties are combined into a single nonattainment area, a coordinated approach for compliance with the federal Clean Air Act is essential for both State Implementation Plan (SIP) development and conformity determinations.

Coordination

On-going coordination with interagency consultation partners has been, is, and will continue to be critical to the development of positive conformity determinations, as well as the conformity budgets and transportation control measures included in air quality plan updates. As one of the few multi-jurisdictional areas in the country, the individual decisions and actions of each of the SJV Regional Planning Agencies (RPAs) have the potential to affect the entire nonattainment area. At this time, it is unclear when the RPAs within the San Joaquin Valley nonattainment area will become independent of each other with regard to air quality. The interagency consultation process is critical to completing regional conformity demonstrations, processing TIP/RTP amendments, project-level hot-spot assessments/analyses and conformity determinations, as well as other processes required by the federal transportation conformity regulation.

Involvement in SIP development, including transportation conformity budgets is essential to the receipt of federal transportation funding. SIP failures, as well as non-conformance, jeopardize not only the receipt of federal transportation funding, but also the ability for locally funded (regionally significant) transportation projects to proceed. The SJV RPAs are also involved in the air quality modeling to provide assurances that the final conformity budgets can be met. In addition, the SJV RPAs participate in air quality plan development by coordinating the local government transportation control measure process that is required by the Clean Air Act.

Transportation Conformity

The primary goal is to assure compliance with transportation conformity regulations with respect to the requirements for Regional Transportation Plans (RTPs), Federal Transportation Improvement Programs (FTIPs), amendments, compliance with the California Environmental Quality Act (CEQA), implementation of applicable transportation control measures (TCMs), and applicable State Implementation Plans (SIP). Since coordination efforts have begun, the SJV RPAs have been successful in complying with conformity requirements for the 2004 TIP/RTP, 2006 TIP, and 2007 TIP/RTP. In addition, FHWA has determined that the SJV RPA planning processes substantially meet the SAFETEA-LU planning requirements. TIP/RTP Amendments, including coordinated amendment cycles and development of valley-wide process for PM_{2.5} multi-jurisdictional areas until conformity budgets are established, continue to be federally approved. The SJV RPAs have also completed timely implementation documentation of local government commitments beginning with the 2006 TIP; two TCM substitutions have been processed and approved. Project-level assessments, including valley-wide procedures, have also been developed.

Continued examples of SJV RPA coordinated efforts with respect to transportation conformity include the following:

- Monitoring and testing of transportation model updates;

- Continued documentation of latest planning assumptions and compliance with the transportation conformity rule and corresponding guidance documents;
- Drafting of valley-wide procedures for RPA staff use, with detailed instructions from the execution of EMFAC to post-processing of emissions results consistent with applicable SIPs; and
- Preparation of boilerplate documentation, including draft public notices and adoption resolutions, as well as draft response to public comments.

Modeling

Air quality model development progress is monitored to ensure that appropriate assumptions are being used in new air quality model updates. Modeling data, including defaults, emissions inventories, speeds, vehicle miles traveled, and control measure assumptions will be coordinated with the Air District and the Air Resource Board to promote accuracy of modeling output. Early communication of potential modeling problems or issues is a high priority and is presented to the appropriate modeling staff to be addressed and resolved in a timely manner.

The SJV RPAs have coordinated transportation model updates, as well as worked with both the Air District and ARB on the development of conformity budgets and EMFAC updates (i.e., EMFAC 2005 development with updated transportation data and EMFAC 2007 development, including technical comments on model updates (e.g., re-distribution of heavy-duty truck travel). These efforts have included ongoing tracking of compliance with latest planning assumptions and collaborating with the Air District and CARB on the applicable conformity budget methodology and corresponding SIP documentation. Coordination efforts will continue with Caltrans and ARB on statewide transportation models and/or networks as appropriate.

Every three to four years, CARB begins an update to the EMFAC model. EMFAC 2010 efforts will likely begin by the end of 2009. Model changes without corresponding SIP updates can result in the inability of the RPAs to demonstrate conformity. Coordination of model updates and corresponding SIP updates will continue to be vital to the SJV RPAs to assure continued conformity compliance. Protocols and programs are continually developed to facilitate the use of transportation data in air quality modeling.

Public Policy

The SJV RPAs monitor proposed legislation, new regulations, court case decisions, and filed court cases related to air quality issues and evaluate the implications of these to the Valley RPAs. Unified positions are developed as needed.

As new federal, state, and/or local regulations are developed, they are evaluated for their impact on the SJV RPAs. If necessary, draft comments are prepared on behalf of the RPAs. Once regulations are finalized, summaries are prepared for the SJV RPAs regarding requirements and impacts. Over the past four years, quarterly updates on legal challenges and new air quality standards and requirements have been provided to the RPA Directors' Committee. Recent examples include analysis of draft SAFETEA-LU legislation, drafting of RPA comments, RPA workshops and continued assistance in achieving SAFETEA-LU compliance.

Summary of Future Efforts:

- Continued coordination of interagency consultation;
- Development of Conformity SIP;
- Transportation conformity for future TIPs & RTPs;
- EMFAC 2010 and corresponding conformity budgets;
- Ozone and PM_{2.5} air quality plan updates; and
- Continued public policy assessment.

6b. San Joaquin Valley Blueprint

The San Joaquin Valley has been identified by Governor Schwarzenegger's California Partnership for the San Joaquin Valley as "... one of the most vital, yet challenged regions of the state."

Rising to meet the San Joaquin Valley's most pressing issues, the eight RTPAs representing the eight counties within the SJV came together in 2005 to initiate the SJV Regional Blueprint planning process.

The goal of the SJV Regional Blueprint planning process is to address critical issues facing the vitality of the SJV (as well as the State of California and the nation) in planning for the future of the world's foremost agricultural region. The SJV Regional Blueprint will guide the future of infrastructure development, and in turn accommodate the exploding population and economic growth in the region to the year 2050.

In 2006, the SJV Regional Blueprint planning process developed the foundation for the Blueprint by creating an institutional framework and citizen outreach plan. In addition, this joint venture initiated the development of the SJV Regional Blueprint Vision. In 2007 overall goals, objectives, and performance measures were developed that will be used to evaluate the effectiveness of the Blueprint. In 2008, the Blueprint process continued to make progress with this historic and collaborative planning effort among the eight Valley COGs and their working partners. Throughout the process, the SJV Blueprint developed many relationships and reached numerous milestones. In early 2009, the Valleywide Blueprint Summit attracted over 600 attendees. At the event, the Valleywide alternative scenarios were presented to the public at large. The event was intended to solicit input on the scenarios, which would assist the San Joaquin Valley Regional Policy Council in adopting a preferred growth scenario for the San Joaquin Valley. On April 1, 2009, the Policy Council reviewed the Valley COGs' collaborative work on the Blueprint and took the following actions:

- Adopted a list of Smart Growth Principles to be used as the basis for Blueprint Planning the San Joaquin Valley; and
- Adopted Scenario B+ as the Preferred Blueprint Growth Scenario for the San Joaquin Valley to the year 2050. This preferred scenario will serve as guidance for the Valley's local jurisdictions with land use authority as they update their general plans.

Upcoming tasks include the integration of the Valley Blueprint into local city and county general plans within the Valley, which will ultimately result in a healthier, more vibrant economy, an improved transportation system through reduced congestion and viable transit options, improved air quality, and will accommodate the housing infrastructure needs of the Valley's growing population. Overall, implementation of the Valley Blueprint at the local level will create sustainable communities and make the Valley a more desirable place to live.

Past Neglect – Hope for the Future

For many decades the San Joaquin Valley region has been neglected by both federal and state governments and has not received its fair share of revenue. That situation is now changing with federal and state policymakers recognizing the extraordinary challenges facing the San Joaquin Valley. Through executive orders issued by two presidents, the Federal Interagency Task Force for the Economic Development of the San Joaquin Valley was formed to help coordinate federal efforts within the region. Through the Interagency Task Force, multiple initiatives have been created (Regional Jobs Initiative, Financial Education Initiative, Rural Infrastructure Initiative, Operation Clean Air, Affordable Communities Initiative: Housing Trust Fund, Clean Energy Organization) which have directed much needed attention to the quality of life in the San Joaquin Valley region.

Many of the Valley's critical issues have no political or geographic boundaries, and are often made worse through parochial practices. Often, freeway congestion in one area transports air quality impacts throughout the Valley, just as land use and development policies in one area may create reactionary development in other areas. Regional collaboration is needed to address these kinds of situations.

State Remedies

Interface of the Blueprint and the Partnership

In response to these and other issues, Governor Schwarzenegger signed an executive order in 2005 creating the *California Partnership for the San Joaquin Valley (Partnership)* a state effort to direct resources to the San Joaquin Valley region. Through the Blueprint process, regional leaders are assessing regional issues jointly with the Partnership. Collaboration with the SJV Partnership will enable pooling of statewide resources, along with enhancing the multi-agency, multi-layer momentum to create a regional voice for the San Joaquin Valley.

In November 2006, the Partnership completed the Strategic Action Plan, which detailed its goals to achieve a Prosperous Economy, Quality Environment, and Social Equity through six major initiatives and the recommendations of its ten working groups. The Partnership's ten-year Strategic Action Plan references the efforts of the Valley's COGs to enhance quality of life concerns and specifically identifies the SJV Blueprint as the implementation strategy within two of its working group lists of recommendations: Transportation and Land Use and Agriculture and Housing. The interface of the Partnership and the Blueprint planning processes will allow the Valley to improve the quality of life for all residents through integrated and collaborative planning strategies.

Summary of Accomplishments to Date

Working in concert over the past three years, the eight COGs in the San Joaquin Valley have accomplished many goals that enabled the process to the benchmark of reaching consensus on a Valleywide preferred growth scenario. The adoption of this scenario and the associated smart growth principles by the SJV Regional Policy Council on April 1, 2009 was a major milestone. These accomplishments are even more noteworthy when one considers that each step along the way required approval or endorsement by eight separate and distinct policy boards. The sixty-two cities, eight counties and eight councils of governments are proud of the collaborative effort they have made to reach this point in the process and are committed to build upon the progress already made in the future.

In general, the major tasks undertaken can be summarized as follows:

Institutional Framework, Project Management and Community Outreach: In order to reach the daunting goal of coordinating eight counties in an effort to reach a unified vision for growth, the SJV Blueprint process created a program management team comprised of a program manager from the lead agency and project managers representing each of the other seven COGs. This team is responsible for coordinating local efforts as well as maintaining the regional connection. During the initial phases, activities were conducted at both the county and the regional levels. Extensive local community outreach touched thousands of community members and stakeholder groups throughout the Valley. Three major Valleywide events were conducted: the Blueprint Kickoff Workshop in June of 2006, the Blueprint Executive Forum (aimed primarily at the Valley's elected officials) in April of 2008 and a Valleywide Summit in January 2009 (where the Valleywide alternative scenarios were presented to the public at large). The adoption of an integrated Valley Vision in April of 2009 moved the process from planning to implementation.

Land Use, Transportation and Air Quality Modeling: The San Joaquin Valley Blueprint Project Modeling Steering Committee worked closely with UC Davis's Department of Environmental Science and Policy and the Information Center for the Environment to become familiar with the UPlan modeling software and to collect GIS and demographic data. Extensive communication was required to assemble general plan information from all 70 jurisdictions involved. Status Quo scenarios were developed in each county to provide a base case for comparison. Alternatives scenarios were also created. All county level scenarios were analyzed using land use, traffic and air quality models in order to compare the scenarios based on performance measures. A preferred concept was submitted to U.C. Davis by each county for Valleywide analysis and ultimately the selection of a preferred growth scenario for the Valley.

Individual County Planning Process: As mentioned above, each of the eight Valley COGs conducted the Blueprint process at their local level, which included convening roundtable stakeholder groups, engaging their member agencies, and conducting outreach activities with community groups and the general public. Much time was invested in working with local agency planners in order to gain their trust and commitment so that the ultimate Blueprint will be integrated at the local level.

Valley Planning Process: The Valley planning process has been ongoing since the SJV Blueprint grant was first awarded in 2006. The eight COGs have been collaborating on a Valleywide basis as part of the project management team and through partnering with the Great Valley Center and their staffing of the Blueprint Regional Advisory Committee (BRAC). The SJV Air Pollution Control District has also been an active partner both financially and through in-kind contributions during the planning process. In addition, the individual COGs have worked closely with Caltrans and UC Davis on many of the technical activities.

Document Creation, Implementation Strategy, and Blueprint Certification Process: The SJV Blueprint has produced a variety of communication materials including websites, videos, brochures, print and electronic media advertising, and extensive project reports. Mapping exercises have produced a multitude of excellent graphic depictions which help member agencies, stakeholder groups and the general public to understand the sometimes complex concepts that are being portrayed. In fact, Fresno COG was recognized by the Central Section of the Cal Chapter of the American Planning Association with a “1st Place Outstanding Planning Award/Best Practices” award for their extensive marketing campaign and public outreach efforts in the development of the San Joaquin Valley Regional Blueprint Plan. Fresno COG developed an ambitious marketing campaign, including many innovative strategies, to reach out and include community stakeholders in the Blueprint visioning process to foster greater participation in Fresno County.

Ultimately, the Blueprint must be integrated into local general planning processes in order to ensure implementation. Now, with the legal requirements of AB 32 and SB 375, some type of certification process will need to be established so that the planning principles defined in the Blueprint will be implemented throughout the Valley. The Blueprint will also need to show compliance with AB 32.

Modeling: It is widely known that the traditional four-step traffic model is not sensitive to the benefits of smart growth development such as Density, Diversity, Destination & Design (often referred to as 4-D). There have been efforts to integrate a 4-D process into the traffic model to compensate for the trip/vehicle miles traveled (VMT) reduction that smart growth can create through the SJV Blueprint process. The results were encouraging, and reinforced support of smart growth planning practices in the Valley. As the San Joaquin Valley Blueprint marches into the planning implementation stage, more smart growth projects are projected to be built. The scenario-based 4-D process, which was developed during the scenario planning stage, would not be applicable in the planning implementation stage. A project-based 4-D tool will be needed to measure the travel reduction benefits of smaller scale or even individual projects.

During the scenario planning stage of the Valley Blueprint process, UPlan, a scenario modeling tool developed by UC Davis, has been used by all eight Valley COGs. It was mostly run at the county level. Since each Valley COG’s traffic model uses different socio-economic categories, individual efforts were taken by each COG to translate the UPlan land use categories into the categories in each of the eight traffic models in the Valley. In the planning implementation stage, when Blueprint principles will be incorporated into local projects, more fine-grained software choices will be explored for community, neighborhood, or even project-level planning.

Visualization Tool Development and Scenario Planning Tools: The San Joaquin Valley Blueprint Process has been and will continue to be conducted through a “bottom-up” approach to securing local government and community support. Computer generated maps showcasing and explaining the local and Valleywide Blueprint options will be generated by UC Davis/Valley COGs and circulated to the Valley communities through public outreach efforts orchestrated by the Great Valley Center, and by each individual planning agency. Public meetings with interactive voting technology have and will be used to obtain feedback from the public and elected officials. Other technologies in use are interactive websites,

media outlets for radio, television and print media, emailed updates and newsletters to established and growing distribution lists. The Valley COGs also work with a variety of community, business and government agencies throughout the region to disseminate information via presentations at their pre-scheduled meetings, posting articles in their newsletters, and online publications and by mailing printed documents.

Health and Obesity Awareness: According to the Prevention Institute, the built environment is the designated use, layout, and design of a community's physical structures - including its housing, businesses, transportation systems, and recreational resources, all of which affect patterns of living that influence health. Smart growth strategies can transform the built environment to encourage physical activity by making a community more walkable/bikeable and can provide greater access to healthy food options, thus contributing to healthier eating. To bridge land use, transportation, community design efforts and public health, a comprehensive approach to planning can be implemented that focuses on identifying priority areas where public health strategies can be incorporated within the local planning process. In the short-term, these planning efforts will help create healthier lifestyles; in the long-term, these efforts can have a measurable impact upon chronic health conditions such as obesity, diabetes, stroke and heart disease. The SJV Blueprint process will coordinate with the Central California Regional Obesity Program (CCROP) on these issues. One of the land buffer tools discussed in the Farmland Conservation study being conducted in the Valley is that of locally grown food farm at the edge of urban areas. These areas would both preserve urban boundaries and supply healthy, locally grown food.

Other Tasks Completed

1. GIS Data Inventory / GIS Standards — A Model Steering Committee was convened by the SJV Blueprint project managers and has worked collaboratively to gather GIS data that represents the current geography and urbanization of the region. This data has been converted for use in the UC Davis developed UPlan modeling software for development of all the scenarios.
2. Status Quo Scenario Development – Working with the local planners of each county and the UPlan program, a growth scenario assuming existing trends was developed called the Status Quo Scenario. If growth continues as it has over the last 5-10 years, the UPlan forecasts that approximately 533,000 acres of land will be converted to urban uses.
3. Vision / Value Development and Outreach - During 2006, the eight SJV COGs implemented their local Citizen Participant Plan in the Blueprint Value / Vision Outreach component. Each of the SJV counties conducted public outreach to identify local values and how these values translate into a Vision for the San Joaquin Valley region to the year 2050.
4. Local Visioning Results - To no one's surprise, there were more common values identified across the eight-county region, than unique values of any specific county:
 - Preserve agricultural land
 - Create an effective transportation system
 - Improve access to quality educational opportunities
 - Create a dynamic economy with quality local jobs
 - Provide a variety of quality affordable housing choices
 - Treasure our bountiful environment with reasonable protection
5. Goals and Performance Measures - With the help of the San Joaquin Valley Local Agency Planners Working Group, SJV Goals and Performance Measures have been developed and will be used throughout each component of the Blueprint process. All performance measures used by other Blueprint processes were reviewed, evaluated and selected based on the current data available and the current forecasting capabilities. While there are additional Performance Measures that could be valuable in evaluating the Scenarios, the Valley COGs currently lack the enhanced modeling capability necessary to generate them.

6. Engage Environmental Justice Communities, Tribal Governments, and Resource Agencies. The SJV COGs held a workshop in early 2007 with the purpose of engaging Environmental Justice Communities, Tribal Governments (both federally recognized and non-recognized tribes of Native Americans), and Resource Agencies in the SJV Regional Blueprint process. The workshop was a great success with good attendance of the targeted stakeholders. As a result of the inaugural workshop, the following has been implemented:
- Spanish Language Workshops -SJV Region Blueprint Public Outreach Visioning workshops sessions have been conducted in Spanish to engage residents who speak Spanish as their primary language. These workshops have been well attended.
 - State Resource Agencies - State Resource Agency representatives continue to be engaged in the SJV Region Blueprint Process.
 - Tribal Governments - As a result of the inaugural workshop, ongoing engagement has been formalized with Tribal representatives. Numerous meetings have been held with Native American participants, including: Santa Rosa tribe, Tubatulabals, Chumash, Tejon Indians, and Tule River tribe.

California Central Valley Tribal EJ Collaborative Grant Project

During 2007, the 8-Valley MPOs began meeting with some of the Valley tribes as part of the Blueprint process. Through a series of meetings it was determine that the 8-MPOs had a need for additional resources to outreach to local Tribes regarding transportation, land use, community development, and other Blueprint Regional planning focus. The MPOs have partnered with the Tubatulabals of Kern Valley on a California Department of Transportation (CalTrans) environmental justice (EJ) grant with the following goals.

- Goal 1:** To build a knowledge base of Tribal related Transportation Environmental Justice issues and priorities – through meetings and workshops.
- Goal 2:** Promote tribal participation and reporting on Tribal Transportation Environmental Justice issues and other long-range planning issues through the SJV Blueprint and SJV Partnership processes – through workshops, meetings, surveys.
- Goal 3:** Promote preservation of our cultural heritage while adding certainty to the timely delivery of projects in the region by developing a Cultural Sensitivity Tribal Resource Map and protocol for tribal monitoring the SJV Eight Counties – through meetings, analysis, workshops, and collaboration.
- Goal 4:** Explore the possibility of creating a tribal coalition for the region that could encourage streamlined participation of tribal nations in government planning and delivery of projects and services – through workshops, and meetings.

Outcomes

In 2009, efforts began on the four major categories of grant project activities include: Public Outreach and Education, Research, Analysis, and Project Management. Public Outreach involved three workshop series that included a focus of 1) Tribal perspective of EJ and transportation planning, 2) Academic and Tribal perspectives of cultural resources, EJ, and culturally sensitive resource mapping, and 3) Regional community and transportation planning challenges and models. In these workshops, all eight MPOs and 47 California Central Valley Tribes (both federally and non-federally recognized) were invited to participate in these workshops. Overall, the outcomes resulted in improved communication and identification of both Tribal and Local government partners and planners. Written documents that include Tribal and Local governments' perspectives of transportation planning, defining and protecting cultural resources, approaches and challenges of culturally sensitive resource mapping, and academic historical overviews of California Tribes of the Central Valley (Linguistics, Anthropological, and

Ethnography). Grant web site www.catribalej.com was also established to post workshops information, grant updates, reports, San Joaquin Blueprint and transportation planning, and Tribal (including non-profits) funding opportunities. A contact listing of 211 grant participants and partners has been established.

Next Steps

As of December 2009, Goal 1 has been accomplished. However, Goals 2 through 4 will require on-going dialog with both the participating Tribes and the eight Central Valley Councils of Government. Tribes have identified through workshop surveys and one-on-one meetings the following key factors in regional planning:

- Improve Tribal Participation in the Planning Process – Through environmental justice and new legislation, there has been an increase need to work directly with Tribal governments and identify resources for this effort.
- Improve Tribal consultation guidelines and process at local and state level. It is important to note: each Tribe may be different in their approach and definition of consultation.
- Transportation funding limitations for California Tribes – challenges with what can be place on a federally recognize Tribe's "Indian Reservation Roads Inventory (IRRI)", federal formula used by the federal Office of Management Budget (OMB) to allocate funding by area does not provide California Tribes enough funding for construction and maintenance, and misconception by legislators that all Tribes in California have profitable casino operations that should pay for their roads.
- Allotment lands (lands held in trust by the U.S. Department of Interior – Bureau of Indian Affairs) are not included in present day funding formulas. As a result, allotment lands (40, 80, and 160 acres) do not have any transportation funding support.
- Sustainable ability for Tribes to have a central communication and coordinating organization for on-going Tribal regional planning.
- Mapping can help to protect cultural resources and improve planning of regional transportation. However, on-going building of trust and rapport must occur and a few mapping pilot efforts must be established. Protection of electronic data, access, and systems must also be incorporated into any culturally sensitive resource mapping efforts.
- Cultural sensitivity courses and improved knowledge of California Central Valley Tribal history should be incorporated in State and Local planning and staff development.
- Suggested Tools for the Tribes include but not limit to: on-site Native American Monitoring services, memorandum of agreements (MOA) with U.S. Forestry and Local Governments, outline for culturally sensitivity training, and basic California Central Valley Tribal history overview of Tribes to use in working with schools and local governments.
- Tribes do share similar transportation needs such as access to housing, jobs, education, and public transportation. However, many of the California Central Valley Tribes are located in very remote and rural areas. Taking a bus to a doctor's or dentist's appointment can be an all day challenge.
- Tribes continue to learn and teach their cultural and language. There is a need to promote the past and current existence of Tribal people and their languages in road or highway names, rest stop or public visitors' areas, parks, and other public viewing or information sources.

Through monthly conference call meetings and Tribal meeting follow-ups, the above key issues and challenges will be explored. On-going information sharing of San Joaquin Valley Blueprint planning process, Tribal Transportation planning, and other regional planning efforts will be included in conference call meetings, mail-outs, and web postings.

7. State and Federal Level Coordination

- At the state level, the Governor's Office of Planning and Research, Caltrans, the Business Transportation and Housing Agency, and the California Department of Fish & Game have

been actively participating in the SJV Blueprint planning process. At the federal level, the Federal Highway Administration and the Federal Transit Agency have been reviewing the SJV Blueprint Planning process and providing feedback through the annual certification of the eight Valley COG's Overall Work Programs.

8. Interregional / Intraregional / Local Partnerships & Interregional Coordination

- Blueprint Learning Network (BLN) – The SJV COGs and their local BLN team members participate in the statewide conferences to learn from other Blueprint efforts in California. Although each of the conferences provides valuable information it is difficult to apply Blueprint practices across individual regions due to their own unique makeup.
- Local Government Commission – Blueprint representatives worked closely with the Local Government Commission (LGC) on the development the 2007 Water Workshop - *Linking Water and Land Use in the Southern Central Valley Region*. In the 2008-09 the COGs have again worked with LGC to develop a Community Image Survey that will be used to help community members and local agencies overcome any inherent fear of increasing residential densities.
- Other regional partners:
 - California Association of Councils of Governments (CALCOG)
 - California State Association of Counties (CSAC)
 - League of California Cities
 - Great Valley Center
 - SJV Air Pollution Control District
 - American Planning Association (APA)
 - San Joaquin Valley Regional Association of Counties
- Intraregional Coordination:
 - COG Directors Association- Each of the eight Valley COG Directors is a member of the COG Directors Association helping manage the Blueprint efforts.
 - BRAC - The creation and engagement of the San Joaquin Valley stakeholders in the Blueprint Regional Advisory Committee (BRAC) to:
 - Become a champion of the final SJV Regional Blueprint Vision;
 - Advocate implementation of the SJV Regional Blueprint products to the local jurisdictions; and
 - Promote the SJV Regional Blueprint strategies at the state and federal levels.
- San Joaquin Valley Local Agency Planners Working Group - Having identified a need to engage the Planning Directors of the region with a regional focus, John Wright, recently retired planning director from the City of Clovis, in conjunction with the Blueprint project managers, convened 40 plus planning directors and/or their key staff to help with the Blueprint development. While thinking regionally, this committee is acting as a professional advisor in order to assure successful implementation of the Blueprint at the local level. This committee is also ensuring that the Blueprint is useful and helpful to them in implementing good planning practices. This is a win-win relationship as these are the planners that handle the development requests and will make a difference in what moves forward.
- San Joaquin Valley Regional Policy Council -Two elected representatives from each of the eight Councils of Governments are commissioners on the San Joaquin Valley Regional Policy Council and they are charged with making Blueprint related recommendations/decisions on behalf of the entire San Joaquin Valley.
- California Partnership for the San Joaquin Valley (Partnership) - Blueprint project managers from each of the SJV COGs attend many of the ten working group and quarterly Partnership Board meetings to maintain the critical link between both efforts. The

Partnership has a scope of work, and resources well beyond that of the SJV Blueprint process. At this time the Blueprint process is primarily focused on three of the Partnership work groups: (1) Transportation (2) Land Use, Agriculture & Housing, and (3) Air Quality.

- Elected Congress Summit - Blueprint project managers and the Great Valley Center developed a Blueprint Congress Summit targeted at elected officials that was convened in April, 2008. The focus of this Summit was to engage elected officials in the evaluation of the SJV Status Quo UPlan Modeling and discuss the fact that we cannot continue business as usual planning practices in the SJV and expect different results that affect every aspect of the quality of life in our Valley. A follow-up event is being planned for 2010.
- San Joaquin Valley Affordable Communities Initiative - Under the San Joaquin Valley Affordable Communities Initiative, the Department of Housing and Urban Development has worked in concert with the Partnership and the Blueprint process to create the San Joaquin Valley Affordable Housing Trust. The purpose of this Trust is to:
 - Link housing policies with land use, transportation, jobs, economic development, and workforce development;
 - Establish a multi-million dollar Trust as a dedicated stream of flexible seed funding for affordable housing;
 - Create a regional organization with expertise to administer the fund, promote, guide, and assist affordable community planning and development; and
 - Support projects that demonstrate the three strategic SJV Affordable Communities Initiatives elements.

9. Local Coordination:

- Local Roundtable focus groups
 - Each of the SJV COGs has established its own Roundtable group (focus groups, planners, economic development, etc.) for the following reasons:
 - Share information and learn from local experts,
 - Educate on Blueprint process,
 - Engage in each component of the Blueprint process,
 - Gather information on best practices for the Blueprint development,
 - Review Blueprint products as they are developed,
 - Create new collaborative relationships, and
 - Enhance existing relationships
- Local Municipal Advisory Councils (MACs) - SJV Blueprint efforts have included outreach to the MACs that represent the unincorporated areas of the counties.
- Local Planning Commissions - The Planning Commissioners of the cities have been engaged at various levels in the Blueprint process. In some counties, Planning Commissioner Summits are being scheduled to encourage regional thinking when making local decisions.
- Local Elected Officials - Each of the local Councils, Boards of Supervisors, and local COG Boards has been encouraged to be actively engaged in the Blueprint Process.

10. Address Goods Movement - The San Joaquin Valley Goods Movement Action Plan (SJV GMAP) is a collaborative effort between the eight COGs of the San Joaquin Valley and their working partners. The SJV GMAP focuses on removing choke points of goods movement into and out of the Valley to increase statewide throughput in an effort to provide outlets for the \$20 billion of agricultural products headed to national and international markets in a timely manner.

11. Developed strategies to effectively engage local government land use decision makers -The SJV Regional Blueprint process utilizes every opportunity available to inform local land use decision makers on the process and why change is needed for the future. The SJV Regional Blueprint

Process Decision Making Chart highlights the iterative nature of the process with the engagement of local and regional stakeholders in every step of the process.

12. Strategies for higher density housing - Compact land uses in the Valley are evolving because of increased housing and land costs. Planners are using this as an opportunity to encourage higher densities, mixed uses and more compact design. The Blueprint is an opportunity for all involved in local planning and decision making to encourage elected officials to embrace the local and regional benefits of more compact development. A strong desire in the Valley to preserve agricultural land is also creating land use policies to use land more efficiently.

13. Greenhouse Gas (GHG) Emissions / Energy / Environmental Considerations Greenhouse Gas Emissions – GHG emission reductions, specifically Carbon Dioxide (CO₂), is an emerging area of Climate Change that will be addressed in response to AB 32 (2006) and SB 375 (2008) requirements. The California Air Resources Board (CARB) has adopted the 1990 emissions inventory that is the basis for the development of CARB's Climate Change Scoping Plan. The Climate Change Scoping Plan has been developed and specific requirements are delineated for all sectors in California, including local governments and metropolitan planning regions. The SJV Blueprint will address GHG integration. The California Transportation Commission has also adopted new Regional Transportation Planning Agency Guidelines that COGs will use to integrate GHG analysis in future Regional Transportation Plans. SB 375 has been chaptered into state law and the adopted Valleywide Blueprint will likely provide valuable concepts for the "Sustainable Communities Strategies" required by SB 375. Ideally, when the SCS is integrated with the planned regional transportation networks and the housing elements in local general plans, it will attempt to achieve the GHG emission reduction goals in AB 32 through reduction in vehicle miles traveled. SB 375 encourages regional cooperation among the eight counties in the SJV by allowing that two or more counties work together to develop a multiregional sustainable communities strategy. This will complement the existing efforts for the implementation of the Valley Blueprint.
 - Energy - The Partnership's Energy work group has created the San Joaquin Clean Energy Organization with the mission of leading a regional effort to develop, plan, and implement energy efficiencies and clean energy throughout the eight-county SJV region.
 - Environmental Considerations – Model Farmland Conservation Program. In 2007, Fresno COG was awarded Partnership seed grant funds to create a Model Farmland Conservation Program. As the process develops with data development and analysis and achieves stakeholder buy-in, the SJV Regional Blueprint Planning process will look to integrate this information.

14. Local General Plan Development Coordination - At a time when many of the San Joaquin Valley counties and cities are feeling tremendous pressures of population growth and urbanization, local agencies have initiated updating their local General Plan documents. Wherever it has been possible the local COG's Blueprint effort has coordinated with the local general plan update process. In fact, some of the SJV COGs have been able to coordinate general plan development and Blueprint public outreach efforts to engage the public.
 - RHNA (Regional Housing Needs Assessment)
The SJV COGs have recently updated their local Regional Housing Needs Assessment (RHNA) Plans. With the advent of SB375, this process will be coordinated with the Regional Transportation Plan process, with updates due on an 8 year schedule. While the existing process has sometimes created conflicts in goals and policies, the evolving RHNA process will hopefully integrate with the sustainable communities strategy in an approach that will resolve potential conflicts.

Over the past three and a half years, representative stakeholders from public health, education, environmental justice communities, tribal governments, local governments, resource and regulatory agencies, developers, economists, business and commercial interests, and many, many more have come to the table to address future challenges and reach consensus on a smart growth vision for the San Joaquin Valley. In January 2009, the Great Valley Center's Blueprint Summit marked the culmination of developing the Valleywide preferred growth scenario. The Summit attracted over 600 attendees from the public and private sectors to discuss the alternative growth scenarios developed through the Blueprint process and to seek their invaluable input on a desired growth scenario for the Valley. The alternative growth scenarios, along with the feedback from the Blueprint Regional Advisory Committee (BRAC) and Summit participants, was then presented to the SJV Regional Policy Council (Valley elected officials) on April 1, 2009 for their ultimate selection and adoption of a preferred growth scenario for the entire Valley. This action officially brought the third year of the San Joaquin Valley Blueprint planning process to a close, thus moving the activities into the realm of implementation.

This holistic approach to planning for the Valley's future aims to break the barriers created by geography, political boundaries, and parochial thinking. Decisions in one locale can affect change in others. For example, land use policies that fail to curb urban sprawl will contribute to reduced investment in existing areas, producing downward pressure on existing land values. It can raise the cost to municipalities to provide utilities, water, police and fire services. Increases in vehicle miles traveled (VMT) can increase stress and congestion on the roadways and worsen air quality.

As we move forward with the tasks of the fourth year of the San Joaquin Valley Regional Blueprint planning process, we are gratified by the progress we have made in collaborating across such a vast geographic area. Our common goal is to develop a Valley Vision that will lead to thoughtful planning and an enhanced quality of life for all who live here. We have met many challenges during this effort to change the way we approach the future, but we have had a tremendous amount of success in our progress. Much still remains to be done, however. In fact, some of the most important and challenging work lies ahead: turning the *vision* into a *reality* and making the transition from a planning *process* to planning *implementation*.

Looking Forward to the Fourth Year – Ongoing and Future Tasks

1. Develop Valleywide Blueprint Implementation Roadmap, which will include translating Valley Blueprint principles into local implementation strategies and developing local government commitment. It will also include development of a toolkit for implementation.
2. Convene meetings with local officials to discuss funding challenges of local government (and related "fiscalization of land use"). Track 'California Forward' and their efforts on governance and fiscal reform (see <http://www.caforward.org/about/>).
3. Develop adequate modeling tools for compliance with SB 375 (address new greenhouse gas directives, as well as to continue to use adopted methods to measure the effectiveness of the Regional Blueprint Plan)
4. Address the increasing of residential densities
 - a. Determine the impact of various development densities on the fiscal health of cities and counties in the San Joaquin Valley. Develop a fiscal analysis tool to determine this.
 - b. Determine the market demand for higher density residential housing projects
5. Identify institutional barriers, such as lending practices that may inhibit Smart Growth initiatives from being fully realized. Investigate policies, regulations and laws that may hamper or impede these initiatives.
6. Greenprint - incorporate Model Farmland Conservation Program mapping, that includes improved information on water resources into the Blueprint for each of the Valley Counties

7. Work with Central California EDCs and Partnership for SJV to address jobs/housing issue.
Work on this task should reconvene in early 2010.
8. Continue Blueprint's Valleywide presence by maintaining partnership with Great Valley Center for website oversight and production of one Valleywide Blueprint event
9. Continue extensive public outreach efforts as well as developing a Blueprint Awards Program for the Valley.

7. Financial Element

7a. Valley Interregional Funding Effort

As the Valley continues to work together on various issues, an opportunity exists to work together to ensure and maximize Interregional funding (IIP) for valley projects. In order for this to happen, the Valley RTPAs will plan cooperatively to develop a unified request for IIP funding whenever possible. By working together, all RTPAs will benefit. The following is a brief discussion of the major items related to IIP priority selection for the Valley. The draft priorities below have only been proposed for discussion at this time and have not been approved or finalized by the eight RTPAs.

Project Priority Type

1. Existing Programmed IIP Components – Priority would be given to fund cost increases for existing programmed IIP components. This is consistent with Caltrans/CTC programming in the 2010 IIP. It is very unlikely that any of the Valley COGS have STIP capacity to spend on cost increases for already programmed IIP projects. A limit for regional support may be considered.
2. SR-99 Business Plan/Category Two projects – There are 22 Category Two projects of which 14 are 4 to 6 lane and 8 are 6 to 8 lane capacity increasing projects. *(Note: Caltrans does not support IIP for interchange improvements and therefore most of 99 Business Plan Categories 3 & 4 would not qualify.)*
3. Other interregional corridors – (Please note: the Valley has requested a grant that would outline the goods movement priorities for the Valley, focusing in particular the east-west corridors. The study outcome once adopted by the COGS would guide the priorities similar to the SR-99 Business Plan)

Project Priority Category

1. Construction - Priority would be given to fund cost construction component. This is consistent with Caltrans/CTC programming in the 2010 IIP and prior State Transportation Improvement Programs (STIPs).
2. PS&E/ROW – Many of our IIP projects will be in different stages of development. Given that many of the 99 projects will be widened using the existing median, Right-of-Way (ROW) costs are actually lower when compared to other IIP projects in the state. It should also be noted that is unlikely that ROW and construction will be programmed in the same STIP. Therefore ROW will often be programmed one STIP and the construction phase in the next STIP.
3. Environmental – With review of planned projects over a number of STIP cycles, the Valley could recommend environmental be started for selected segments.

7b. Valleywide Funding Strategies

Current Transportation Financing Strategies and Challenges

As California continues to grow, and add population to the world's seventh largest economy and the nearly 40 million people that will live here, California's ability to move both people and goods will become increasingly critical to our quality of life, and our ability to compete economically with the rest of the country and the world at large.

For nearly a century, California has relied on its road system "users" to pay fees. Historically, these fees have been the major source for financing the construction and maintenance of the State's transportation

infrastructure. However, in the last decade, the state has failed to raise those fees to keep up with its needs. Although federal and state fuel taxes are still the largest single source of revenue for transportation, such taxes are rising far more slowly than either traffic volumes or transportation system costs, and no longer come close to covering the costs of building, operating, and maintaining the transportation system. As the transportation system grows in extent and ages, an ever increasing share of expenditures is needed to operate, maintain, and renew the existing system, meaning that even less money is available for system growth. Yet, at the same time, there is clearly widespread opposition to raising fuel taxes in California to meet the estimated \$500 billion dollar shortfall in funding to meet California's transportation infrastructure needs.

There a number of reasons that California is unable to fund its transportation infrastructure needs, these include:

- The state's per gallon excise tax has not risen from 18 cents per gallon since 1994, and the federal excise tax has been at 18.4 cents per gallon since 1993.
- Because the excise tax on fuel is levied per gallon of fuel purchased and not per dollar or per mile, inflation and improved vehicle fuel efficiency combine to erode the excise tax's buying power.
- Improved fuel economy directly reduces per-mile revenues from motor fuel taxes, without reducing the need for new roads or wear and tear on existing ones, even as we drive many more miles per penny of revenue.
- The cost of road maintenance and construction has risen steadily by more than the consumer price index, further reducing the effectiveness of the revenue raised by the tax.
- The overall state deficit has caused a great deal of transportation funding to be diverted to cover general state costs, thus burdening transportation programs.
- The political climate is one of wariness for any kind of tax increase—even increases in transportation user fees. This perspective exists in California and the rest of the nation as well.

Funding Transportation Projects in the San Joaquin Valley

With the above information as background, the Regional Transportation Planning Agencies in the San Joaquin Valley are charged with developing long range funding strategies that will provide the revenues necessary to build a multi-modal transportation system that will meet the long range needs of the San Joaquin Valley. In theory, there are a number of potential funding strategies, both traditional and non-traditional, that could be developed to help provide the necessary funding to construct our long range transportation infrastructure. However, each has its own unique set of challenges.

State Route 99 is a great example of a transportation facility that has monumental impact on the mobility of nearly all San Joaquin Valley residents, as it is the primary north-south transportation corridor through the San Joaquin Valley and directly impacts seven of the eight SJV counties. The following is a list of transportation funding sources, some traditional and some innovative or non-traditional, that might be considered as the eight SJV COGs grapple with finding the necessary funding for transportation projects.

Traditional Transportation Fund Sources

Type of Funding	Programming Mechanism
State Fuel Excise Taxes	State Highway Account
Federal Fuel Excise Taxes	Federal Highway Trust Fund then to State Highway Account
Sales Taxes on Fuels	Transportation Investment Fund/Public Transportation Account
Truck Weight Fees	State Highway Account
Roadway Tolls/HOT Lanes	Dedicated to Specific Routes and Corridors
Local Sales Tax Measures	Expenditure Plan Specified Projects
Development Mitigation Fees	Specified Uses

State Fuel Excise Taxes

This is the primary State generated transportation fund source for transportation improvements. Currently 18.0 cents per gallon of gasoline and diesel sold is generated, with 11.4 cents going into the State Highway Account and 6.46 cents per gallon going to cities and counties. In California, approximately \$2 billion per is generated from State fuel excise taxes per year.

Federal Fuel Excise Taxes

This is the primary federal transportation fund source for road and highway improvements nationwide. Currently 18.4 cents per gallon of gasoline and 24.4 cents per gallon of diesel fuel goes into the Federal Highway trust Fund. These funds are typically distributed to states by formulas or grants, with California's apportionment typically over \$3 billion annually.

Sales Tax on Fuel

California collects 7.25% sales tax on the sale of specified products, a portion of which is earmarked for transportation. In 2002, Proposition 42 was passed by voters specifying that 5% of the 7.25% sales tax per gallon of gasoline is to be earmarked for transportation and placed in the Transportation Investment Fund (TIF). State law requires that TIF are to be distributed as follows:

- 40% to the State Transportation Improvement Program
- 20% to the Public Transportation account
- 20% to counties
- 20% to cities

Truck Weight Fees

California truck weight fees typically generate nearly \$900 million per year in revenues and are deposited in the State Highway Account where they are eligible for many uses including the STIP. There is no set annual amount targeted for the STIP.

Roadway Tolls

In California, the ability to charge roadway tolls on State Highways can only be authorized through enabling statewide legislation. Currently, tolls are authorized on specified bridges in the San Francisco Bay area, Los Angeles area and the San Diego area. In addition, AB 680 passed in 1989 authorized Caltrans to enter into agreements with private entities for four toll corridors in California. As a result there are currently three toll corridors in southern California, but none yet in northern California. Generally, toll facilities are applicable in locations where there is enough time savings for users that they are willing to pay a toll fee for that time savings. This usually occurs where there is either daily recurring congestion

and/or there is no other reasonable travel alternative. Basically there are two categories of toll road approaches found in California: Traditional Toll Highways and High Occupancy Toll Lanes (HOT Lanes)

Traditional Toll Highways

These are toll highway segments that require a toll to be paid for its use by all users, but exemptions or reduced fees can be authorized for certain designated users. These designated users could be high occupancy vehicles or local residents. The funds collected are typically used to maintain and improve the toll road segment. Current technology offers the opportunity to collect tolls through an electronic monitoring system for those using the toll road as a commuter route, thereby reducing the operating cost of the facility. Others would still have to pay on site for each use of the toll facility.

Thinking innovatively, there are two potential options for tolling State Route 99 in the San Joaquin Valley. Under the first option, the entire SR 99 route from its junction with I-5 in southern Kern County to Hammer Lane in San Joaquin County could be a toll facility. Under this scenario, residents of the eight San Joaquin Valley counties and the western Sierra mountain counties of Mariposa, Calaveras, Tuolumne and Amador could be authorized resident toll exemptions. Of course this approach would greatly reduce the annual revenue level, but it is likely this would be required in order for the concept to be politically acceptable to SJV residents. The second approach would be to focus the toll highway to segments with congestion lasting at least one hour during the morning or evening peak commute periods or have no competing parallel alternative road. Candidate locations are in the Stockton metro area, between Modesto and State Route 120 in Manteca, Modesto metro area, between Atwater and Ceres, Fresno metro area, and Bakersfield metro area.

High Occupancy Toll Roads

High Occupancy Toll (HOT) lanes are a revenue generating form of High Occupancy Vehicle (HOV) lanes. HOT lanes are HOV lanes that single occupant vehicles, not otherwise eligible to use HOV lanes, can choose to use by paying a toll. HOT lanes provide users with a faster and more reliable travel alternative. Toll rates on HOT lanes tend to be variable base on the time of day and corresponding congestion, with toll rates varying widely.

Vehicle License Fee Surcharge

The vehicle license fee surcharge is a source of funding that has been used for a number of special interest programs in recent years. In the San Joaquin Valley, counties have instituted vehicle license fee surcharges for such programs as vehicle abatement and safety call boxes. In addition, the San Joaquin Valley Air Pollution Control District has been authorized to levy a vehicle license fee surcharge for programs to achieve air quality emission reductions. In total, there are approximately 3.2 million registered vehicles in the eight county San Joaquin Valley region.

Vehicle Use Mileage Fee

Vehicle use mileage fee is another user fee that could be applied with the San Joaquin Valley. This mileage fee could be collected in several ways, but the simplest from an administrative perspective, would be to collect the fee each year as part of the annual vehicle registration process. Under this approach, each year the registered owner would report their beginning of year mileage and their end of year mileage when registering their vehicle. The challenge would come in developing some method of mileage verification.

Local Sales Tax Measures

Currently, there are four SJV counties (San Joaquin, Madera, Fresno & Tulare) that have local sales tax measures in place that are dedicated solely to transportation. Over time, these sales tax measures have proven very effective to those counties who have been able to institute one. The challenge is that

passage requires a supermajority (66%) of voters to support, and that can be a very difficult threshold for more politically conservative counties to attain.

Development Mitigation Fees

Development mitigation fees are assessed to new development (residential, commercial, industrial, etc.). The fees are used for “mitigation” of impacts generated by that specific development. Mitigation fees can be used for a variety of purposes (transportation, education, air quality, flood control, etc.) provided there is a logical “nexus” or connection between the development and the impacts generated.

Possible Transition to Direct User Charges

Motor fuel taxes can continue to provide a great deal of needed revenue for a decade or two. But several types of more efficient and equitable user charges are ready to be phased in. For example, current technology has the potential to enable government agencies to institute vehicle miles traveled (VMT) charges as flat per mile fees. If there was public support, gradually public agencies could charge higher rates on some roads and lower rates on others to reflect more accurately than do fuel taxes, the costs of providing facilities over different terrain or of different quality. This approach would end cross subsidies of some travelers by others and make travel more efficient by encouraging the use of less congested roads. Unlike gasoline taxes, more direct road user charges also could vary with time of day, encouraging some travelers to make a larger proportion of their trips outside of peak periods, easing rush hour traffic.

In the short term, direct user fees could simply replace fuel taxes in a revenue-neutral switch, but they are attractive, in part, because they can become more lucrative as travel increases, while allowing charges to be distributed more fairly among road users. Initially, some vehicle operators might be allowed to continue paying motor fuel taxes rather than newer direct charges, but eventually gas and diesel taxes would be phased out.

R eferences



City of Lindsay Mural



Visalia City Coach

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Glossary



Visalia Downtown Transit Center



Visalia Downtown Trolley

ABBREVIATIONS AND ACRONYMS

AADT	<i>Annual Average Daily Traffic</i>
AASHTO	<i>American Association of State Highway and Transportation Officials</i>
AB	<i>Assembly Bill</i>
ADA	<i>Americans with Disabilities Act</i>
ADT	<i>Average Daily Traffic</i>
AIP	<i>Airport Improvement Projects</i>
APTA	<i>American Public Transit Association</i>
APTS	<i>Advanced Public Transportation Systems</i>
ARRA	<i>American Recovery and Reinvestment Act of 2009</i>
ATC	<i>Automated Toll Collection</i>
ATIS	<i>Advanced Traveler Information Systems</i>
ATMS	<i>Advanced Traffic Management Systems</i>
AVCS	<i>Advanced Vehicle Control Systems</i>
AVR	<i>Average Vehicle Ridership</i>
BACM	<i>Best Alternative Control Measure</i>
BARCT	<i>Best Available Retrofit Control Technology</i>
BNSF	<i>Burlington Northern Santa Fe (Railroad)</i>
BTA	<i>Bicycle Transportation Account</i>
CAA	<i>Clean Air Act</i>
CAAA	<i>Clean Air Act Amendment of 1990</i>
CALCOG	<i>California Association of Councils of Governments</i>
CALTRANS	<i>California Department of Transportation</i>
CARB	<i>California Air Resources Board</i>
CASP	<i>California Aviation System Plan</i>
CBT	<i>Californians for Better Transportation</i>
CCAA	<i>California Clean Air Act of 1988</i>
CCASP	<i>Central California Aviation System Plan</i>
CDF	<i>California Department of Forestry</i>
CDFG	<i>California Department of Fish & Game</i>
CEAC	<i>County Engineers Association of California</i>
CEQA	<i>California Environmental Quality Act of 1970</i>
CHP	<i>California Highway Patrol</i>
CIP	<i>Capital Improvement Program</i>
CMAQ	<i>Congestion Mitigation and Air Quality program</i>
CMIA	<i>Corridor Mobility Investment Account</i>
CMP	<i>Congestion Management Program</i>
CMS	<i>Congestion Management System</i>
CNDDB	<i>California Natural Diversity Database</i>
CNG	<i>Compressed Natural Gas</i>
CO	<i>Carbon Monoxide</i>
COG	<i>Council Of Governments</i>
COLT	<i>City Operated Local Transit (Porterville)</i>

GLOSSARY

CTAF	<i>California Transit Assistance Fund</i>
CTC	<i>California Transportation Commission</i>
CTSGP	<i>California Transit Security Grant Program</i>
CVO	<i>Commercial Vehicle Operations</i>
DART	<i>Dial-a-Ride Tulare</i>
DOF	<i>Department Of Finance</i>
DOT	<i>Department Of Transportation</i>
EIR	<i>Environmental Impact Report</i>
EPA	<i>Environmental Protection Agency</i>
FAA	<i>Federal Aviation Administration</i>
FCAA	<i>Federal Clean Air Act</i>
FHWA	<i>Federal Highway Administration</i>
FIP	<i>Federal Implementation Plan</i>
FLHP	<i>Federal Lands Highway Program</i>
FTA	<i>Federal Transit Administration</i>
FTIP	<i>Federal Transportation Improvement Program</i>
GPS	<i>Global Positioning System</i>
HCM	<i>Highway Capacity Manual</i>
HES	<i>Hazard Elimination Safety</i>
HOV lane	<i>High-Occupancy Vehicle lane</i>
HPMS	<i>Highway Performance Monitoring System</i>
HRCSA	<i>Highway-Railroad Crossing Safety Account</i>
HSRA	<i>High Speed Rail Authority</i>
IIP	<i>Interregional Improvement Program</i>
IRR	<i>Indian Reservation Roads</i>
IRRS	<i>Interregional Road System</i>
ISR	<i>Indirect Source Review</i>
ISTEA	<i>Intermodal Surface Transportation Efficiency Act</i>
ITIP	<i>Interregional Transportation Improvement Program</i>
ITS	<i>Institute of Transportation Studies, University of California or Intelligent Transportation System</i>
ITSP	<i>Interregional Strategic Plan</i>
IVHS	<i>Intelligent Vehicle-Highway System</i>
JPA	<i>Joint Powers Agreement (or Authority)</i>
LEGACI	<i>Land use, Economic development, Growth, Agriculture, Conservation, and Investment</i>
LNG	<i>Liquefied Natural Gas</i>
LOS	<i>Level Of Service</i>
LRT	<i>Light-Rail Transit</i>
LTC	<i>Local Transportation Commission</i>
LTF	<i>Local Transportation Fund</i>
MOU	<i>Memorandum of Understanding</i>
MPO	<i>Metropolitan Planning Organization</i>
MTC	<i>Metropolitan Transportation Commission (San Francisco Bay Area)</i>
NARC	<i>National Association of Regional Councils</i>

NEPA	<i>National Environmental Policy Act of 1969</i>
NHS	<i>National Highway System</i>
NO_x	<i>Nitrogen Oxides</i>
NOP	<i>Notice Of Preparation</i>
O₃	<i>Ozone</i>
OEM	<i>Original Equipment Manufacturer</i>
OWP	<i>Overall Work Program</i>
PAC	<i>Policy Advisory Committee</i>
PM_{2.5}	<i>Particulate Matter <2.5 microns in size</i>
PM₁₀	<i>Particulate Matter <10 microns in size</i>
PMS	<i>Pavement Management System</i>
PSI	<i>Pollution Standard Index</i>
PSR	<i>Project Study Report</i>
PTMISEA	<i>Public Transportation Modernization, Improvement, and Service Enhancement</i>
RACM	<i>Reasonable Alternative Control Measure</i>
REMOVE	<i>Reduce Motor Vehicle Emissions</i>
RIP	<i>Regional Improvement Program</i>
ROG	<i>Reactive Organic Gases</i>
RSTP	<i>Regional Surface Transportation Program</i>
RTIP	<i>Regional Transportation Improvement Program</i>
RTP	<i>Regional Transportation Plan</i>
RTPA	<i>Regional Transportation Planning Agency</i>
SAFETEA-LU	<i>Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users</i>
SB	<i>Senate Bill</i>
SEE	<i>Services for Education and Employment</i>
SHOPP	<i>State Highway Operation & Protection Plan</i>
SIP	<i>State Implementation Plan</i>
SJVAB	<i>San Joaquin Valley Air Basin</i>
SJVIRRS	<i>San Joaquin Valley Interregional Road System</i>
SJVRR	<i>San Joaquin Valley Railroad</i>
SO_x	<i>Sulfur Oxides</i>
SOV	<i>Single-Occupancy Vehicle</i>
SRTP	<i>Short-Range Transit Plan</i>
SSTAC	<i>Social Services Transportation Advisory Council</i>
STAF	<i>State Transit Assistance Fund</i>
STEPA 04	<i>Surface Transportation Extension Act of 2004</i>
STIP	<i>State Transportation Improvement Program</i>
STP	<i>Surface Transportation Program</i>
SJVAPCD	<i>San Joaquin Valley Air Pollution Control District</i>
TAC	<i>Technical Advisory Committee</i>
TCAG	<i>Tulare County Association of Governments</i>
TCAT	<i>Tulare County Area Transit</i>
TCI	<i>Transit Capital Improvement</i>
TCM	<i>Transportation Control Measure</i>

GLOSSARY

TCRP	<i>Traffic Congestion Relief Program</i>
TCSP	<i>Transportation, Community and System Preservation Program</i>
TDA	<i>Transportation Development Act</i>
TDM	<i>Transportation Demand Management</i>
TDP	<i>Transit Development Plan</i>
TE	<i>Transportation Enhancement</i>
TEA 21	<i>Transportation Equity Act for the 21st Century</i>
TIP	<i>Transportation Improvement Program</i>
TMA	<i>Transportation Management Association or Transportation Management Area</i>
TPA	<i>Transportation Planning Agency</i>
TP&D	<i>Transportation Planning and Development</i>
TSM	<i>Transportation Systems Management</i>
TSSDRA	<i>Transit System Safety, Security & Disaster Response Account</i>
TTE	<i>Tulare Transit Express</i>
UP	<i>Union Pacific (Railroad)</i>
V/C	<i>Volume to Capacity</i>
VCC	<i>Visalia City Coach</i>
VMT	<i>Vehicle Miles Traveled</i>
VOC	<i>Volatile Organic Compounds</i>
VT	<i>Vehicle Trips</i>
WE	<i>Work Element</i>

GLOSSARY OF TERMS AND DEFINITIONS**Advance Construction**

Smoothing out project programming levels by using State resources to fund projects in advance of receiving Federal participating funds through the annual Obligation Authority (OA).

Advance Construction (Retirement of/Conversion of)

Allowance for (reduction in) current-year Federal Obligation Authority (OA) reimbursement for which State resources were expended in advance.

Aeronautics Account

Funds the Aeronautics Program which promotes the use of existing airports by assuring adequate air service for small and medium-sized communities, overseeing a statewide system of safe and environmentally compatible airports that are integrated with other surface transportation systems and evaluation of statewide aviation needs. Principle sources of funds: a seventeen-cent-per-gallon excise tax on aviation gasoline and a two-cent-per-gallon excise tax on jet fuel. Supports the: "Fair Share" transfer to the State Highway Account equal to a pro-rata portion of planning costs; state operations, or the cost of administering the Aeronautics Program; reports and studies required by Public Utilities Code 21632; grants to Local Agencies with qualifying airports; Acquisition and Development (A&D) for aeronautics facilities.

Allocation

The distribution of funds to a specific project or group of projects, or statutory distribution based on formula.

Allocation Capacity

The level at which state/federal capital project costs can be programmed using cash resources available (determined through the fund estimate process).

Apportionment

Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 established the annual apportionment levels for each Federal funding category: Surface Transportation Program (STP); Congestion Mitigation & Air Quality (CMAQ); Bridge Replacement (BR). Funding can remain available for use up to 4 years.

Article XIX

Article of the State Constitution. Designates how State taxes on motor fuel and motor vehicles may be used for streets, highways and fixed guideway projects transit. Excludes funding for maintenance and operating costs for mass transit power systems and mass transit passenger facilities, vehicles, equipment, and services.

Blueprint Legislation

Also referred to as the “Ten Year Funding Plan of 1989”, established a 10-year state transportation funding plan so that the Legislature and the administration can plan for an orderly and predictable revenue stream and that local and regional governments, as well as the private sector, can better plan for their transportation needs.

BT&H Agency

Business, Transportation and Housing Agency.

Capital Outlay

Cost of construction of transportation facilities and acquisition of right of way. Excludes engineering and right of way support costs.

CEQA (California Environmental Quality Act)

1970 act which requires that State agencies regulate activities with major consideration for environmental protection.

CMAQ (Congestion Mitigation & Air Quality)

A new funding program established by ISTEA specifically for projects and programs that will contribute to the attainment of a national ambient air quality standard. The funds are available to non-attainment areas to reduce ozone and carbon monoxide based on population and pollution severity. Eligible projects will be defined by the approved State Implementation Program (SIP). State statutes make Regional agencies responsible for administering the CMAQ funds.

CTC (California Transportation Commission)

The body established by AB 402 to advise and assist the Secretary of the Business, Transportation and Housing Agency and the Legislature in formulating and evaluating State policies and plans for transportation Programs.

Escalation Factors

Factors provided by the Department of Finance to reflect the increase or decrease of future capital and non-capital transportation costs used for STIP and SHOPP programming. Also called “inflation factors”.

Executive Order

An order from the Governor's Office. May also be a Presidential order.

Federal-Aid Highway Program

Transportation financing programs created by Federal legislation. ISTEA identified 64 Highway Trust Fund programs, some of which have “set-asides” for specific purposes.

Federal Highway Administration Planning (FHWA- PL)

Source of funds used by Tulare County Association of Governments to fund regional planning efforts.

Federal Minimum Allocation

Minimum amount of Highway Trust Fund money returned to states. This is 85 percent of the state's share of total amount paid into the fund by all states.

Federal TIP

Portion of the Regional Transportation Improvement Program (RTIP) submitted to Federal agencies.

Federal Transportation Program

Is a reimbursable program. To receive Federal funding an Agency must first incur a cost, which meets Federal requirements. The Federal Highway Administration (FHWA) reimburses from 80 to 100 percent. In order to Federally fund a project, both Apportionment and Obligation Authority (OA) must be available.

Fiscal Year (FY)

For California, the FY is the accounting period beginning July 1 and ending June 30. For the Federal budget and accounting purposes the FY period begins October 1 and ends September 30.

Fund Estimate

The fund estimate is a four-year estimate of State and Federal funds, for transportation purposes, that are expected to be available for State Transportation Improvement Program (STIP) programming. The California Transportation Commission uses the fund estimates as the basis for programming projects into the STIP. The fund estimate is produce based on trends and existing law. The creation of the fund estimate requires many significant assumptions. Should any of the key assumptions require revision at a later date, the programming levels displayed in the fund estimate will also need to be revised.

Guideway

A permanent facility, or structure, that dictates the route and course of a vehicle with or without operator guidance.

Highway System

Network of streets which carry automotive vehicles on local, arterial, ramps, and freeway-type facilities.

Highway Trust Fund

Federal user-fees on gasoline, etc., go into this fund. Used to reimburse states for Federal-aid projects.

Intermodal Facilities and Systems Management System

The Intermodal Transportation Management System (ITMS) is a decision support system that allows transportation planners to evaluate the relative performance of intermodal transportation investment alternatives for a corridor of statewide significance and system perspective.

Intermodal facility refers to a transportation element that accommodates and interconnects different modes of transportation. Intermodal facilities include, but are not limited to, highway elements, coastal, inland and Great Lakes ports, canals, pipeline farms, airports, marine and/or rail terminals, truck terminals, and intercity bus terminals. Intermodal transportation facilities

GLOSSARY

serve intrastate, interstate, and international movement of goods and passengers. Intermodal system refers to a transportation network for moving people and goods using various combinations of transportation modes.

IRRS (Interregional Road System Plan)

A series of interregional California highway routes, outside the urbanized areas, that provides access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions.

Katz/Killea

Passage of legislation sponsored by Senators Katz and Killea providing for seismic retrofit projects to be funded by the sale of short-term notes.

Major Project

Project costing more than \$300,000.

Matching Funds

The share of funds provided by the State or local applicant to supplement the Federal share of funds to finance a Federal project. Match does not imply a 50/50 share.

Minor Projects

Projects that cost a maximum of \$350,000 each.

MPO (Metropolitan Planning Organizations)

An organization designated by the Governor as a forum for cooperative decision making by principal elected officials of a general-purpose local government. Federal provisions require an MPO in urbanized areas.

Obligation

A commitment by the Federal government to reimburse the States the Federal share of Federal-Aid projects. Obligation occurs when FHWA has approved the PS&E for a project prior to advertisement of the construction contract.

Obligation Authority (OA)

Obligation Authority is the ceiling Congress places on all commitments of apportionments for any given year. Individual States receive OA in proportion to their apportionments and allocations. From a fund estimate point of view, OA is the prime determinant of usable Federal funds. OA is only available for the current year. Typically, Congress provides the OA limits at less than ISTEA's total annual apportionment level.

PS&E

Plans, Specifications and Estimates: Final project documents and cost estimates prepared for construction contracts.

Programming

Process of selecting and scheduling high-priority capital outlay projects for development and implementation.

R&D Funds

Research and Development funds.

ROW (Right of Way)

Purchase of property for transportation purposes (also R/W).

RTIP (Regional Transportation Improvement Program)

A list of proposed transportation projects submitted to the CTC by the regional transportation planning agencies candidates for STIP funding. The individual projects are first proposed by local jurisdictions, then evaluated and prioritized by the regional agency for submission to the CTC. The RTIP has a four-year planning horizon, and is updated every two years.

RTP (Regional Transportation Plan)

State-mandated documents to be developed biennially by all RTPAs, describing existing and projected transportation conditions, needs, alternatives and their consequences. The RTP also serves as the Metropolitan Planning Organizations' long-range plan.

Seismic Retrofit

Projects on the state/local highway system to make bridges more earthquake safe through retrofit (usually refers to construction).

SPR Funds

Highway Planning and Research Funds are the 1-1/2 percent moneys allocated to states by Section 307(c) of Title 23 U.S.C. Caltrans and Local Agencies share to the use of these funds.

State/Local Partnership & Reservation

The program reservation is established by Streets & Highways Code 2600. Reserve for current-year funding needed for State/Local Partnership projects begun in prior years.

State Highway Account (SHA)

The SHA is the largest of the fund estimate accounts. Principle sources of funds: Excise taxes on motor vehicle fuels, truck weight fees and the Federal Highway Trust Fund. Supports the Departments: Local Assistance, Maintenance, Operation, Program Development and Project Support programs as well as administrative support.

State Highway Operation and Protection Program (SHOPP)

Projects programmed in the Department's State Highway Operation and Protection Program (SHOPP). A program created by State legislation that includes State highway safety and rehabilitation projects, Seismic Retrofit projects, land and building projects, landscaping, some operational improvements, bridge replacement and the minor program -- generally those types of projects that Caltrans as the owner-operator of the system uses to maintain the integrity of the system. Unlike STIP projects, SHOPP projects may not increase roadway capacity. SHOPP is a four-year program of projects, adopted separately from the STIP cycle. The 1989 State gas tax

increase partially funds the program, but it is primarily funded through the "old 9 cents-per-gallon State gas tax and from Federal funds. (Note: The name of this program changed to SHOPP [State Highway Operation and Protection Program] in 1994 per SB 1435-Kopp.)

State Transportation Improvement Program (STIP)

The STIP includes the following programs:

After considering the RTIPs, rural RTPA comments and input from public hearings, the CTC adopts the STIP which provides the delivery schedule of projects for the upcoming four years.

State Transit Assistance (STA)

TP&D account funds allocated by RTPAs to transit operators, cities and counties for transit planning, capital and operations.

Subventions

Financial assistance to local governments (i.e., local assistance, guideway funds).

Transit Capital Improvement Program (TCI)

Provides funding from the TP&D account for transit capital projects.

TDA (Transportation Development Act)

An act which specifies how the 1/4 percent of local sales tax for transportation purposes is distributed.

It created the TP&D account. TDA is codified in Sections 29530-29536 of the Government Code and Sections 99200-99408 of the Public Utilities Code.

Toll Bridges & Toll Bridge Funds

Toll revenues collected on nine State-owned toll bridges are deposited into four toll revenue funds to be used for bridge purposes such as debt retirement, bridge operations, administration, certain maintenance costs not paid from the SHA, Metropolitan Transportation Commission (MTC) transfer and construction projects.

Transportation Enhancement Activities (TEA)

The ISTEA of 1991 requires that 10 percent of all Federal Surface Transportation Program Expenditures be used for defined transportation enhancement activities. Projects are nominated by Caltrans, Regional Agencies and others. The CTC adopts an annual program and it is included within the STIP for administrative purposes.

Transportation Equity Act for the 21st Century (TEA-21)

Transportation Planning & Development Account (TP&D)

Funds that support costs for the Department's Mass Transportation, Rail and Planning Programs. The TP&D Account also funds administrative and operational costs for intercity rail services, commuter and urban rail services and the Transit Capital Improvements (TCI). Principle sources

of funds: sales tax on diesel fuel and sales tax on gasoline known as "Prop 111" funds. this account also derives revenues from gasoline sales tax known as "spillover". The formula for spillover is calculated based on the level of gasoline sales relative to all taxable sales. The account also derives revenue from "Fair Share" transfers from the State Highway Account equal to transportation planning duties attributable to highway and guideway planning and research. The Aeronautics Account contributes \$30,000 annually to reimburse the TP&D Account for the aeronautics portion of the 20-Year Plan. Supports the: State Transit Assistance (STA) support costs from the sales tax revenues (determined by formula), with balance of sales tax revenues divided equally between STA and those programs shown as the Committed Program (those eligible for funding pursuant to the Public Utilities Code 99315); such as Intercity Rail Services and Bus Operations.

Transportation System Management (TSM) Plan

A process oriented approach to solving transportation problems considering both long- and short-range implication, which is service and operations oriented in which low capital, environmentally-responsive, efficiency-maximizing improvements are implemented on existing facilities in urban areas.

TERMS RELATED TO AIR QUALITY

Area sources

Small stationary and non-transportation sources of air pollution that are too small or numerous to count as point sources for individual control, such as dry cleaners.

Attainment Demonstrations

A State Implementation Plan (SIP) revision which describes how an area will meet air quality standards before its attainment date.

Build/No-build test

A conformity test which demonstrates that the total emissions from the projects in a transportation plan or program (the "build" scenario) will be lower than emissions that would result if the projects were not build (the "no-build" scenario).

Carbon Monoxide (CO)

A colorless, odorless gas that largely results from incomplete combustion of fuel. CO is one of three pollutants linked to motor vehicle emissions that are regulated by the Clean Air Act.

Conformity finding

An MPO verification that the emissions produced by a plan or program are consistent with the goals of a SIP. Conformity is generally determined by either an emissions budget test or a "build/no-build" test, and a demonstration that TCMs will be implemented in a timely fashion.

Emissions budget

A part of a SIP that identifies the maximum allowable emissions that may be produced by mobile, stationary and area sources.

Emissions Budget Conformity Period

The conformity period following the transitional period in which the emissions budget test is the sole test for conformity. The period begins when a 15 Percent SIP Revision is approved by EPA.

Emissions budget test

A conformity test in which MPOs demonstrate that the emissions from projects in a transportation plan or program will not exceed a SIP's emissions budget.

Emissions inventories

A complete list of the sources and amounts of pollutant emissions within a specific area and time interval.

Federal Implementation Plan (FIP)

A plan developed by EPA 24 months after a SIP is found deficient. A FIP provides strategies for attainment, but does not eliminate the state's responsibility to develop an approvable SIP.

Hotspots

A poorly ventilated area, such as a tunnel or intersection, where mobile source emissions (usually carbon monoxide or PM-10) are particularly high.

Hydrocarbons

A precursor of ozone in addition to nitrogen oxides (NO_x). Hydrocarbons are also known as volatile organic compounds (VOC) or reactive organic gases (ROGs). Until recently, most efforts to reduce ozone have focused on controlling hydrocarbons.

Mobile sources

Motorized vehicles, including cars, trucks, buses and other modes of transportation.

National Ambient Air Quality Standards (NAAQS)

Federal standards that set allowable concentrations and exposure limits for various pollutants.

Nitrogen Oxides (NO_x)

A precursor of ozone in addition to hydrocarbons. Recent EPA policy has begun to emphasize control of NO_x.

Number of trips

The number of trips traveled by vehicles within a given region over a given period of time. Because emissions are particularly high when vehicles are turned on and off, emission reduction strategies emphasize trip reduction in addition to VMT reduction.

Offsets

A compensation for the expansion or construction of a polluting stationary source. Before such expansion/construction begins, an offset permit is required to show that emissions will be reduced at another facility to offset new emissions increases. Under sanctions, the offset requirement would be increased to two-to-one.

Ozone

The major component of smog. Ozone is formed when hydrocarbons and nitrogen oxides (NO_x) combined in the presence of sunlight. Ground level ozone is a harmful pollutant, while stratospheric ozone protects life on earth from harmful ultraviolet rays. CO is one of three pollutants linked to motor vehicle emissions that are regulated by the Clean Air Act.

PM₁₀ (PM_{2.5})

Solid or liquid particles that measure less than 10 (or 2.5) microns. A micron is one millionth of a meter. PM₁₀ is one of three pollutants linked to motor vehicle emissions that are regulated by the Clean Air Act.

Precursors

The essential ingredients that form a secondary pollutant, e.g., nitrogen oxides and hydrocarbons are precursors in the formation of ozone.

Sanctions

EPA sanctions that will be imposed when a SIP revision is found deficient or not submitted. Sanctions can include two-to-one offsets for stationary sources, or a cutoff of highway funding.

Single Occupant Vehicle (SOV)

Vehicles with just one occupant. The reduction of SOVs is a major goal of many transportation control measures(TCMs).

State Implementation Plan (SIP)

A plan containing the strategies to achieve attainment of NAAQS, and maintain air quality levels once attainment is achieved.

Stationary sources

Relatively large, fixed sources of emissions, such as factories or power stations.

Technological mobile source reduction measures

Techniques that seek to reduce the emissions of cars without changing traffic patterns or personal travel habits. Technological approaches include inspection and maintenance (I&M) programs and reformulated gasoline.

Transitional Conformity Period

Conformity period when ozone non-attainment MPOs must perform both the emissions budget test and the build/no-build test for hydrocarbons. The transitional period begins on the date when the 15 Percent Reasonable Further Progress SIP revision was due and ends when that SIP revision is approved.

Transportation Control Measures (TCM)

A measure that alters personal travel patterns or traffic flow to reduce emissions. As an umbrella label. TCM includes transportation systems management (TSM) and transportation demand management (TDM).

Vehicle Miles Traveled (VMT)

The sum of distances traveled by all motor vehicles in a specified region.

Volatile Organic Compounds (VOC)

Another name for hydrocarbons, a precursor of ozone

A ppendix "A" Comments

To be provided with final RTP



Downtown Visalia Car Show



*Visalia City Coach Meets
Tulare Transit Express*

Responses to Comments

From: Lorena Mendibles, Department of Transportation – District 6

Dated: June 17, 2010

District 6 – Planning

Response: #1 Comment noted.

Response: #2 Comment noted.

Response: #3 Comment noted.

Response: #4 Comment noted.

Response: #5 Comment noted.

Response: #6 Comment noted. A discussion of CSMPs should be added in the next RTP update.

Response: #7 Comment noted.

Response: #8 Comment noted.

Response: #9 Comment noted.

District 6 – Native American Liaison

Response: #10 A reference to the Environmental Justice goal was added to pg 1-20.

Response: #11 Outreach to Native American communities is specifically cited in the text of the Policy Element on pg 2-2. However, the addition of Native American outreach to the goals and policies section of the Policy Element will be considered in the next RTP update.

District 6 – Transit Representative

Response: #12 Comment noted.

Response: #13 Comment noted.

Response: #14 Correction made.

Response: #15 Comment noted.

Response: #16 Comment noted.

Response: #17 Comment noted.

District 6 – Office of Traffic Engineering

Response: #18-25 & 29 The Regional Transportation Plan (RTP) is a financially constrained document. The addition of new projects to the constrained project list requires identification of funding along with the estimated open to traffic date for air quality conformity analysis. The addition of these projects, assuming additional information is supplied, will be reviewed for possible inclusion in the constrained or unconstrained project list in a future RTP amendment or in the next update.

Response: #26 Comment noted.

Response: #27 Description of project has been edited.

Response: #28 Project description footnote has been added.

Division of Transportation Planning Office of Regional & Interagency Planning (ORIP)

Response: #30 Operations and maintenance (O&M) of the existing road network are addressed in the Action Element and maintenance is specifically mentioned in the Policy Element. However, the expansion of O&M goals and policies in the Policy Element and breakout of bridge maintenance versus the overall maintenance of the existing road network will be reviewed in the next RTP update.

Response: #31 While purpose and need are listed for each individual project, the need for a more detailed discussion will be reviewed for the next RTP update.

Response: #32 Pedestrian needs often coincide with bicycle needs. However, a more thorough breakout of regional pedestrian needs will be included in the next RTP update.

Response: #33 Regionally significant projects are identified by jurisdiction, facility, scope, length, type of improvement and cost (among other attributes) in Table 3-14. Locally funded projects are identified in the same manner in Table 3-13. In addition, regionally significant and local projects are also graphically shown in Figures 3-11 through 3-17.

Response: #34 Identification of funding for TCMs has been added.

Response: #35 Comment noted.

Response: #36 Reference to the California Wildlife Action Plan was added.

Response: #37 A signed checklist will be included.

Response: #38 We have attempted to be as specific as possible in identifying the location(s) of the various provisions on the RTP checklist. However, there are some topics included in the checklist that are broad and are addressed throughout a particular chapter or chapters. For example, one checklist question is, "Does the RTP include a discussion of goods movement?" The RTP includes an entire chapter dedicated to Goods Movement. For these type of situations, a broader identification of location was identified on the checklist.

Response: #39 All appendices under separate cover have been included with the body of the RTP in mail-outs, on the TCAG website and in other distribution methods. All appendices under separate cover will be distributed with the body of the RTP in the distribution of the final documents and posted on the TCAG website. The physical inclusion of all appendices under separate cover in the same hardcopy document would create an unwieldy document.

Division of Mass Transportation

Response: #40 Comments noted.

Response: #41 The term "disabled" has been replaced with "people with disabilities".

Division of Aeronautics

Response: #42 Comment noted.

Response: #43 The reference to aviation has been added to the Executive Summary and Action Element.

Response: #44 The Tulare County Comprehensive Airport Land Use Plan (CALUP) is in the process of being updated. A more detailed explanation of the relationship between the CALUP and RTP will be included in the next RTP update.

Response #45 Requested sentence has been added.

Response #46 This is the first iteration of the Goods Movement chapter in the RTP. It is recognized that further updating is needed and that goods movement

through aviation needs to be more thoroughly discussed. A paragraph regarding aviation has been added into the Goods Movement chapter but it will need to be expanded upon in the next RTP update.

Response #47 Increased outreach to the aviation community will be included in the next Public Participation Plan update.

From: Scott Carson, FHWA

Dated: June 21, 2010

Response: #1 Comment noted.

Response: #2 Comment noted.

Response: #3 Comment noted.

Response: #4 Comment noted.

Response: #5 Including Environmental Justices planning activities together in the same section of the RTP will be included in the next update.

Response: #6 Comment noted.

Response: #7 Public outreach activities are contained in Appendix G of the draft and final RTP and responses to comments will be contained in Appendix A of the final RTP

Response: #8 Comment noted.

Response: #9 Comment noted.

From: Chris Ganson, EPA

Dated: June 17, 2010

Response: #1 Comment noted. The Policy Element contains numerous goals, objectives and policies regarding air quality.

Response: #2 Comment noted. The Policy Element does include Blueprint goals, objectives and policies. The Blueprint is a first step of implementing smart growth principles in the RTP.

Response: #3 Comment noted.

- Response: #4 Comment noted. A chapter regarding greenhouse gas (GHG) emissions is currently contained the RTP's EIR. Further discussion of GHG reductions and effects on the transportation network are anticipated with the development of the Sustainable Communities Strategy (SCS) in the next RTP update.
- Response: #5 Comment noted. Environmental mitigation is summarized in the RTP and discussed in detail in the RTP's EIR. Many of the EPA's recommendations are used at the project environmental analysis level.
- Response: #6 Comment noted. Other applicable plans are discussed and referenced in both the RTP and EIR. Many of the EPA's recommended list of plans are consulted at the project environmental analysis level.

DEPARTMENT OF TRANSPORTATION

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*Flex your power!
Be energy efficient!*

June 17, 2010

Mr. Ted Smalley
Executive Director
Tulare County Association of Governments
5961 S. Mooney Boulevard
Visalia, CA 93277

Dear Mr. Smalley:

Thank you for the opportunity to review the Tulare County Association of Governments' (TCAG) Draft 2011 Regional Transportation Plan (RTP). Caltrans has the following comments:

DISTRICT 6 – PLANNING

1 TCAG has provided current projects, future proposals and a thorough analysis of their region. TCAG's RTP must be consistent with the Regional Transportation Improvement Plan (RTIP) to program projects for the State Transportation Improvement Plan (STIP). TCAG has incorporated a 25 year planning process of projects in the Draft RTP.

2 Corridor preservation of State Highways and intersecting roadways is important to Caltrans. The District will continue to work on developing corridor preservation strategies with the local jurisdictions and TCAG, including the development of conceptual alignments of corridors and footprints of interchanges (for planning purposes) on facilities that will require expansion in the foreseeable future. Caltrans believes that preserving and protecting the needed right-of-way for future expansion of State facilities will greatly benefit the State, local communities and the public with regard to a logical and orderly process for subsequent delivery of projects.

3 TCAG's Draft RTP addresses Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, which specifies that by the year 2020 greenhouse gas emissions within the state must be at 1990 levels. Appendix C in the RTP's Environmental Impact Report (EIR) addresses greenhouse gas emissions. The Draft RTP also includes goals, policies and objectives for the Tulare County Regional Blueprint in the Policy Element. This sets the framework for addressing the provisions of Senate Bill (SB) 375 and a Sustainable Communities Strategy (SCS) or Alternate Planning Strategy (APS) in TCAG's next RTP Update.

In preparing to meet the requirements of SB 375, it is recommended that TCAG staff actively participate in two modeling activities that recently received funding. One of the

4 modeling activities will be funded with Proposition 84 Modeling Incentive funds. These funds were allocated to the Strategic Growth Council by the Legislature to improve modeling capacity of Metropolitan Planning Organizations (MPOs) to meet the requirements of SB 375. The San Joaquin Valley MPOs were awarded \$2.5 million of Proposition 84 funds for improvements to their modeling, which will be administered by Fresno COG in coordination with the other San Joaquin Valley MPOs.

5 The second modeling activity is the Central Valley MPOs I-Place's Pilot Project, funded with \$350,000 in State Planning and Research funds to develop a current conditions layer in the I-Place's parcel-based model using UPLAN data sets from the San Joaquin Valley Blueprint planning process. The MPOs modeling staff will also receive valuable training with the I-Place's Program. The funding will also be administered by Fresno COG in coordination with the other valley MPO's.

6 The Draft RTP does discuss CMIA/Prop 1B funded projects and includes a narrative regarding corridor studies, while it specifically does not mention "CSMP" it does discuss corridor planning and the need for Local and Caltrans cooperation which is satisfactory.

7 Caltrans completed its Complete Streets Implementation Action Plan in February 2010, which is a significant milestone in implementing Caltrans' Deputy Directive 64-R1 "Complete Streets – Integrating the Transportation System," which was signed in October 2008. Caltrans is committed to providing for the needs of all travelers in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. Caltrans views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation system.

8 This effort of implementing complete streets supports the local agencies' efforts required by the California Complete Streets Act of 2008 (AB 1358). It also supports the goals of reducing greenhouse gas emissions set out by AB 32 and SB 375, which further requires development of sustainable communities' strategies. It is also expected that Complete Streets will be included in our next federal transportation reauthorization bill.

9 Caltrans would like to commend TCAG for including goals, objectives and policies addressing Complete Streets. This is particularly evident under the Tulare County Regional Blueprint Policy Element. Caltrans would like to partner with TCAG in the implementation of these goals objectives and policies. TCAG is also updating their 2010 Regional Bicycle Transportation Plan which will determine the most needed bicycle facilities in the county to further promote alternative modes of transportation.

District 6 – Native American Liaison

10 Page 1-20, Executive Summary, Public Participation: The Public Participation section should make reference to the Environmental Justice goal within the Policy Element of the Draft RTP.

11 Page 2-1, Policy Element: It is excellent to find an Environmental Justice goal within the Policy Element of the Draft RTP. Caltrans recommends a similar goal within the Policy Element to

address consultation with Native American tribal governments and communities. If revised, this goal should be mentioned within the section on Public Participation as well.

District 6 – Transit Representative

Tulare County is commended on their efforts to achieve the transit policy goals of:

12 “Providing a safe, secure, coordinated and efficient public transit system that can reasonably meet the needs of the citizens by:

- Encouraging each transit agency to further citizen involvement, as well as participate in Social Services Transportation Advisory Committee (SSTAC) and Transit Forum meetings;
- Encouraging development of a transit system that interconnects and coordinates with other modes of transportation (i.e. rail, bus, bicycle, walkways and multijurisdictional transit);
- Encouraging the Cities of Visalia and Tulare to implement measures for transit-oriented land use along potential light rail corridors;
- Encouraging transit agencies to annually review transit safety procedures;
- Updating and adopting unmet transit needs definitions at least every five years, and increasing public participation in the transit unmet needs process;
- Encouraging transit agencies to make use of all available federal, state, and local funding (i.e.: Measure R funds) to expand and improve local transit services;
- Improving public outreach concerning the use of transit as an alternative to automobile travel;
- Encouraging transit agencies to consider extended service and weekend service;
- Considering the development of a new Joint Powers Agreement (JPA) to manage light rail service along the Mooney Boulevard Corridor.

13 Tulare County should be commended on their efforts to achieve their environmental justice goal by encouraging all existing and new public transit services be provided in a manner consistent with Title VI of the 1964 Civil Rights Act, including the prohibition of intentional discrimination and adverse disparate impact with regard to race, ethnicity or national origin. TCAG is commended on achieving completion of the numerous projects over the last 3 years since the 2007 RTP.

14 The second paragraph on page 3-35 is missing data or text.

15 The Financial Element provides a comprehensive spreadsheet that identifies all their funding categories and programs.

16 The Valleywide Chapter is a very comprehensive overview of the 8 Counties that make up the San Joaquin Valley Regional Transportation Planning Agencies (SJVTPA). This chapter identifies the challenges and improvements to coordinate interregional transit opportunities between the 8 counties.

17 Tulare County is commended on the inclusion of the Coordinated Transportation (Transit) Plan which provides strategies to improve mobility and access to transportation for Tulare County’s senior, disabled, and low-income populations; ensures that the transportation needs of the County’s disadvantaged populations are reflected in the planning process; and satisfies the requirements of federal funding to receive grant funds under SAFETEA-LU. A survey of the

Plans target populations identified and prioritized 7 strategies to address the region's transportation problems for implementation of the Coordinated Plan. The strategies and priorities presented are intended to address the needs of the County's senior, disabled, and low-income populations using Section 5310, JARC, or New Freedom funding.

DISTRICT 6-OFFICE OF TRAFFIC ENGINEERING

It is anticipated that the recent and future development within Tulare County will increase in traffic volumes on State Routes in the County. The impacts to State facilities, due to the increase in traffic volumes, need to be mitigated as part of project specific development and as part of a regional effort. Caltrans strongly supports the County of Tulare and each municipality in establishing a Transportation Impact Fee Mitigation Program.

The following list of projects represents known or expected improvements to the State Highway System and should be included the County's project lists.

Tipton

- 18 • A railroad grade separation and new interchange is proposed at Route 99 and 190 in the City of Tipton. This is a long-term future need that has been identified as part of an advanced planning/corridor analysis.

Earlimart and Pixley

- 19 • The Avenue 56, Route 99 Interchange has been identified as needing railroad grade separation. This will require reconstruction of the existing interchange and ramps. This is a long-term future need that has been identified as part of an advanced planning/corridor analysis.
- 20 • The Avenue 100 and Avenue 96 interchanges on Route 99 have been identified as needing ramp improvements in the town of Pixley. Consideration is being given to converting the frontage roads to a couplet system. The isolation northbound hook off ramp at Avenue 100 will be closed as part of the interchange improvements. The two isolated hook ramps near the park at Avenue 104 would be closed.

Dinuba Area

- 21 • The Route 201, Avenue 80 Intersection needs left-turn channelization and intersection signalization. In the future, Route 201 will need to be widened to 4 lanes as part of County circulation system improvements.

City of Tulare

- 22 • The Prosperity Avenue interchange on Route 99 will need auxiliary lanes in the near future. In addition, local road improvements are needed on Prosperity – adding lanes to the overcrossing and building retaining walls along Blackstone.
- 23 • The Route 99, Bardsley Avenue ramp termini needs signalization, ramp termini widening, and ADA improvements.

- 24 • The Route 99, Route 137 (Tulare Avenue) ramps have City streets that access the ramps from stop control, at-grade intersections. Cul-de-sacs should be constructed at edge of the state right of way on East San Joaquin Avenue and East Sierra Avenue. In addition, ramp termini signalization and widening is needed.
- 25 • The City is in the process of updating its General Plan. There is consideration to annex land east of Route 99 between Tagus and Prosperity Avenue. The existing partial interchange at Avenue 256 includes many non-standard features that are incompatible with urbanization. This interchange should be closed, or reconstructed and relocated.
- 26 • Project modification for Route 99/Bardsley Avenue and Route 137 have been included in the unconstrained capacity increasing projects for inclusion in the unmet transportation needs.
- 27 • The Cartmill Interchange project limit should be Route 99 from 0.6 miles south of Cartmill Avenue to 0.7 miles north of Cartmill Avenue and the work description should read. "to modify interchange."
- 28 • Table 3-14, page 1 of 2: Route 65/245 should be updated to Route 65-29.5 and Route 245-R38.3, the description should read, "Lindsay to Exeter from Hermosa Street to Avenue to Avenue 300 – construct 2 lane expressway in 4 lane alignment, and realign Route 65."

City of Kingsburg

- 29 • Avenue 394 in Tulare County and Mehlert Street in Fresno County intersects the southbound Route 99 off ramp at Mendocino Avenue. In a growing urban setting, the local roads should be separated from the ramps. Avenue 394 should be realigned. In addition, the Gilroy Street on ramp should be realigned. This northbound on ramp is an isolated ramp that needs direct access from Mendocino Avenue.

DIVISION OF TRANSPORTATION PLANNING

Office of Regional & Interagency Planning (ORIP)

The Office of Regional and Interagency Planning has reviewed the Tulare County Association of Governments' (TCAG) Draft 2011 Regional Transportation Plan (RTP). We thank you for this opportunity, and offer the following comments and suggestions for your consideration:

Chapter 2:

- 30 • Please review Government Code section 65080 (1) (B), Measures of road and bridge maintenance and rehabilitation needs including, but not limited to, roadway pavement and bridge conditions. We suggest that TCAG include bridge maintenance in your policy element section.

Chapter 3:

- 31 • Please consider providing a discussion of constrained and unconstrained projects within Table 3-11 and Table 3-12 to more clearly convey Project Intent including Plan Level Purpose and Need Statements.
- 32 • The non-motorized section includes a great discussion about the bicycle needs and opportunities in Tulare County. We recommend that TCAG include a more detailed discussion about regional pedestrian needs. The implementation of non-motorized transportation should include pedestrian needs to address non-motorized, blueprint, and air quality policy elements.
- 33 • Please further clarify the regionally significant projects as identified on Table 3-13 and Table 3-14.
- 34 • Please further clarify the specific financial strategies to ensure the identified TCMs from the SIP can be implemented as identified on pages 3-45 through 3-49, and Chapter 5.

Valleywide Chapter:

- 35 • We would like to encourage TCAG to continue regional coordination with local jurisdictions, and coordination with San Joaquin Valley MPOs in preparation for SB 375 compliance which will require the region to meet a regional greenhouse gas emissions reduction target which ARB is statutorily required to provide to each region by September 30, 2010. We encourage extensive communication and collaboration amongst all the agencies within the San Joaquin Valley regarding the development of a sustainable communities strategy to meet the requirements of SB 375.

Environmental:

- 36 • Please consider including a statement in the RTP regarding the EIR and the comparison to the California State Wildlife Action Plan (23 CFR Part 450.322 (g)).

General Comments:

- 37 • The draft RTP should include a signed copy of the Checklist. Please ensure that a signed checklist is contained in the final RTP.
- 38 • To facilitate timely review and comment on the RTP, please include specific page numbers when demonstrating compliance with various provisions on the RTP Checklist. Reference to entire chapters or large sections in the Checklist makes it difficult to clearly identify how requirements are met.
- 39 • To facilitate document review, please consider incorporating referenced Appendix documents as part of the information readily available for review, instead of under separate cover (i.e. Appendix "E" Tulare County Coordinated Transportation Plan).

DIVISION OF MASS TRANSPORTATION

Thank you for the opportunity to review and provide comments on Tulare's 2011 draft Regional Transportation Plan. The Division of Mass Transportation would like to commend the Governments on the following items:

For planning and establishing a comprehensive transit system through efforts such as:

- 40 • Implementing a regional goal to "provide an efficient, integrated multi-modal transportation system for the movement of people and goods that enhances the physical, economic and social environment," (p. 2-2) which includes methods such as ridesharing, vanpools, transit, etc.
- Collaborating with the public, transit agencies, and surrounding San Joaquin Valley governments (e.g., San Joaquin Valley Intelligent Transportation Systems Strategic Deployment Plan) to create an integrated transit system

We would like to offer the following comments for your consideration:

41 Please consider replacing the term "disabled" with "people with disabilities" as it may be offensive to some individuals and appears throughout the document, e.g. page 2-7, 3-35, 3-69, 3-37, etc. The United States Department of Labor's Office of Disability Employment Policy suggests addressing members of this community with people's first language. Please visit the following website for more information: <http://www.dol.gov/odep/pubs/fact/comucate.htm>

DIVISION OF AERONAUTICS

42 We compliment TCAG for including the consideration in the Executive Summary that the RTP seeks to improve street access to airports. Improving access to airports in the TCAG study area is vital to the preservation of the airports and the economics they do and can bring to the region. Also the comment on page 1-9, in the Cities of Visalia, Porterville, and Tulare, local transit systems provide public access to the airports is greatly acknowledged. The availability of transit to the airports, for both travelers and those working at the airports, is vital to a thriving region.

43 Page 1-17, Executive Summary – Goods Movement: We feel it would be beneficial to include aviation in the sentence that reads "TCAG supports the use of rail as a measure to alleviate conditions resulting from truck transport." Aviation has a place in alleviating some surface transportation issues and to acknowledge that in RTP is one of the first places to begin the discussion.

44 Page 3-84, Airport Land Use Commission: We appreciate the text explaining the purpose of the ALUC. Our experience tells us there is sufficient confusion regarding the authority of ALUC reviews, Airport Land Use Compatibility Plans (ALUCP's), and local planning processes. We recommend expanding the paragraph to explain how land use policies contained in the ALUCP are reconciled with your RTP's transportation and land use policies.

45 Further, function number three regarding the CALUP is particularly noteworthy considering how encroachment around airports can negatively affect airport operations. To that end, we recommend adding a sentence to the end of this function stating that proposed land use changes within two-miles of public use airports are to be reviewed by the ALUC. This change will help ensure the safety of aircraft as they approach and depart the airports from potential vertical obstructions and other new forms of development.

46 Page 5-1, Goods Movement: It is reasonable to understand the challenges of transporting goods via air cargo in the greater Tulare County area. However, it is still important to mention the benefits of air cargo in the region, and potential economic advantages, if notable obstacles could be overcome. We request that aviation be given some consideration in this section. Perhaps opportunities could be created whereby a cooperative collaboration of nearby regional airports may make this type of goods movement possible, at least on a limited scale. We encourage the addition of text that promotes the concept of holding inter-regional communications to evaluate the viability of limited inter-regional air cargo operations. Notwithstanding the above discussion, we request that the airport managers continue to be invited to goods movement discussions, particularly during the update of the Ground Access Improvement Program.

47 Appendix F, Public Participation Plan: The public participation plan appears to be lacking in its inclusion of actions to reach out to the aviation community. We request that additional language be included that provides for the inclusion of aviation interests in the final RTP. Specifically, we would like to see language acknowledging that the various airport managers will be consulted on transportation affairs that may affect or benefit airports and/or aviation interests, and how the aviation community will be included in vital transportation decision making processes.

Further comments on the EIR will be provided directly to the CEQA lead agency per standard State Clearinghouse procedures, and copied to the District. Please provide a copy to us of the final RTP when it becomes available.

Thank you for considering these comments for inclusion in the final TCAG 2011 Regional Transportation Plan. TCAG is commended for encouraging and promoting innovative regional transportation methods and by supporting continuous, comprehensive, and cooperative transportation planning practices. If you have any questions, please contact me at (559) 445-5421.

Sincerely,



LORENA MENDIBLES
Associate Transportation Planner
Transportation Planning North Branch

c: Sherri Bender-Ehlert, Steve Curti, Paul-Albert Marquez, Marta Frausto, Joanne Striebich, Albert Lee, David Deel, Bob Hull, Derek Kantar, Ryan Ong, Philip Sanchez, Michele Fell, Dara Wheeler, Kevin Tucker, Ben Giuliani, TCAG, Sue Kiser and Scott Carson, FHWA



U.S. Department
of Transportation
**Federal Highway
Administration**

**Federal Highway Administration
California Division**

June 21, 2010

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In Reply Refer To:
HDA-CA

Mr. Ted Smalley
Executive Director
Tulare County Association of Governments
5961 S. Mooney Boulevard
Visalia, CA 93277

SUBJECT: TCAG Draft FY 2011 FTIP/RTP Comments

Dear Mr. Smalley:

Thank you for submitting TCAG's Draft 2011 FTIP and RTP for our comments.

Federal Transportation Improvement Program

23 CFR 450.324 Development and content of the transportation improvement program

- Excellent, clear and thorough discussion on the entire FTIP development process on pages 1-5 to 1-10. Good public information practice of highlighting major projects programmed in previous FTIPs, discussion of operations and maintenance costs and noting the inflation factors of 3-5 percent used for calculation of Year of Expenditure costs.
- The section titled "Financial Plan" contains an extensive description of the funding programs for the FTIP, but the actual financial data is contained in the section titled "Financial Pages & Projects." In the future, TCAG may want to combine both sections to avoid confusion from a public information perspective.
- Using a unified, Valley-wide format for individual project listings is good practice.
- While the Caltrans 2011 FTIP checklist in Appendix E is not a federal requirement, we strongly support and encourage its use. The information shown in the Financial Tables of Attachment A of the checklist does not agree with the Financial Tables shown in the Financial Pages and Projects section. Please reconcile these prior to adopting the final FTIP.



23 CFR 450.316 Interested parties, participation and consultation

- Good practice on referencing TCAG's Public Participation Plan on page 1-6 and including the entire PPP and recent PPP update activities in Appendix H which also included consultation with tribal governments.

Other FTIP comments

- FHWA commends TCAG on developing a well-written, comprehensive and organized document. Complete information is not only highly useful to the public and other interested parties, but it also assists FHWA in reviewing future amendments to the FTIP document.

Regional Transportation Plan

23 CFR 450.322 Development and content of the metropolitan transportation plan

- 1 ○ Good practice on including a bullet list that summarizes "what's new" in the draft 2011 RTP on page 1-3 TCAG is addressing emerging trends and needs in transportation planning by including a goods movement chapter and a chapter on GHG (included in the California-required Environmental Impact Report (EIR)).
- 2 ○ Tables 3-5 "Guidelines for the Selection of RTIP Projects" is a clear, concise summary that enables the public to understand the technical process TCAG uses as a part of the process of selecting projects for the FTIP and RTIP.
- 3 ○ Table 3-6 "Performance Measures" is a good example how performance measures can be used to select capacity increasing projects in the planning process. TCAG is commended for including performance measures that take into account Environmental Justice, Sustainability and Environmental Quality.
- 4 ○ The draft 2011 RTP does a good job of utilizing graphics, tables, figures and color in communicating critical transportation planning information.

23 CFR 450.316 Interested parties, participation and consultation

- 5 ○ Environmental Justice (EJ) activities are scattered throughout the RTP document and in the EIR. EJ is shown as a Goal on page 2-14, a Performance Measure in Table 3-6, in the Blueprint Planning section starting on page 6-42, and an analysis on Page 3-178 of the EIR. While it is clear that TCAG is working diligently to address Executive Order 12898 in carrying out its planning process, FHWA recommends that in future plan updates, TCAG consider detailing all EJ planning activities into a centralized discussion within the RTP document.
- 6 ○ TCAG also ensures that it is taking credit for coordination and consultation with tribal governments and federal, state and local governments and agencies throughout the Blueprint Planning discussion.

- 7 ○ TCAG also is following good planning practice by including its complete Public Participation Plan in Appendix F. Will TCAG also be including a discussion of the comments received and activities carried out to involve the public in development of the draft 2011 RTP in the final adopted version?

Other RTP Comments

- 8 ○ As with the FTIP, FHWA commends TCAG on developing a very well-written, comprehensive and organized document. The RTP contains a wealth of information that enables interested parties to have a very complete picture of the entire regional transportation planning process across all modes. Although TCAG is not currently designated a Transportation Management Area (TMA), should the 2010 Census designate TCAG as a TMA, the technical capabilities of the planning process appear to be well-positioned to take on the additional planning responsibilities of a TMA MPO.
- 9 ○ TCAG is commended for working with the 7 other Valley MPOs to develop the comprehensive and detailed Valley-Wide chapter. This work, in combination of what has been undertaken for Blueprint planning, is a best practice moving towards a better and more integrated local and regional planning process.

To follow up on the above comment regarding regional integration, FHWA commends TCAG and the other 7 San Joaquin Valley (SVJ) MPOs on the hard work and efforts that you have put forth collectively in improving the entire transportation planning process across the Valley since adoption of the last FTIP and RTP. The Interagency Consultation (IAC) email process for project-level conformity, and periodical SVJ IAC conference calls, as well as other formal and informal coordination meetings and opportunities are examples of good practice.

We are also looking forward to the use of improved travel forecasting modeling tools (currently under development) for the 2014 RTP update. This enhanced modeling process may provide an opportunity for technology transfer of new modeling methods that can more accurately access the benefits of greater integration of the land-use and transportation planning processes.

If you have any questions about our comments, please call Scott Carson at 916-498-5029 or scott.carson@dot.gov.

Sincerely,



For
Vincent Mammano
Acting Division Administrator

cc: (e-mail)

Ray Sukys, FTA

Alex Smith, FTA

Garth Hopkins, Caltrans Planning

Kevin Tucker, Caltrans Planning

Muhaned Aljabiry, Caltrans Programming

Paul Albert-Marquez, Caltrans District

Karina O'Connor, EPA

Cari Anderson, CA Consulting

cc: (other)

TCAG FTIP/RTP Binders

scarson



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105

Ben Giuliani
Tulare County Association of Governments
5955 S. Mooney Blvd.
Visalia, CA 93277

Subject: U.S. EPA Comments on the Tulare County Association of Governments Regional
Transportation Plan and Draft Environmental Impact Report

Dear Mr. Giuliani:

The U.S. Environmental Protection Agency (EPA) appreciates the opportunity to provide comments on the Tulare County Association of Governments (TCAG) 2011 Draft Regional Transportation Plan (RTP) and Draft Environmental Impact Report (DEIR). EPA is committed to the goal of incorporating environmental considerations early in the transportation planning process. Early coordination results in greater opportunities to avoid sensitive resources and minimize impacts associated with future transportation projects.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) directs metropolitan planning organizations (MPOs) to consult with resource agencies while developing long-range transportation plans. It also requires such plans to discuss potential environmental mitigation activities and potential locations for these activities to restore and maintain environmental functions that could be affected by the plan. While EPA did not complete a comprehensive review of the TCAG RTP, we provide the following comments in support of compliance with these requirements. While we understand some of the provided recommendations below may not be able to be incorporated into this RTP revision, we hope that the concepts and principles identified can be incorporated into the next RTP revision.

1 Delineate Robust Measures to Improve Air Quality through Travel Efficiency

Air quality in the San Joaquin Valley is among the poorest in the country, causing health and environmental impacts for its residents and costs to its economy totaling approximately \$1600 per capita annually. The valley's geography and meteorology traps pollutants, so special attention must be given to reducing the amount of pollutants emitted. Transportation within the valley contributes a significant portion of these pollutants, and conversely reduction of vehicle travel can provide reductions for all pollutants. Reducing emissions from transportation is

necessary to improving the valley's air quality. While improvements in fuel efficiency and vehicle technology will contribute to a reduction in emissions, substantial focus on and investment in travel efficiency measures (e.g. smart growth and transportation demand management (TDM)) is also needed to further reduce emissions in the San Joaquin Valley.

2 Use the RTP Process to Spur Transportation Efficient Growth That Accomplishes Multiple Objectives

A regional transportation planning process provides an opportunity to focus growth and activity where it most benefits the region. Compact development built in infill locations shortens trip distances; transit-oriented development leads to a greater share of transit use; mixing of uses accomplishes both and also creates opportunities for active transportation modes. Such development patterns, and the transportation patterns they help create, in turn can create environmental and livability benefits. These concepts and others are included in Caltrans' recently completed *Smart Mobility 2010: A Call to Action for the New Decade*. In particular, EPA would like to call attention to its discussion of performance measures aimed at quantifying the benefits of integrated planning:

Transportation performance measures forecast, evaluate, and monitor the degree to which the transportation system accomplishes adopted public goals and mobility objectives. Smart Mobility Performance Measures demonstrate the relationship between integrated transportation and land use decisions and the consequent effects on the full range of economic, social, and environmental conditions. (p. 50)

As detailed in the document, EPA recommends incorporation of carefully chosen performance measures to inform and guide planning efforts.

EPA, the US Department of Housing and Urban Development (HUD) and the US Department of Transportation (DOT) recently joined in a partnership to support measures to improve livability and sustainability. We encourage you to consider the principles identified through this partnership when working to integrate the regional blueprint concept into regional planning. More information on this partnership, including grant opportunities, can be found at <http://www.epa.gov/smartgrowth/partnership/>. Programs offered by the partnership, including funding opportunities, can be found at http://www.epa.gov/smartgrowth/pdf/2010_0506_leveraging_partnership.pdf.

3 Clarify in the RTP How the Ongoing Regional Blueprint Effort Influenced Any Current Design and Route Network Location Decisions.

EPA recognizes that San Joaquin Valley MPOs intend to apply the ongoing regional blueprint process to identify preferred growth scenarios for the future which will serve as the foundation for determining a Sustainable Community Strategy. EPA recommends that, from a regional perspective, the RTP identify how proposed transportation projects have been planned to (1) more efficiently use existing infrastructure, for example by incorporating intelligent transportation systems or improving transit service, rather than adding new infrastructure; (2) satisfy regional residents' need for efficient access to goods and services in the way that causes the least environmental and social harm; and (3) avoid and minimize harm to high quality

resources and habitat. The RTP should also identify what design and route network location decisions were proposed in order to avoid and/or minimize impacts to resources. It should be clear how information about resources, including information from existing resource documents, has informed decisions about the route network.

In the next RTP cycle, SB 375 will require the preparation of a Sustainable Communities Strategy (SCS). In a growing region, the SCS provides an excellent opportunity to consider land use and environmental implications of transportation network improvements and integrate smart growth opportunities into the RTP. In its SCS, EPA recommends that including discussions of the other goals and criteria of the regional blueprint and how each relates to and/or influences the RTP. EPA also encourages providing support and resources to local jurisdictions to make their general plans and proposed projects consistent with the RTP and the San Joaquin Valley Blueprint (<http://www.valleyblueprint.org/>).

EPA, the US Department of Housing and Urban Development (HUD) and the US Department of Transportation (DOT) recently joined in a partnership to support measures to improve livability and sustainability. We encourage TCAG to consider the principles identified through this partnership when working to integrate the blueprint concept into regional planning. As mentioned above, more information on this partnership, including grant opportunities, can be found at <http://www.epa.gov/smartgrowth/partnership/>. A summary of Sustainability Programs at HUD, DOT, and EPA is enclosed.

4 Discuss Greenhouse Gas Implications and Preparation for a Carbon Constrained Future Transportation Network.

Many factors influence transportation greenhouse gas emissions. While population and employment growth drive transportation activity, a number of other factors also influence travel behavior, many of which MPOs are in a position to influence directly or indirectly.

A significant fraction of the built environment that will exist in the area affected by this RTP has yet to be built. Thus, significant opportunity exists to make substantial changes to land use development patterns. Because land use has significant direct influence on factors such as mode choice and average trip distance, and therefore indirect influence on factors such as air quality and greenhouse gas emissions, opportunity exists for significant change from current trends. EPA recommends including a discussion of estimates of the range of possibility with respect to these factors, and a discussion of the factors limiting these possibilities (e.g. funding, institutions).

EPA recognizes that MPOs do not have direct land use control. They can, however, facilitate local jurisdictions in the region, coordinating and building consensus through blueprint planning. A number of incentive programs are available to help fund such coordination (see attachment). Further, an MPO can use its role in transportation network planning to influence growth.

EPA recommends including discussion of both near-term transportation demand management strategies and more aggressive potential future solutions. While we recognize there may not be an opportunity to include a comprehensive discussion and analysis of these measures in this RTP update, we recommend expanding this discussion as feasible in this RTP with an eye toward the next RTP cycle. We recommend such a discussion focus primarily on opportunities and secondarily on constraints.

5 Discuss Impacts to Critical Habitat Areas and Connect It to a Broader Regional Mitigation Strategy in the RTP.

EPA strongly recommends avoiding biologically sensitive habitats when planning a regional transportation network. Where applicable open space plans, conservation areas, mitigation banks, conservation plans (such as Habitat Conservation Plans (HCPs) and Natural Community Conservation Planning programs), and high value resource areas should be identified and avoided at the regional transportation planning phase, rather than waiting until project implementation. Choices involving both roadway network placement and land use are decided or highly influenced by the regional transportation planning process and can have large implications for biologically sensitive areas.

The following are EPA's recommendations for biological and sensitive habitat mitigation:

- Use resource data to inform transportation decision-making.
- Use watershed, conservation, and recovery plans to identify important environmental considerations for the region, such as critical wildlife corridors, the most important areas to protect for sensitive species, and areas with a high concentration of resources.
- Give conservation plans as much weight as General Plans when planning transportation investments.
- Incorporate concepts such as 100 to 200 foot buffers for stream corridors, and identification and improvement of priority culverts that currently restrict wildlife corridors and natural processes of stream and river systems.
- Use parcel maps to identify larger, undivided parcels for ease of acquisition and preservation, and designate areas as potential future mitigation sites.
- Consider the resource, "Eco-logical: An Ecosystem Approach to Developing Infrastructure Projects" (2006)¹ which encourages Federal, State, Tribal and Local partners involved in infrastructure planning, design, review, and construction to use flexibility in regulatory processes. Specifically, Eco-Logical puts forth the conceptual groundwork for integrating plans across agency boundaries, and endorses ecosystem-based mitigation - an innovative method of mitigating infrastructure impacts that cannot be avoided.

¹ Eco-logical is available on-line at: http://www.environment.fhwa.dot.gov/ecological/eco_index.asp. Information on pilots using Eco-logical principals is available on-line at: http://www.trb.org/StrategicHighwayResearchProgram2SHRP2/Public/Pages/capacitypilottests_334.aspx.

The Regional Mitigation Strategy contained in the RTP should also establish the foundation for innovative regional mitigation solutions:

- Identify financial mechanisms to fund mitigation, such as development fees, sales tax, or the use of funds from alternative methods to identify and protect critical resource areas.
- Establish conservation easements that connect to and expand existing conservation areas.
- Describe locally-developed measures such as county/city designation of open-space, measures requiring development set-backs near streams, etc.

6 Describe the Use of Available Data to Inform Regional Transportation Planning Decisions.

SAFETEA-LU directs MPOs to compare transportation plans with other plans, maps, and data of inventories of natural or historic resources, if available. The RTP should therefore include a discussion of other data, plans, or maps that may be useful to inform long-range transportation planning. EPA recommends that the RTP specifically describe how the proposed transportation network has been designed to avoid resources identified in data sources such as those identified below:

- U.S. Fish & Wildlife Service species recovery plans
- USDA Natural Resources Conservation Service wetland data
- Nature Conservancy data and regional planning documents
- California Department of Fish and Game Natural Diversity Database
- Local non-profit and land trust group information

EPA values the opportunity to be involved in the regional transportation planning process. When the final RTP and EIR are available, please send a copy of each to the address above (mail code CED-2). If you have any questions about our comments, please contact me at 415-947-4121 or ganson.chris@epa.gov.

Sincerely,



Chris Ganson
Environmental Review Office

Enclosure: Leveraging the Partnership: DOT, HUD, and EPA Programs for Sustainable Communities

cc: Garth Hopkins, Caltrans Headquarters
Christine Cox-Kovacevich, Caltrans Central Region
Aimee Kratovil, Federal Highway Administration
Eric Eidlin, Federal Transit Administration
Roberta Gerson, US Fish and Wildlife Service

From: "Linda Clark"

To: "Ben Giuliani", "Eddie Wendt", "Christine Chavez"

CC: "John Lollis", "Baldo Rodriguez"

Date: 5/20/2010 4:00 PM

Subject: Draft 2011 Regional Transportation Plan -- Tulare County Coordinated Transportation Plan

Attachments: Porterville Transit.pdf Revised System Map April 2010.pdf

Good Morning --

After reviewing the Draft 2011 Regional Transportation Plan and the Tulare County Coordinated Transportation Plan, there are a few corrections that need to be made for Porterville Transit. I'll highlight them below, but please feel free to contact me if you have any questions.

Draft 2011 Regional Transportation Plan

* Page 1-15: In the last sentence, there is something missing. It reads . . . "in addition the Tulare County" and then drops off.

* Figure 3-15: "Putman" is incorrect. The name is Putnam.

* Page 3-58: Action Element: The plan refers to the cities of Tulare, Dinuba and Visalia all currently running a large part of their fleet with CNG Vehicles. Please add Porterville to that list -- we now have 5 of our 7 daily pull-out vehicles being CNG. As of October 2010, our entire primary fleet will be CNG buses.

* Page 3-64: Please again add Porterville when talking about the agencies that already have daily pull-out buses using CNG -- we are omitted there as well. As of October, 2010, in addition to having an entire primary fleet of CNG buses, we will also be meeting 100% compliance with the CARB regulations -- well ahead of the deadline. Additionally, our CNG fueling station has been in operation since the summer of 2009.

* Page 3-66: Air Quality Issues: Please make the corrections indicating that "the City of Porterville has a CNG Fueling Station with 75% of its transit fleet being CNG. This will increase to 100% of the primary fleet by October, 2010.

* Page 3-73: Eliminate "Eagle Mountain Casino" -- they no longer use our transit center, although they would be welcome to in the future, if there is a need. Also, our route intervals are now 40-minute headways -- no longer 30 minute headways.

* Page 3-81: Add Porterville to your list -- we also equip all of our new transit buses with bicycle racks, and have done so for approximately 10 years.

* Page 4-37 -- Table 4-17 Capital Transit Needs Schedule will require changes as a result of the FTIP changes requested by the City of Porterville (e-mail of Tuesday, May 18, 2010.)

Tulare County Coordinated Transportation Plan -- April 2010 Draft

* Page 21: The second paragraph talking about the City of Porterville states "Children under the age of 4 must be accompanied by an adult . . ." -- that is incorrect. Correct age should be 7.

* Pages 28 and 29: We have a revised system map that we will attach. If you need a higher resolution, please let me know.

Thanks --

Linda

<All requested corrections have been made. -Ben

A ppendix "B" Regional Road System



Road 80 Groundbreaking



Downtown Tulare Transit Center

Tulare County Association of Governments

2011 Regional Transportation Plan – Regional Road System

Introduction

The Tulare County Regional Road System is part of the Regional Transportation Plan (RTP). The Regional Road System is a network of highways and roads connecting cities and unincorporated communities providing rapid and efficient goods movement throughout the County. The Regional Road system also provides access to adjacent counties, the Sequoia and Kings Canyon National Parks, the Sequoia National Monument, State and National Forest lands, the Tule River Indian Reservation, and other destinations. The Regional Road System has been included in the adopted RTP since 1980. Figure 1 displays the current extent of Regional Road System, and Table 1 summarizes the road limits, types, and approximate distances.

Regional Road System Description

The Regional Road System consists of approximately 775 miles* of two and four-lane roads which are classified as Freeway and Major / Minor Arterial and Collector roads based upon the *Federal Functional Classification System*. Included in this total is approximately 357 miles of State Highway. The regional roads which connect cities, or provide access through cities in the County include:

- State Route 99 Kern County line through Tulare and Visalia to the Fresno County line.
- State Route 137 from Kings County line through Tulare to State Route 65.
- State Route 198 from Kings County line through Visalia and Farmersville to the Fresno County line.
- State Route 216 from Visalia through Woodlake to State Route 198.
- State Route 63 from Tulare through Visalia and Cutler-Orosi to the Fresno County line.
- State Route 65 from Kern County line through Porterville, Lindsay, and Exeter to State Route 198.
- State Route 190 from State Route 99 through Porterville to Springville.
- Road 80 from Visalia through Dinuba to the Fresno County line.
- Avenue 416 from Cutler-Orosi through Dinuba to the Fresno County line.
- Road 100 and 108 from Visalia to Tulare

In Tulare County many of the regional roads are in the unincorporated areas and connect the cities with smaller unincorporated communities. Examples include Avenue 96 between Terra Bella and Pixley and State Route 198 between Visalia and Three Rivers.

*This doesn't include ramp network mileage. Ramps and frontage roads connecting regional roads to each other are considered part of the Regional Road System.

Selection Criteria

All roads are important to someone, however, in determining the selection of a Regional Road System the following criteria served as general guidelines:

- (1) Does the road connect two or more “regions” of the County?
- (2) Does the road cross county boundaries?
- (3) Does the road carry a significant amount of through traffic?
- (4) Does the road provide access to a regional highway or transit facility.

A Regional Road may be classified without meeting any of the above guidelines based on other criteria such as public desire. The importance of the road in connecting cities and communities, as well as providing rapid and efficient goods movement is also a major consideration. At least two access routes to all incorporated cities are included in the Regional Road System. For unincorporated communities, regional access was provided to all communities with a population of approximately 300 people or more. The unincorporated communities in Tulare County served by the Regional Road System include:

Alpaugh	Cutler	Ducor
Earlimart	East Orosi	East Porterville
Goshen	Ivanhoe	Lemon Cove
London	Orosi	Pixley
Plainview	Poplar	Richgrove
Springville	Strathmore	Terra Bella
Three Rivers	Tipton	Traver
Woodville		

In addition to the unincorporated communities, the Regional Road System included Reservation Road which is the primary access to the Tule River Indian Reservation.

Funding implications

The Regional Road System has funding implications related to the adopted Tulare County Regional Transportation Improvement Program (RTIP) and guidelines. The adopted *Guidelines for Selection of RTIP Projects* includes the following requirements:

Universal Criteria, Item C, No. 3 and 4:

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

c) A Safety Index (SI) will be calculated.

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 is still required to meet the “Regional Significance” criteria.**

4. Category 4 – Individual interchanges, overcrossings and grade separations **will be considered only after a “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.

In accordance with the above requirements, for a project to be eligible for State Transportation Improvement Program (STIP) funds as either a Category 3 project (capacity increasing or widening) or Category 4 project (interchanges) it must be of “Regional Significance”, i.e. part of the Regional Road System.

Future changes

As growth occurs, traffic patterns potentially change. The regional road systems should be reviewed every four years as part of the Regional Transportation Plan update effort.

Table 1 - Tulare County Regional Road System
State Freeways and Highways (State of California Routes)

Name	Limits		Distance (approx. miles)	Federal Classification	Jurisdiction	
	Name	Name				
1	SR-43	Kern County (Avenue 0)	Kings County (Road 16)	22.7	Minor Arterial	County
2	SR-63	SR-137 (Avenue 232)	Fresno County (Road 120)	30.1	Principal Arterial/Minor Arterial	Tulare/County/Visalia
3	SR-65	Kern County (Avenue 0)	SR-198 (Avenue 296)	39.6	Expressway/Principal Arterial	County/Porterville/ Lindsay/Exeter
4	SR-99	Kern County (Avenue 0)	Fresno County (Avenue 394)	53.9	Freeway	County/Tulare/Visalia
5	SR-137	Kings County (Road 16)	SR-65 (Road 196)	27.4	Principal Arterial/Minor Arterial	County/Tulare
6	SR-180	Fresno County / Tulare County	Fresno County / Tulare County	6.0	Principal Arterial	County
7	SR-190	SR-99 at Tipton	Western Divide Highway (Quaking Aspen Camp)	56.6	Expressway/Minor Arterial/Major Collector	County/Porterville
8	SR-198	Kings County (Road 44)	Sequoia National Park Boundary	44.2	Expressway/Principal Arterial	County/Visalia
9	SR-201	Fresno County (Road 16)	SR-63 (Road 128)	14.5	Minor Arterial	County
10	SR-201	SR-63 (Road 128)	SR-245 (Road 202)	9.5	Major Collector	County
11	SR-216	SR-198 (Avenue 296)	SR-198 (north of Lemon Cove)	19.3	Principal Arterial/Minor Arterial	County/Visalia/Woodlake
12	SR-245	SR-198 (Avenue 296)	Fresno County / Tulare County	33.0	Principal Arterial/Minor Arterial	County/Woodlake

Highways by Caltrans milemarker

356.7 Miles

Table 1 - Tulare County Regional Road System
North/South Routes (Cities and the County)

Name	Limits		Distance (approx. miles)	Federal Classification	Jurisdiction	
	Name	Name				
1	Road 38/40	Avenue 54	Avenue 112	7.3	Minor Collector	County
2	Road 56	Avenue 384	Fresno County (Avenue 432)	6.0	Major Collector	County
3	Road 60	Avenue 368	Avenue 384	2.0	Minor Collector	County
4	Road 68	SR-137 (Avenue 228)	SR-198 (Avenue 296)	9.5	Major Collector	County
5	Road 80	SR-198 (Avenue 296)	Fresno County (Avenue 432)	17.0	Minor Arterial	Visalia/County/Dinuba
6	Road 100	Avenue 248 (Cartmill)	SR-198 (Avenue 296)	6.0	Principal Arterial/Major Collector	County/Visalia
7	K St/J St	SR-99 (Avenue 202)	SR-99 (Avenue 258)	7.3	Principal Arterial	Tulare/County
8	Road 108	SR-99 (Avenue 238)	Avenue 328	11.3	Minor Arterial/Major Collector	Tulare/County/Visalia
9	Mooney Blvd	Foster Dr	SR-137 (Avenue 232)	1.7	Minor Arterial	Tulare
10	Road 132	SR-198 (Avenue 296)	SR-201 (Avenue 384)	11.0	Minor Arterial/Major Collector	Visalia/County
11	Road 140	SR-137 (Avenue 232)	SR-198 (Avenue 296)	9.4	Principal Arterial/Major Collector	County/Visalia
12	Road 152	Avenue 96	SR-137 (Avenue 232)	17.0	Major Collector	County
13	Road 156	Avenue 328	SR-201 (Avenue 384)	7.0	Major Collector	County
14	Road 158	SR-198 (Avenue 296)	SR-216 (Avenue 308)	1.5	Minor Collector	County
15	Road 164/168	SR-137 (Avenue 232)	SR-198 (Avenue 296)	8.1	Minor Arterial/Major Collector	County/Farmersville
16	Road 192	Kern County (Avenue 0)	Avenue 192	24.0	Major Collector/Minor Collector	County
17	Road 196	Avenue 192	SR-137 (Avenue 232)	5.0	Major Collector	County
18	Road 196	SR-198 (Avenue 296)	SR-216 (Avenue 344)	6.0	Major Collector	County
19	Millwood Dr	SR-216 (Avenue 344)	SR-245 (Avenue 364)	4.0	Minor Collector	County
20	Road 200	County Line Rd (Ave 0)	Avenue 4	0.5	Minor Collector	County
21	Road 204 (Spruce)	SR-65 (Avenue 232)	SR-198 (Avenue 296)	8.0	Major Collector	County
22	Richgrove Dr	Avenue 4	Avenue 56	7.6	Minor Collector	County
23	Orange Belt Dr	SR-190 (Avenue 144)	Hermosa St (Avenue 228)	11.6	Minor Arterial/Major Collector	Porterville/County/Lindsay
24	Indiana St (Rd 240)	Scranton Ave (Ave 136)	Gibbons Ave (Ave 138)	0.3	Minor Collector	County
25	Jaye St (Rd 244)	Gibbons Ave (Ave 138)	SR-190 (Avenue 144)	0.8	Minor Collector	Porterville
26	Dry Creek Dr	SR-216	SR-245	17.5	Minor Collector	County
27	Road 276	Avenue 176	Avenue 196	2.5	Major Collector	County
28	Balch Park Dr	SR-190	Balch Park	22.5	Major Collector/Minor Collector	County

232.2 Miles

Table 1 - Tulare County Regional Road System
East/West Routes (Cities and the County)

Name	Limits		Distance (approx. miles)	Federal Classification	Jurisdiction	
	Name	Name				
1	County Line Rd	SR-99 (Road 144)	Road 200	7.0	Minor Arterial/Minor Collector	County
2	Avenue 4	Road 200	Richgrove Dr	0.9	Minor Collector	County
3	Avenue 54/56	Road 38	SR-65 (Road 232)	24.5	Major Collector	County
4	Avenue 95/96	SR-99 (Road 126)	SR-65 (Road 232)	13.8	Major Collector	County
5	Avenue 112	Road 40	SR-43 (Road 42)	0.2	Minor Collector	County
6	Reservation Rd	SR-190	Tule River Indian Reservation	10.6	Minor Collector	County/Tule River I.R.
7	Scranton Ave	SR-65 (Road 238)	Indiana St (Road 240)	0.3	Minor Collector	County
8	Gibbons Ave	Indiana St (Road 240)	Jaye St (Road 244)	0.5	Minor Collector	Porterville
9	Avenue 152	SR-99 (Road 116)	Main St (Road 248)	16.5	Principal Arterial/Major Collector	County/Porterville
10	Avenue 168	Road 152	Road 192	5.0	Major Collector	County
11	Avenue 176	Road 276	SR-190	5.9	Major Collector	County
12	Avenue 192	Road 192	Road 196	0.5	Major Collector	County
13	Avenue 196	Road 196	Road 248	10.0	Major Collector	County
14	Paige Ave	K St	Mooney Blvd (Road 116)	1.6	Minor Arterial	Tulare
15	Hermosa St	SR-65 (Road 210)	Mirage St (Road 218)	1.0	Minor Arterial	Lindsay
16	Avenue 232	Kings County (Road 20)	SR-137 (Road 104)	10.3	Principal Arterial/Major Collector	County/Tulare
17	Cartmill Ave	SR-99	Akers St (Road 100)	0.3	Minor Arterial	Tulare
18	Avenue 280	Kings County (Road 44)	SR-65 (Road 196)	19.0	Principal Arterial/Minor Arterial/Major Collector	County/Visalia/ Farmersville/Exeter
19	Avenue 304	SR-99 (Road 68)	Demaree St (Road 108)	5.0	Minor Arterial	County/Visalia
20	Avenue 312	SR-99 (Road 66)	SR-63 (Road 124)	7.3	Principal Arterial/Major Collector	County/Visalia
21	Avenue 328	SR-99 (Road 58)	SR-216 (Road 160)	13.0	Major Collector/Minor Collector	County
22	Avenue 368	SR-99 (Road 37)	Road 60	3.0	Minor Collector	County
23	Avenue 384	SR-99 (Road 25)	SR-63 (Road 128)	12.9	Major Collector	County
24	Avenue 416	Fresno County (Road 33)	Road 168	16.9	Principal Arterial/Minor Arterial/Major Collector	County/Dinuba

185.8 Miles

A ppendix "C" Environmental Impact Report



Downtown Porterville

*Under Separate Cover
Contact TCAG For A Copy*



Kings Canyon National Park

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

In the matter of:

CERTIFYING THE 2011 REGIONAL)
TRANSPORTATION PLAN) Resolution No. 10-037
ENVIRONMENTAL IMPACT REPORT)

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

WHEREAS, the TCAG has prepared a Final Subsequent Program Environmental Impact Report for the Tulare County 2011 Regional Transportation Plan; and

WHEREAS, the 2011 Regional Transportation Plan and 2011 Federal Transportation Improvement Program are subject to a Finding of Air Quality Conformity and the Findings were reviewed by the TCAG Board of Governors finding that it is consistent with both the existing State Implementation Plan and the Federal Clean Air Act Amendments of 1990; and

WHEREAS, Section 65080 of the California Government Code requires each Regional Transportation Planning Agency to prepare and adopt a Regional Transportation Plan and quadrennially update it for submission the California Transportation Commission and the California Department of Transportation; and

WHEREAS, Public Notice was published on April 30, 2010, and a Public Hearing was held on May 17, 2010 for comments in accordance with Section 15087(a) of the State Guidelines for Implementation of the California Environmental Quality Act (CEQA); and

WHEREAS, a Notice of Preparation (NOP) was filed on September 10, 2009, affected agencies and the public were given 30 days to review and comment on the NOP. The review period for the Draft Subsequent Program Environmental Impact Report for the Tulare County 2011 Regional Transportation Plan was between April 30, 2010 and June 14, 2010, and affected agencies and the public were given 45 days to comment on the Draft Subsequent Program Environmental Impact Report for the Tulare County 2011 Regional Transportation Plan; and

WHEREAS, based on information set forth in the Draft and Final Subsequent Program Environmental Impact Report, and these findings of fact, the Tulare County Association of Governments (TCAG) recognizes that approval of the Regional Transportation Plan (RTP) update, even with implementation of all the feasible mitigation measures, may result in significant effects on the environment: and

WHEREAS, in compliance with the California Environmental Quality Act (CEQA), TCAG finds that the unavoidable significant adverse effects of the project are overridden by the benefits of the project and the considerations described in the attachment and, therefore, makes and adopts overriding considerations; and

WHEREAS, the documents have been widely circulated and reviewed by the Tulare County Association of Governments' advisory committees representing the technical and management staffs of the member agencies; representatives of other governmental agencies, including State and federal; representatives of special interest groups; representatives of the private business sector; and residents of Tulare County.

NOW, THEREFORE, BE IT RESOLVED THAT:

- 1) This Board hereby certifies that it has reviewed and considered the information contained in the Subsequent Program EIR prepared for the Tulare County 2011 Regional Transportation Plan, together with any comments received during the public review process, in compliance with the California Environmental Quality Act (CEQA) and the State guidelines for the implementation of the California Environmental Quality Act of 1970 prior to taking action on the Plan.
- 2) Although the Final Subsequent Program Environmental Impact Report identifies certain significant effects of the proposed Tulare County 2011 Regional Transportation Plan, this Board hereby finds that the Plan should be approved because policies and mitigation measures which mitigate certain environmental effects to a level which is less than significant have been incorporated into the Plan.
- 3) Although the Final Subsequent Program Environmental Impact Report identifies certain significant effects of the proposed Tulare County 2011 Regional Transportation Plan which cannot be mitigated to a level which is less than significant this Board hereby finds the environmental effects to be acceptable because the benefits of the Plan outweigh its unavoidable adverse effects. The specific reasons for this finding are set forth in the Statement of Overriding Considerations which is attached hereto and hereby adopted as though fully set forth herein.
- 4) This Board hereby certifies the adequacy of the Subsequent Program Environmental Impact Report and adopts the Mitigation Monitoring & Reporting Program prepared for the Tulare County 2011 Regional Transportation Plan and finds that the Plan will have significant effects on the environment.
- 5) This Board hereby certifies the addendum attachment to the Final Environmental Impact Report.

The foregoing Resolution was adopted upon the motion of Member Worthley, seconded by Member McKittrick, at a regular meeting on the 19th day of July, 2010, by the following vote:

AYES: Ishida, Vander Poel, Cox, Worthley, Ennis, McKittrick, Allwardt, Boyer, Kimball, Ortega, Link, Zimmerman, Sparks, McKinley

NOES:

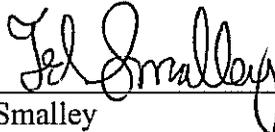
ABSTAIN:

ABSENT: Martinez, Mendoza

TULARE COUNTY ASSOCIATION OF GOVERNMENTS



Pete Vander Poel
Chair, TCAG



Ted Smalley
Executive Director, TCAG



Appendix "D" Air Quality Conformity Findings



Downtown Dinuba

*Under Separate Cover
Contact TCAG For A Copy*



*Downtown Visalia
Car Show*



Appendix "E"

Tulare County Coordinated Transportation Plan



*Downtown Lindsay
Sweet Briar Park*

*Under Separate Cover
Contact TCAG For A Copy*



*City of Tulare
Santa Fe Trail*

A ppendix "F" Public Participation Plan



*City of Woodlake
Measure R project*



Tulare County

2009 PUBLIC PARTICIPATION PLAN

I. Introduction

Tulare County

Tulare County, comprised of 4,824 square miles, is located in the southern portion of the San Joaquin Valley. The Valley is between the Coastal Range on the west and the Sierra Nevada Range on the east. The Valley extends from Sacramento on the north, to the Tehachapi Range on the south. The San Joaquin Valley is one of the richest farmlands in the world producing a wide variety of agricultural products. Tulare County has approximately one third of its land area in the Valley. The remaining portion is in the Sierra Nevada Range. This offers an abundance of scenic and recreational opportunities for residents and visitors. The land in the Valley produces a wide variety of agricultural products. Tulare County ranks second in the nation in total agricultural income. The population of Tulare County is concentrated in the Valley. There are eight incorporated cities accounting for 67 percent of the county's total approximate population of 435,000.

Tulare County Association of Governments

The Board of Governors directs TCAG. This Board is composed of one representative from each of the eight city councils, the five members of the County Board of Supervisors, and three members-at-large. These sixteen members act as the Council of Governments (COG), the Regional Transportation Planning Agency (RTPA), and the Metropolitan Planning Organization (MPO). These members, plus the District 6 Director of Caltrans, sit as the Policy Advisory Committee. This body offers advice on issues that will be presented to the Board of Governors. The Tulare County Transportation Authority is governed by the elected members of the TCAG Board of Governors. The Authority is designated to act on Measure R (the Tulare County ½ percent sales tax) issues.

The Technical Advisory Committee (TAC) makes recommendations to the Board of Governors. This committee is comprised of representatives from each of the eight cities, the Tulare County Resource Management Agency, Caltrans, the Tule River Tribal Council and TCAG Staff. This committee meets once a month prior to TCAG Board meetings to review upcoming Board agenda items and to discuss outstanding issues of regional significance.

The Social Service Transportation Advisory Council (SSTAC), responsible for the annual review of the Unmet Transit Needs in the County, is another permanent committee of TCAG. This review results in a recommendation of findings to the TCAG Board of Governors, who then considers the recommendation and makes the final Unmet Needs Determination. This council meets 3 to 4 times a year and represents the following agencies and groups of people: disabled transit users, transit users – over 60 years of age, social service providers for Seniors, social service providers for the disabled, social service providers for persons of limited means, consolidated transportation service agency for non-urbanized areas, consolidated transportation service agency for urbanized areas and the Center for Independent Living.

The Environmental Advisory Committee (EAC) meets at least quarterly and is responsible for observing, analyzing, and reporting on new programs such as amendments to the State and Federal Endangered Species Acts, Sequoia National Forest Service Management Plans, new listing

PUBLIC PARTICIPATION PLAN

or removing proposals, proposed changes to the California Environmental Quality Act (CEQA), and any federal, state, or local agency proposal that affects environmental issues in Tulare County, including important National Environmental Policy Act (NEPA) and CEQA documents, and any particular project TCAG may assign to the Committee. The EAC also makes recommendations to the TCAG Board regarding environmental mitigation banking sites. This committee is represented by the following agencies and organizations: Sequoia National Park, Irrigation Districts, TCAG, Tulare County City Managers, Sierra Los Tules Land Trust, Agricultural Commissioner, U.S. Fish & Wildlife Service, California Dept. of Fish & Game, Tulare County Redevelopment Agency, County of Tulare, County of Tulare Parks Dept., Kaweah Delta Water Conservation District, Bureau of Land Management and Caltrans.

The Rail Advisory Committee meets quarterly or on an as needed basis and provides a forum to identify, discuss and make recommendations regarding commercial rail in Tulare County. This includes rail abandonments, rail goods movement, rail consolidation and other pertinent issues related to commercial rail in the County. The Committee is comprised of members from the cities that are affected by rail, the County and representatives from the rail industry.

The Measure R Citizens Oversight Committee meets at least quarterly and additionally as needed and is responsible for providing input on implementation of the Measure R Expenditure Plan and to advise the TCAG Board if and when the Plan needs to be augmented and to ensure that the funds are being spent in accordance with the Plan. This committee is comprised of non-elected citizens from the following groups: the County of Tulare, the eight incorporated cities, a major private sector employer (nominated by the Tulare County Economic Development Corporation), the building industry (nominated by the Tulare County Building Association), the agriculture industry (nominated by the Tulare County Farm Bureau), the Hispanic community (nominated by the Tulare-Kings Hispanic Chamber of Commerce), an advocacy group representing bicyclists, pedestrians and/or transit (selected through application), a professional in the field of audit, finance and/or budgeting (selected through application) and an environmental advocacy group (selected through application).

There are also non-Board appointed committees that provide the public and other agencies and organizations the opportunity to participate in planning processes:

The Bicycle Advisory Committee (BAC) meets quarterly or as needed and is responsible for advising the TCAG Board regarding the development and maintenance of bicycle interests within Tulare County. This committee is comprised of members from the following groups: Planning and Public Works Staff from the County and eight incorporated cities, bicycle facility users, school officials, local service clubs, law enforcement officials, local citizens and TCAG staff.

The transit operators in Tulare County are represented on the TCAG Board of Governors and the Technical Advisory Committee by an elected official of the operator's decision-making body and by a technical staff person respectively. In addition, the Transit Forum is composed of representatives from each of the agencies that provide transit operations and TCAG Staff. The Forum meets every two months to exchange information and discuss transit related issues.

II. Guidelines

Purpose

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 process used to update the Public Participation Plan is outlined in Appendix A. (Please refer to TCAG's 2007 Public Participation Plan for the process used to develop the initial plan.)

Background

The Public Participation Plan is to be developed using principles as required by the Code of Federal Regulations, Title 23, Sec. 450.316:

- (a) *The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.*
- (1) *The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:*
 - (i) *Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;*
 - (ii) *Providing timely notice and reasonable access to information about transportation issues and processes;*
 - (iii) *Employing visualization techniques to describe metropolitan transportation plans and TIPs;*
 - (iv) *Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;*
 - (v) *Holding any public meetings at convenient and accessible locations and times;*
 - (vi) *Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;*

- (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;*
- (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;*
- (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and*
- (x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.*

Participation Goals, Strategies and Procedures

TCAG recognizes that the involvement of the public and agencies, organizations and other groups which represent the public is pivotal in to the success of transportation programs, plans and projects in Tulare County. Listed below are goals, strategies and procedures regarding public participation in TCAG’s planning processes:

Goal: Raise the public’s level of understanding of transportation planning processes in the County.

Strategy: Use a variety of presentation methods and modes of communication to disseminate information to the public.

Procedures:

- Use TCAG’s ‘On the Move’ newsletter to highlight important transportation issues and announcements.
- Post important public documents such as the RTP, FTIP, OWP and Special Planning Studies on the TCAG website (<http://www.tularecog.org/>)
- Work with other agencies and organizations to educate and inform the public regarding transportation processes.
- Respond to the public’s requests or questions in a timely and professional manner.
- Use maps, charts and other visualization techniques to convey transportation related information.
- Use TCAG’s public relations consultant to issue news releases regarding important transportation processes and accomplishments.

Goal: Increase opportunities for public involvement in transportation planning processes.

Strategy: Provide varied opportunities for public review and input and be responsive to that input.

Procedures:

- Provide timely public notice of meetings.
- Conduct or attend project/process focused meetings outside the usual monthly TCAG Board meeting to gather public input.
- Work with other public agencies and organizations to gather public input regarding transportation processes and issues.
- Respond to public input in a professional, timely and accurate manner.

Goal: Involve traditionally under-served persons such as low-income and minority households, the elderly, those addressed by the Americans with Disabilities Act (ADA) and Native American tribal governments and communities in transportation planning processes.

Strategy: Provide forums and seek alternative methods to reach out and address the transportation related needs of traditionally under-served persons.

Procedures:

- Use SSTAC as a forum to address transit needs for traditionally under-served persons.
- Provide non-English language translation at meetings or for written documents when necessary or upon request.
- TCAG meeting locations should be reasonably accessible to those addressed by the ADA.
- Use TAC, through the Tule River Tribe's representative, as a forum to keep the Tribe informed of transportation issues both significant to the Tribe and to the County as a whole.
- Conduct formal consultation with the Tule River Tribe Council at least once a year to determine if Tribal transportation issues are being adequately addressed.
- Work with other public agencies and organizations which represent traditionally under-served persons to maintain a two-way dialogue regarding transportation processes and issues that are important to them.

Goal: Involve other public agencies, organizations and other groups which represent various segments of the public in transportation planning processes.

Strategy: Provide forums and seek alternative methods to seek input and involvement from other public agencies, organizations and groups.

Procedures:

- Provide opportunities for member public agencies to be kept informed and involved in transportation planning processes through TAC and other TCAG committees.
- Provide opportunities for resource agencies to be kept informed and involved in transportation planning process through EAC and other TCAG committees.
- Attend meetings and give presentations to other public agencies, organizations and other groups regarding transportation processes and issues.

Participation Plan Updates

PUBLIC PARTICIPATION PLAN

The Public Participation Plan is not intended to be a static document. It will need to be periodically reviewed to evaluate its effectiveness in promoting public participation in TCAG's transportation planning processes. The Plan will be comprehensively reviewed every four years (at a minimum) in the year preceding the adoption of an RTP update. The next currently scheduled RTP update is in 2010. This will ensure that the Public Participation Plan will be reviewed and revised as necessary preceding the public outreach efforts for the development of each successive RTP update. In addition, the Public Participation Plan may be subject to additional updates due to changes in state and federal law and to address any needed changes as a result from the input of the public, other public agencies, organizations and other stakeholders which represent various segments of the public in transportation planning processes.

III. Regional Transportation Plan

Background

The RTP is a 20-year planning document that serves as TCAG's long-range plan. The RTP is a state-mandated document that describes existing and projected transportation conditions, needs, alternatives and their consequences. The RTP is inclusive of all types of transportation modes including mass transit, non-motorized (bicycle and pedestrian), rail and aviation. The first RTP was written and adopted in 1975 with updates every two years. In 1999 the California Transportation Commission changed the requirement to every three years and then changed it to every four years in 2006 to meet the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) requirements. The document is based on regional transportation facilities and proposed constrained improvements funded during the time frame of the Plan.

Goals, Strategies and Procedures

Goal: Raise the public's level of understanding of the Regional Transportation Plan.

Strategy: Use a variety of presentation methods and modes of communication to disseminate information to the public.

Procedures:

- Use TCAG's 'On the Move' newsletter to highlight the RTP.
- Post the RTP on the TCAG website (<http://www.tularecog.org/>)
- Work with other agencies and organizations to educate and inform the public regarding the RTP.
- Respond to the public's requests or questions in a timely and professional manner.
- Use maps, charts and other visualization techniques to convey information regarding and within the RTP.
- Use TCAG's public relations consultant to issue news releases regarding important meetings, milestones and accomplishments relating to the RTP.

Goal: Increase opportunities for public involvement in transportation planning processes.

Strategy: Provide varied opportunities for public review and input and be responsive to input.

Procedures:

- Provide timely public notice of meetings for RTP updates and when required, RTP amendments.
- Conduct or attend project/process focused meetings outside the usual monthly TCAG Board meeting to gather public input. This includes giving presentations at city councils, town councils and community groups.
- Use exhibits and printed material to highlight and inform that public of the RTP and other transportation issues at the Tulare County Fair.

PUBLIC PARTICIPATION PLAN

Goal: Involve traditionally under-served persons such as low-income and minority households, the elderly, those addressed by the Americans with Disabilities Act (ADA) and Native American tribes in transportation planning processes.

Strategy: Provide forums and seek alternative methods to reach out and address the transportation related needs of traditionally under-served persons.

Procedures:

- Use SSTAC as a forum to address transit needs for traditionally under-served persons.
- Provide Spanish language translation at meetings or for written documents when necessary.
- TCAG meeting locations regarding the RTP should be reasonably accessible to those addressed by the ADA.
- Meet with the Tule River Tribe Council at least once a year to determine if Tribal transportation issues are being adequately addressed in the RTP.

Goal: Involve other public agencies, organizations and other groups which represent various segments of the public in transportation planning processes.

Strategy: Provide forums and seek alternative methods to seek input and involvement from other public agencies, organizations and groups.

Procedures:

- Provide opportunities for member public agencies to be kept informed and involved in transportation planning processes through TAC and other TCAG committees.
- Provide opportunities for resource agencies to be kept informed and involved in transportation planning process through EAC and other TCAG committees.
- For Air Quality Conformity, follow the interagency consultation procedures as outlined in 40 CRF 93.105.
- Attend meetings and give presentations to other public agencies, organizations and other groups regarding transportation processes and issues.

Development and Circulation

Updates

The development of a RTP update generally begins about a year before anticipated adoption. The following is a general timeline and description of public and interested party involvement in the RTP update process.

Before work on the RTP update begins, a Request for Proposals is sent out to qualified consultants for the completion of an (Subsequent) Environmental Impact Report (EIR) for the RTP. TCAG staff reviews and grades the returned applications (for comprehension of the project, completeness, references, cost, etc.) and a consultant is selected by the Board. TCAG staff works with the consultant in data gathering, conducting meetings and enlisting public involvement in the development of the EIR. The Draft EIR is subject to a 45-day public review period and is posted on the TCAG website. The distribution list for the Draft EIR includes the Resource Agencies (among

others) listed in Exhibit 3 of Appendix A. The development of the EIR is done in coordination with the development of the RTP.

TCAG annually has a booth at the Tulare County Fair where information regarding the RTP and other transportation processes and issues are displayed and distributed (such as transit schedules, information regarding the Measure R sales tax, etc.). In addition, surveys are distributed in English and Spanish to gather information from the public regarding transportation related issues. With coordination from TCAG's public relations consultant, TCAG staff participates in a number of public outreach presentations at service clubs, member agencies, town councils, professional groups, Tule River Tribal Council and any other agency or group willing to hear a presentation on the RTP. After these initial outreach events, draft RTP policies are developed. These draft policies are posted on the TCAG website and circulated to member agencies and EAC (see description of EAC and its membership in Section I) for review.

Following the early review of the draft RTP policies, the Draft RTP is developed and released for a 45-day comment period (at minimum). The Draft is mailed to member agencies, Resource Agencies, Tule River Tribe and other interested parties and is posted on the TCAG website. During this period, another series of public outreach presentations are conducted and the Draft RTP is reviewed by the EAC and TAC. The Draft RTP is presented and additional comments are received at a public workshop during a TCAG Board hearing. The Draft RTP and EIR are subject to a 10-day public notice which is posted at least one Tulare County daily newspaper. In addition, through TCAG's public relations consultant, information regarding the RTP is distributed through press releases and TCAG's 'On the Move' newsletter. All comments regarding the RTP and associated EIR are considered and the final documents are presented to TCAG for approval at the following Board meeting. After approval, the Final RTP and EIR are posted TCAG's website and distributed to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Caltrans, San Joaquin Valley COGs, San Joaquin Valley Air Pollution Control District (SJVAPCD), Environmental Planning Agency (EPA), Air Resource Board (ARB) and member agencies. [Note: All of TCAG's planning documents are available upon request in hard-copy format.]

Amendments

RTP amendments are usually triggered by a project specific need to be consistent with either the project's environmental document or the Federal Transportation Improvement Program (FTIP). The process of RTP amendments follows the process of the specific FTIP amendment.

IV. Federal Transportation Improvement Program

Background

The Federal Transportation Improvement Program (FTIP) is a federal requirement for Metropolitan Planning Organizations (MPOs) that was created in 1991. The FTIP is a financially constrained transportation-programming document developed in cooperation with state and federal agencies and the eight San Joaquin Valley Counties. The 2007 FTIP is a compilation of transportation projects that include full or partial federal funding and regionally significant projects. Projects include FTA urbanized and non-urbanized areas funding, Congestion Mitigation and Air Quality Program (CMAQ), Transportation Enhancement (TE) and other programs using federal funding.

The FTIP is composed of two parts. The first is a priority list of projects and project segments to be carried out in a four year period. The second is a financial plan that demonstrates how the FTIP can be implemented. The financial plan is also required to indicate all public and private resources and financing techniques that are expected to be used to carry out the program. The financial plan demonstrates that there is sufficient revenue to fund projects or project phases that are programmed in the FTIP. Federal legislation has further defined the FTIP process focusing on enhanced public and public agency participation.

The basic premise behind a FTIP is that it is the incremental implementation (four years) of the long-range RTP (20 years). The FTIP was developed, for federal funding agencies, to manage components of funding the RTP and is comprehensively updated every two years.

Goals, Strategies and Procedures

Goal: Raise the public's level of understanding of the Federal Transportation Improvement Program.

Strategy: Use a variety of presentation methods and modes of communication to disseminate information to the public.

Procedures:

- Use TCAG's 'On the Move' newsletter to highlight the FTIP.
- Post the FTIP on the TCAG website (<http://www.tularecog.org/>)
- Work with other agencies and organizations to educate and inform the public regarding the FTIP.
- Respond to the public's requests or questions in a timely and professional manner.
- Use maps, charts and other visualization techniques to convey information regarding FTIP.
- Use TCAG's public relations consultant to issue news releases regarding important meetings, milestones and accomplishments related to the FTIP.

Goal: Increase opportunities for public involvement in transportation planning processes.

Strategy: Provide varied opportunities for public review and input and be responsive to that input.

Procedures:

- Provide timely public notice of meetings for FTIP updates and when required, FTIP amendments.
- Conduct or attend project/process focused meetings outside the usual monthly TCAG Board meeting to gather public input. This includes giving presentations at city councils, town councils and community groups.
- Use exhibits and printed material to highlight and inform that public of the FTIP and other transportation issues at the Tulare County Fair.

Goal: Involve traditionally under-served persons such as low-income and minority households, the elderly, those addressed by the Americans with Disabilities Act (ADA) and Native American tribes in transportation planning processes.

Strategy: Provide forums and seek alternative methods to reach out and address the transportation related needs of traditionally under-served persons.

Procedures:

- Use SSTAC as a forum to address transit needs for traditionally under-served persons.
- Provide Spanish language translation at meetings or for written documents when necessary.
- TCAG meeting locations regarding the FTIP should be reasonably accessible to those addressed by the ADA.
- Meet with the Tule River Tribe Council at least once a year to determine if Tribal transportation issues are being adequately addressed in the FTIP.

Goal: Involve other public agencies, organizations and other groups which represent various segments of the public in transportation planning processes.

Strategy: Provide forums and seek alternative methods to seek input and involvement from other public agencies, organizations and groups.

Procedures:

- Provide opportunities for member public agencies to be kept informed and involved in transportation planning processes through TAC and other TCAG committees.
- Provide opportunities for resource agencies to be kept informed and involved in the FTIP process through EAC and timely distribution of FTIP amendment requests to Caltrans and FHWA (when required).
- Attend meetings and give presentations to other public agencies, organizations and other groups regarding the FTIP when necessary.

Development and Circulation

Expedited Project Selection Procedures (EPSP):

EPSP allows eligible projects to be moved between FTIP fiscal years within the four year FTIP as long as the project cost and scope do not change. TCAG staff is federally authorized to utilize EPSP without additional State or federal approval action.

Amendment Type 1 – Administrative Modification:

Administrative modifications include minor changes to project cost (less than 25% or \$5 million, whichever is higher), scope, schedule or funding sources. They require action by TCAG (delegated to the Executive Director or TCAG Chair) and approval by Caltrans. Federal agencies are notified but do not take approval action. Public notification of the administrative modification is posted on TCAG's website (<http://www.tularecog.org/>) at the time of the action and subsequently posted on the Caltrans website (www.dot.ca.gov/hq/transprog) after their approval.

Amendment Type 2 – Formal Amendment (Funding Changes):

Type 2 amendments include project cost changes that are greater than \$5 million or 25% of the total project cost, whichever is higher. Public notice of the amendment is posted at least 14 days prior to action (delegated to the Executive Director or TCAG Chair) on the TCAG website. The amendment is distributed to local agencies through the TAC and reaffirmed by the Board at the next available meeting following approval by the Executive Director or TCAG Chair (any amendments to the Measure R Expenditure Plan are still subject to direct action by the Tulare County Transportation Authority). TCAG Board approval is required for amendments over \$25 million. The TCAG Chair may approve an amendment over \$25 million if loss of funding may occur. These amendments require approval by TCAG, Caltrans and FHWA. The approved TCAG amendment is forwarded to Caltrans and FHWA for approval both in hard copy and electronic format.

Amendment Type 3 – Formal Amendment (Exempt Projects):

Type 3 amendments included adding or deleting projects that are exempt from regional air quality emissions analysis such as transit buses, etc. These amendments typically include transit or safety projects. Public notice of the amendment is posted at least 14 days prior to action (delegated to the Executive Director or TCAG Chair) on the TCAG website. The amendment is distributed to local agencies through the TAC and reaffirmed by the Board at the next available meeting following approval by the Executive Director or TCAG Chair (any amendments to the Measure R Expenditure Plan are still subject to direct action by the Tulare County Transportation Authority). These amendments require approval by TCAG, Caltrans and FHWA. The approved TCAG amendment is forwarded to Caltrans and FHWA for approval both in hard copy and electronic format.

Amendment Type 4 – Formal Amendment (Conformity Determination that Relies on a Previous Regional Emissions Analysis):

Type 4 amendments include adding or deleting projects that have already been appropriately modeled for air quality purposes as part of the RTP. Federal approving agencies can use a previous analysis of the project's impact on air quality for approval purposes. These amendments may be accompanied by an RTP amendment to maintain consistency. The legally noticed public comment period is 30 days. The legal notice of the public hearing is posted in the Visalia Times-Delta (VTD) and posted on the TCAG website. These notices may be combined as long as they are compliant with state and federal noticing provisions. The amendment is distributed to local agencies through the TAC. These amendments require approval by TCAG, Caltrans and FHWA. The approving

TCAG resolution and amendment is forwarded to Caltrans and FHWA for approval both in hard copy and electronic format.

Amendment Type 5 – Formal Amendment (Conformity Determination and New Regional Emissions Analysis):

Type 5 amendments are the highest level amendment and involve adding or deleting new projects that result in new modeling for air quality impacts or significantly changing the design concept, scope or schedule of an existing project. These are accompanied by a new Air Quality Conformity document that demonstrates conformity with applicable air quality requirements. If applicable, these amendments may be accompanied by an RTP amendment to maintain consistency. The legally noticed public comment period is 30 days. The legal notice of the public hearing is posted in the Visalia Times-Delta (VTD) and posted on the TCAG website. These notices may be combined as long as they are compliant with state and federal noticing provisions. The amendment is distributed to local agencies through the TAC. These amendments require approval by TCAG, Caltrans and FHWA and are distributed to the California Air Resources Board (CARB) and the San Joaquin Valley Air Pollution Control District. The approving TCAG resolution and amendment is forwarded to Caltrans and FHWA for approval both in hard copy and electronic format.

‘Local agencies’ include the Cities of Dinuba, Exeter, Farmersville, Lindsay, Porterville, Tulare, Visalia and Woodlake, Tulare County and the Tule River Indian Tribe. FTIP updates follow the same process as Type 5 amendments. Copies of all amendments and updates are posted on the TCAG website (<http://www.tularecog.org/>) and hardcopies are provided to other agencies, organizations or individuals upon request.

V. Overall Work Program

Background

The Program contains work elements with detailed tasks as well as revenues and expenditures anticipated for the year. The following is a summary of major work products and highlights from the 2009/10 OWP:

1. Continued Measure R Implementation and Planning.
2. Continued work on the Valley Regional Blueprint which includes a Tulare County Vision, Local and Regional Scenario development, and public outreach.
3. Monthly Board meetings.
4. Continued funding of \$1,000 to each member agency for transportation training.
5. Amendments and updates of the 2008 Interim Federal Transportation Improvement Program (FTIP).
6. Development of the 2010 FTIP
7. Development of the 2010 Regional Transportation Plan (RTP) and Environmental Impact Report (EIR)
8. Travel forecasting services.
9. Assistance to member agencies with the preparation of local bicycle transportation plans and grant requests.
10. Support for regional rideshare program through Kings County Transit and partnering with Fresno COG and Valleyrides.com for rideshare efforts for Tulare County citizens.
11. Special Studies
 - a. Completion of 2008/09 studies
 - b. High speed rail
 - c. As-needed traffic engineering services (non-federal funds)
 - d. Agricultural Mitigation Study
12. Continued City of Visalia and Porterville Urbanized Area transit planning efforts.
13. Continued public information and participation.
14. Continued Air Quality monitoring and planning efforts.
15. Continued TCAG Reasonably Available Control Measures (RACM) monitoring of commitments.

Goals, Strategies and Procedures

Goal: Increase opportunities for public involvement and understanding of the Overall Work Program.

Strategy: Provide varied opportunities for public review and input and be responsive to that input.

Procedures:

- Provide timely public notice of public meetings related to the OWP.
- Conduct a public workshop to present the Draft OWP to the TCAG Board and any other interested party.
- Post the Draft and Final OWPs on the TCAG website.

Goal: Involve other public agencies, organizations and other groups which represent various segments of the public in transportation planning processes.

Strategy: Provide forums and seek alternative methods to seek input and involvement from other public agencies, organizations and groups.

Procedures:

- Provide opportunities for member public agencies to be kept informed and involved in the development of the OWP through TAC.
- Provide the Draft OWP to Caltrans, FHWA and FTA in a timely manner and address comments that are received.
- Attend meetings and give presentations as needed.

Development and Circulation

- The Draft OWP is provided to TAC for initial review and posted on the TCAG website.
- The Draft OWP is provided for Interagency Consultation (this includes Caltrans, FHWA and FTA).
- Meet with Caltrans, FHWA and FTA staff to review the OWP and receive comments.
- The Draft OWP is updated to address comments received from TAC and the Interagency Consultation.
- The Draft OWP is presented at a public workshop to the TCAG Board and opportunity is given to receive additional comments.
- All additional comments are considered and the Final OWP is developed.
- The Final OWP is presented to the TCAG Board for approval.
- The Final OWP is posted on the TCAG website.
- The Final OWP is sent to FHWA/FTA for approval.

VI. Special Planning Studies

Background

TCAG engages in a variety of special planning studies in addition to the development of the RTP and FTIP. Recent examples of this include the San Joaquin Valley Regional Blueprint, the Regional Bike Plan and the Light Rail Preliminary Feasibility Study. The Regional Blueprint is currently the largest on-going special planning project at TCAG and is a prime example of a cross-jurisdictional plan that is being jointly developed by the eight San Joaquin Valley Councils of Government (COGs). Listed below is a description of the Blueprint:

Tulare County Association of Governments (TCAG) is one of eight Councils of Government that will collaboratively develop the San Joaquin Valley Regional Blueprint. In conjunction with Fresno (<http://www.fresnocog.org/>), Kern (<http://www.kerncog.org/>), Kings (<http://www.countyofkings.com/kcag/>), Madera (<http://www.maderactc.org/>), Merced (<http://www.mcagov.org/>), San Joaquin (<http://www.sjcog.org/>), and Stanislaus (<http://www.stancog.org/>) Councils of Government, the San Joaquin Valley Air Pollution Control District (<http://www.valleyair.org/>) and the Great Valley Center (<http://www.greatvalley.org/>), TCAG will be establishing the valley-wide fifty-year vision that the Blueprint is to represent. Three quality of life outcomes, called the 3Es, are stated goals for the Blueprint: a prosperous economy, a quality environment, and social equity. The 3Es are goals we think we can achieve as a valley by integrating our respective local plans in transportation, housing, land use, environmental resources, infrastructure, and other services into a cooperative valley-wide document.

Goals, Objectives and Policies

Included, as necessary, within the individual study's plan. For example, the Citizen Participation Plan for the San Joaquin Valley Regional Blueprint is posted here: <http://www.tularecog.org/regionalblueprint.htm>

Development and Circulation

Determined, as necessary, within the individual study's plan. For an example, refer to the Citizen Participation Plan for the San Joaquin Valley Regional Blueprint.

The development process for the 2009 Public Participation Plan and response to comments are included in the full version of the Plan at <http://www.tularecog.org/publicparticipationplan.php>.

A ppendix G - Public Outreach Documents



*General's Highway
Sequoia National Park*



City of Exeter Downtown

Outreach Meetings

The following is a list of the primary outreach meetings that occurred during the RTP update process. As a general rule, TCAG, through the help of a public relations consultant, will go to any organization that is willing to have a presentation. For Agency presentations, public notice is provided so individual members of the public may attend.

- 6/29/09 Tule Indian Administration Staff
- 8/13/09 San Joaquin Valley RTP/TIP Workshop
- 9/16-9/20 Tulare County Fair
- 10/17/09 Mooney Grove 100th Anniversary
- 10/26/09 Rail Advisory Committee
- 10/27/09 Countywide Planners Group
- 11/12/09 Environmental Advisory Committee
- 12/10/09 Technical Advisory Committee
- 12/14/09 RTP Workshop – TCAG Board
- 1/25/10 GHG reduction strategies – TCAG Board
- 1/26/10 Social Services Technical Advisory Committee
- 1/26/10 Transit Forum
- 2/2/10 San Joaquin Valley RTP/TIP Workshop
- 2/9/10 Orosi Public Utility District
- 2/16/10 Visalia City Council Workshop
- 2/16/10 Cutler Public Utility District
- 3/2/10 Porterville City Council
- 3/24/10 Bicycle Advisory Committee
- 4/30/10 *Begin Public Comment Period*
- 5/13/10 Technical Advisory Committee
- 5/17/10 Public Hearing – TCAG
- 5/18/10 Transit Forum
- 5/25/10 Social Services Technical Advisory Committee
- 5/27/10 Sequoia Shuttle Kick-off
- 6/1/10 Tulare City Council
- 6/15/10 *End Public Comment Period*

Resource and other Public Agencies

The development of the RTP, FTIP and Air Quality Conformity has been done in coordination with the San Joaquin Valley Interagency Consultation Group (IAC). The IAC is comprised of the eight San Joaquin Valley Councils of Government, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), U.S. Environmental Protection Agency (EPA), California Air Resources Board (ARB), San Joaquin Valley Air Pollution Control District (SJVAPCD) and Caltrans.

TCAG's Environmental Advisory Committee (EAC) has been consulted during the RTP development process. The EAC is composed of representatives from Sequoia National Park, Irrigation Districts, Sequoia Riverlands Trust, Tulare County Agricultural Commissioner, U.S. Fish and Wildlife Service, California Department of Fish and Game, Bureau of Land Management, Kaweah Delta Water Conservation District, Tulare County Redevelopment Agency, County of Tulare, Caltrans, Tulare County City Managers and TCAG.

The Tule River Indian Tribe is the only federally recognized tribe in Tulare County. TCAG staff met with Tribal staff early in the RTP development process. A formal meeting is planned during the public review period of the draft RTP. The Tribe is also represented on TCAG's Technical Advisory Committee (TAC).

The Notice of Preparation (NOP) for the 2011 RTP's Environmental Impact Report (EIR) was distributed to numerous resource agencies, other public agencies and private companies and groups. Copies of the draft RTP or a notice of its availability (and website location where it can be downloaded) were also widely distributed. Listed below are many of the agencies, organizations and companies that have received mailings regarding the EIR and RTP:

Federal

FHWA, FTA, Federal Aviation Administration (FAA), Federal Railroad Administration, Fish & Wildlife Service, EPA, Army Corps of Engineers, Dept. of Energy, National Park Service, Dept. of Health & Human Services, Dept. of Agriculture, Center for Disease Control

State

Caltrans (Programming, Aeronautics, Scenic Highway Program, District 6), California Transportation Commission (CTC), Dept. of Fish & Game, California Highway Patrol, Dept. of Water Resources, Public Utilities Commission (PUC), Energy Commission, Native American Heritage Commission, ARB, Integrated Waste Management Board, Dept. of Education, Dept. of Health Services, Dept. of General Services, Dept. of Business, Transportation & Housing, Dept. of Parks & Recreation, California Archaeological Inventory

Regional

SJVAPCD, Kern COG, Kings COG, Fresno COG, San Joaquin COG, StanCOG, Merced COG, Madera Transportation Commission, Inyo Transportation Commission

Local

Tule River Indian Tribe, Tulare County (Local Agency Formation Commission (LAFCO), Airport Land Use Commission (ALUC), Resource Management Agency (RMA), Library, Clerk), Fresno County, Kings County, Kern County, Cities of Visalia, Tulare, Porterville, Dinuba, Farmersville, Lindsay, Exeter, Woodlake, Kingsburg, Reedley, Corcoran and Delano, Tulare Irrigation District, College of the Sequoias, Kaweah Delta District Hospital, Kaweah Delta Water Conservation District

Organizations

HBA of Tulare-Kings Counties, Visalia Association of Realtors, Visalia Chamber of Commerce, Farm Bureau, Sierra Club, Audubon Society, Citizens for a Healthy Environment, California Trucking Association

Companies

Union Pacific, BNSF, San Joaquin Valley Railroad, AT&T, So. California Edison, So. California Gas, PG&E

In addition to direct correspondence, the RTP and associated documents were highlighted in TCAG's On the Move newsletter and in the Valley Voice newspaper which both have a wide circulation to public agencies and to private companies, organizations and individuals.

Public Notice

The public comment period for the RTP, EIR and Air Quality Conformity began on April 30th, 2010 and ended on June 15th, 2010. Notice was provided to the three daily newspapers in Tulare County: Visalia Times-Delta, Tulare Advance Register and Porterville Recorder. All documents were posted on TCAG's website: <http://www.tularecog.org/rtpcomments.php>. All public noticing and outreach was conducted in compliance with federal and state regulations and TCAG's adopted Public Participation Plan.

Transportation Survey Results

TCAG has a booth every year at the Tulare County Fair. The RTP update was the point of emphasis for the 2009 Fair. A survey regarding transportation issues was distributed at the Fair where over 400 people completed the survey (attached). A summary of the results of the survey are listed below (total survey results are also attached).

1) Satisfaction of the current transportation system:

Various aspects of the transportation system were listed and rated from very unsatisfied to very satisfied with a scale from 1 to 4. Road maintenance was rated the most poorly (2.24) while bridge safety was rated the highest (2.81). The overall opinion of the transportation system was actually rated at 2.81.

Road Maintenance	2.24	Public Transit Facilities	2.75
Road Capacity	2.61	Public Transit Services	2.80
Road Safety	2.68	Handicapped Facilities	2.80
Biking Facilities	2.69	Bridge Safety	2.81
Walking Facilities	2.74	Overall Opinion	2.81

2) What is the most important transportation project to you?

This question was intended to gather interest in individual projects. However, the most common answers were “road maintenance”, “road safety” and “buses”. Of the specific projects that were listed, Mooney Blvd, SR-198, SR-99 and Road 80 received the most mention.

3) How do you commute to work or school?

As expected, the most common response was “personal vehicle” with 312 out of the 415 who responded (there were several people who selected more than one transportation mode). The second most common response was “bus” at 56.

4) To what extent would changes to the bus system affect how much you drive?

The most common responses were “I would take the bus to work if it came more often” and “I would take the bus if there were a stop closer to my house”. Out of the 393 people who responded to this section of the survey, over 25% said that they would never take the bus.

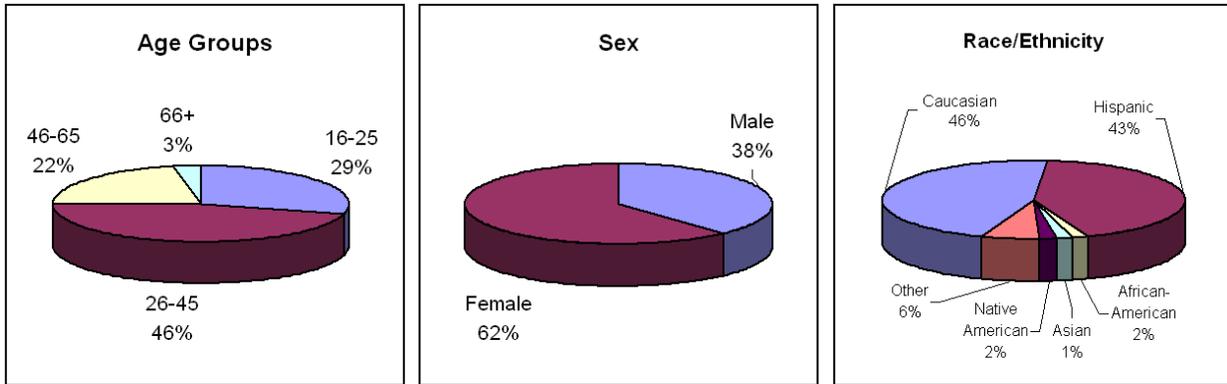
5) How important are each of the following transportation issues to you?

Several transportation issues were listed and rated from “not at all” to “very important” with a scale from 1 to 4. While overall, all of the issues were rated between somewhat to very important, improving pavement quality and fixing potholes was rated as the most important (3.75).

Improving pavement quality & fixing potholes	3.75
Reducing traffic congestion	3.47
Reducing transportation’s impact on the environment	3.47
Improving/expanding public transit services	3.41
Planning development to be more transit/pedestrian oriented	3.38

6-8) Demographics

To get a sense who was responding to the surveys, several optional demographic questions were included in the survey. As compared to the overall population of the County, the age groups 16-25, 26-45 and 46-65 were well represented while the 66+ age group was not. The majority of survey takers were female (62%). For race/ethnicity, of those who responded, 46% were Caucasian and 43% were Hispanic which isn’t too far off of the overall makeup of the County’s population.





Appendix "H" Regional Transportation Plan Checklist



Sequoia National Forest



*Downtown Lindsay
Farmers Market*

Regional Transportation Plan Checklist

(Revised September 2007)

(To be completed electronically Microsoft Word format by the MPO/RTPA and submitted along with draft RTP to the Calif. Department of Transportation)

Name of MPO/RTPA: Tulare County Association of Governments (TCAG)

Date Draft RTP Completed: April 30, 2010

RTP Adoption Date: July 19, 2010

What is the Certification Date of the Environmental Document (ED)? July 19, 2010

Is the ED located in the RTP or is it a separate document? Appendix C – under separate cover

By completing this checklist, the MPO/RTPA verifies the RTP addresses all of the following required information within the RTP.

Regional Transportation Plan Contents

General

1. Does the RTP address no less than a 20-year planning horizon (23 CFR 450.322(a))?
Pg 1-1
2. Does the RTP include both long-range and short-range strategies/actions (23 CFR part 450.322(b))?
Fig 3-11, Fig 3-12, Pg 3-37, 3-51, 3-59 through 3-64, 4-33, Tbl 4-4 through 4-7, 4-10 through 4-12
3. Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?
Chapters 2, 3 and 4
4. Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?
Tbl 3-11 and 3-12

Consultation/Cooperation

1. Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR part 450.316 (1)(i-x)?
Pg 1-21, 3-35, Appendix F
2. Did the MPO/RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23CFR450.316(3)(b))
Pg 1-20 and 1-21, 3-34 and 3-35, Appendix G
3. Did the MPO/RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP?
Pg 1-20 and 1-21, 3-34 and 3-35, Appendix G

4. Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted? (23 CFR part 450.322(g))
Pg 1-20 and 1-21, 3-34 and 3-35, Appendix G
5. Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR part 450.322(g))
Pg 3-31, Appendix C (Final EIR)
6. Did the MPO/RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (Title 23 CFR part 450.316(c))
Pg 1-20, 3-34, Appendix G
7. Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the participation plan developed under 23 CFR part 450.316(a)? (23 CFR 450.316(i))
Pg 1-21, 3-35, Appendix F, Appendix G
8. Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR part 450.316(l))
Pg 1-20 and 1-21, 3-34 and 3-35, Appendix F, Appendix G
9. Does the RTP contain a discussion describing the coordination efforts with regional air quality planning authorities (23 CFR 450.316(3)(b))? (MPO nonattainment and maintenance areas only)
Pg 1-20 and 1-21, 3-34 and 3-35, Appendix G
10. Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan?
Pg 1-14 to 1-16, 2-4, Pg 3-65 to 3-79, Pg 4-9 to 4-16, 4-34 and 4-35, Appendix E
11. Were the draft and adopted RTP posted on the Internet? (23 CFR part 450.322(j))
<http://www.tularecog.org/rtpcomments.php> , Appendix G

Modal Discussion

1. Does the RTP discuss intermodal and connectivity issues?
Pg 3-8 and 3-9, 3-64, 3-76 & 3-77, 3-88 & 89, Chapter 5
2. Does the RTP include a discussion of highways?
Pg 3-64 through 3-65, 3-89 & 3-90, 4-33 & 4-34, Chapter 5
3. Does the RTP include a discussion of mass transportation?
Pg 3-65 through 3-79, 4-34 & 4-35
4. Does the RTP include a discussion of the regional airport system?
Pg 3-84 through 3-87, 4-36
5. Does the RTP include a discussion of regional pedestrian needs?
Pg 3-80 and 3-81
6. Does the RTP include a discussion of regional bicycle needs?
Pg 3-80 and 3-81, 4-35

7. Does the RTP include a discussion of rail transportation?
Pg 3-81 through 3-83, 4-35, Chapter 5
8. Does the RTP include a discussion of maritime transportation (if appropriate)?
N/A
9. Does the RTP include a discussion of goods movement?
Pg 3-87 through 3-89, Chapter 5

Programming/Operations

1. Is a congestion management process discussed in the RTP? (MPOs designated as TMAs only) (23 CFR part 450.450.320(b))
N/A
2. Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture?
Pg 2-10
3. Does the RTP identify the objective criteria used for measuring the performance of the transportation system?
Pg 2-12 through 2-14, 3-28 through 3-30
4. Does the RTP contain a list of un-constrained projects?
Tbl 3-15

Financial

1. Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.322(f)(10)?
Chapter 4
2. Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (2006 STIP Guidelines, Section 19)
Pg 4-1
3. Do the projected revenues in the RTP reflect Fiscal Constraint (23 CFR part 450.322(f)(10)(ii))?
Pg 4-1, Chapter 4
4. Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65808(3)(A))
Tbl 3-13 & 3-14
5. Do the cost estimates for implementing the projects identified in the RTP reflect “year of expenditure dollars” to reflect inflation rates? (23 CFR part 450.322(f)(10)(iv))
Tbl 3-13 & 3-14, Tbl 4-13
6. After 12/11/07, does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region (23 CFR 450.322(f)(10)(i))?
Pg 3-89 & 3-90, Tbl 3-16
7. Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP (2006 STIP Guidelines section 33)?

Pg 4-1

- 8. Does the RTP contain a statement regarding consistency between the projects in the RTP and the FTIP (2006 STIP Guidelines section 19)?

Pg 4-1

- 9. Does the RTP address the specific financial strategies required to ensure the identified TCMs from the SIP can be implemented? (nonattainment and maintenance MPOs only) (23 CFR part 450.322(f)(10)(vi))

Pg 3-45 through 3-49, Chapter 5

Environmental

- 1. Did the MPO/RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?

Appendix C

- 2. Does the RTP contain a list of projects specifically identified as TCMs, if applicable?

Appendix D

- 3. Does the RTP contain a discussion of SIP conformity, if applicable? (MPOs only)

Pg 3-45 through 3-49, Appendix D

- 4. Does the RTP specify mitigation activities? (23 CFR part 450.322(f)(7))

Pg 3-33 & 3-34, Appendix C

- 5. Where does the EIR address mitigation activities?

Appendix C – Section 3

- 6. Did the MPO/RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?

N/A

- 7. Does the RTP specify the TCM's to be implemented in the region? (federal nonattainment and maintenance areas only)

Pg 2-11, Appendix D

I have reviewed the above information and concur that it is correct and complete.



(Must be signed by MPO/RTPA Executive Director or designated representative)

7/19/10

Date

Ted Smalley

Print Name

Executive Director

Title